ACAA Approved
04/13/2026

ALB ALBANY
INTERNATIONAL AIRPORT

Minutes of the Regular Meeting of the Albany County Airport Authority

March 23, 2026

Pursuant to notice duly given and posted, the regular meeting of the Albany County Airport Authority was called to order on March 23, 2026 at 9:00 a.m. in the Third Floor Conference Room located in the Terminal at the Albany International Airport, Albany, New York by Chair Samuel A. Fresina, with the following present:

MEMBERS PRESENT

Samuel A. Fresina, Chair
Kevin R. Hicks, Sr. (via telephone)
Steven Heider
Harold Iselin
Sari O'Connor
John-Raphael Pichardo
Janet M. Thayer

MEMBERS ABSENT

STAFF

Peter F. Stuto, Chief Executive Officer
Christine Quinn, Authority Counsel
John LaClair, Chief Engineer
Matt Mokey, Airport Engineer
Margaret Herrmann, Acting Chief Finance Officer
Kathy Greenwood, Director of Art & Culture
Helen Chadderdon, Marketing Manager
Liz Charland, Administrative Services
Bobbi Matthews, Purchasing Agent
Jenn Munger, Paralegal
Dave Montiverdi, Airport Planner
Matt Hunter, Communication Director
Debbie Pasquini, Confidential Secretary

ATTENDEES

Dennis Feeney, Majority Leader Albany County Legislature
Carmiena Brooks, Assistant Airport Manager
Ray Camilli, Airfield Maintenance Manager, Avports
Kevin Hehir, Avports Building Maintenance Manager
Brian King, Manager Million Air Albany
Deputy Fire Chief Chris Menge, ARFF Avports
Chief Steve Dorsey, ARFF Avports
Jim O'Brien, Operations Manager, Avports

Jeff Lovell, Managing Director Park Strategies, LLC
Perry Blanchard, Chief Technology Officer, Avports
Chris Pasquini, Assistant Maintenance Manager, Avports
Glen Doherty, Esq., Hodgson Russ, LLP
Andrew Mangini, The Martin Group

Chair Fresina noted that there was a quorum.

General:

1. Chairman's Remarks

2. Approval of Minutes

Ms. O'Connor moved to approve the minutes of the February 9, 2026 regular board meeting.

The motion was adopted unanimously.

3. Communications and Report of Chief Executive Officer

Mr. Stuto presented a Communications and Chief Executive Officer's Report for the month of March 2026. He also noted that the deployment of Federal Ice Agents does not affect upstate Airports.

3A. Reports of Committees

- Ms. O'Connor advised that the Capital Improvements Committee met on March 10, 2026 and staff will be presenting Wayfinding Signage Plan later in this meeting.

- Mr. Pichardo advised the Audit Committee met on March 18, 2026.

Reports:

4. Chief Operating Officer

Mr. O'Donnell presented (via telephonic) the Chief Operating Officer's Report for the month of March 2026. (Power Point attached.)

Mr. LaClair added that the escalators and elevators, Terrazzo flooring, bow tie ceiling and electrical are progressing.

5. Chief Financial Officer

Ms. Herrmann presented the Financial Report for the month of March 2026. (Power Point attached.)

6. Project Development

Mr. LaClair and Mr. Mokey presented the Project Development Report for the

month of March 2026. (Power Point attached.)

7. Counsel

8. Concessions/Ambassador Program

Ms. Chadderdon presented the Concessions/Ambassador Report for the month of March 2026.

9. Public Affairs

Mr. Hunter presented the Public Affairs Report for the month of March 2026. (Power Point attached.)

9A. Art & Culture Program

Ms. Greenwood presented the Art & Culture Program Report for March 2026. She also noted that the artwork titled "Treasure Map," located above the Southwest Airlines ticketing area, was featured in *Edgars Magazine*. (Power Point attached.)

9B. Planning

Mr. Montiverdi presented the Planning Report for March 2026.

Action Items:

10. Authorization of Contracts, Leases, Contract Negotiations, Contract Amendments and Action Items

10.1 Authorization to enter a two-year Service Agreement, Contract No. SC-1269, with the Capital District Transportation Authority (CDTA). The term of the agreement will be from January 1, 2026 through December 31, 2027.

Ms. Quinn requested authorization to enter a two-year Service Agreement, Contract No. SC-1269, with the Capital District Transportation Authority (CDTA). The term of the agreement will be from January 1, 2026 through December 31, 2027. Total Contract Amount for year one, 2026 will be capped at $50,000.00 and year two, 2027 will be capped at $60,000.00.

This request is to provide bus services for airport employees reliant upon public transportation. Access to CDTA bus routes will be gained through tapping a provided valid Navigator identification card into the bus farebox. Farebox counts will be provided in ridership reports to the Authority.

Mr. Iselin moved to approve a two-year Service Agreement, Contract No. SC-1269, with the Capital District Transportation Authority (CDTA) for the term January 1, 2026 through December 31, 2027. The total Contract

Amount for year one, 2026 will be capped at $50,000.00 and year two, 2027 will be capped at $60,000.00. The motion was adopted unanimously.

10.2 Purchase Order: Purchase of one (1) Ground Power Unit for the Fixed Base of Operations from Aero Specialties, Inc. per their quote AS0000544

Ms. Herrmann requested authorization to purchase a new JetGo Ground Power Unit to be used at the Fixed Base of Operations. She advised this unit is requested by the FBO for use this summer with anticipated increase in business and three comparable quotes were obtained.

Ms. Thayer moved to authorize of a purchase a new JetGo Ground Power Unit to be used at the Fixed Base of Operations. As requested by the FBO for use this summer with anticipated increase in business in the amount of $56,160.00. The motion was adopted unanimously.

10.3 Authorization to Award: Contract No. S-1261 Professional Engineering Services for the Design of Wayfinding & Signage Improvements Phase 1 with Creighton Manning.

Mr. LaClair requested authorization to award Professional Services Contract S-1261 for the Design of Wayfinding & Signage Improvements (Phase 1) in the amount of $306,000 to Creighton Manning of Albany, New York. He advised Creighton Manning was selected to perform the design services through the Request for Qualifications (RFQ) process. This Phase 1 contract will include the design and bid documents for the approach into and guidance through the Airport Terminal for vehicular traffic to be able to locate parking, drop-off areas, pick-up areas, rideshare pick up and rental car access. The signage will include digital and static hi-viz signs (per MUTCD) both overhead and ground mounted.

Mr. Heider moved to authorize the award of Contract No. S-1261 Professional Engineering Services for the Design of Wayfinding & Signage Improvements Phase 1 to Creighton Manning in the amount of $306,000. The motion was adopted unanimously.

10.4 Intentionally Left Blank

10.5 Purchase and installation of Replacement Digital Sign at West Entrance of Airport - Vendor: Top Line Ltd. Inc. DBA AJ Signs under Sourcewell Contract

Mr. Mokey requested authorization for purchase and installation of Replacement Digital Sign at West Entrance of Airport using vendor Top Line Ltd. Inc. DBA AJ Signs under Sourcewell Contract in the amount of $133,484.00.

He advised the Airport Authority recently requested signage improvements for passengers. The digital sign at the west entrance of the Airport has been out of service and requires replacement. Top Line Ltd. Inc. DBA AJ Signs has

provided a price proposal for a Daktronics sign under a Sourcewell Contract. This sign proposal has been reviewed by the Airport's Engineering and IT staff and it will meet the current and future needs for information to be displayed to assist passengers with important information. A purchase order will be issued to Top Line Ltd. Inc. DBA AJ Signs for this purchase.

Mr. Iselin moved to authorize the purchase and installation of Replacement Digital Sign at West Entrance of Airport using vendor Top Line Ltd. Inc. DBA AJ Signs under Sourcewell Contract in the amount of $133,484. The motion was adopted unanimously.

11. Authorization of Change Orders

11.1 Authorization to Award Contract Change Order #19 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

Mr. LaClair requested authorization to Award Contract Change Order #19 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC in the amount of $99,880.

He advised this Change Order reflects a credit for West Mechanical room "rain wash" analysis and an addition for B-line encasement detail between column lines 9 & 10, as directed by ASI 130.

Mr. Pichardo moved for approval of Change Order #19 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC in the amount of $99,880. The motion was adopted unanimously.

11.2 Intentionally Left Blank.

11.3 Authorization of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

Mr. Mokey requested authorization of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC in the amount of $90,351.00. He advised the major components of this change order work include the furnishing and installation of a new Security Gate to provide a secure location for international diversions for use by US Customs. Additional work includes relocation and raising of existing conduit and wiring to provide necessary clearance of the new ceiling grid design and more modernized stanchions for gates A1 through A6 to help facilitate passenger boarding and deboarding of planes.

Ms. O'Connor moved for approval of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC in the amount of $90,351.00. The motion was adopted unanimously.

12. Authorization of Federal and State Grants

12.1 Grant Agreement: Authorization to Accept Federal and State Grants – Terminal Expansion Project

Ms. Quinn recommended authorization to accept both federal and state grant funding for the Terminal Expansion Project in the amount of $24,350,206. This grant is awarded through BIL-AIG funding for the FAA's Fiscal Years 2022-2025. The funding split is 90% federal, 5% state and 5% local.

She advised this federal and state funding shall be used for the undertaking of the Main Terminal Expansion Project. This includes Phase 1 Construction and Terminal Building Improvements as follows: Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC.

Mr. Pichardo moved to approve the acceptance of both federal and state grant funding for the Terminal Expansion Project in the amount of $24,350,206. The motion was adopted unanimously.

12.2 Grant Agreement: Authorization to Accept Federal and State Grants –General Aviation Rehabilitation Project

Ms. Quinn recommended authorization to accept both federal and state grant funding for the General Aviation Rehabilitation Project in the amount of $14,373,566. This grant is awarded through the Bipartisan Infrastructure Law funding source for the FAA's Fiscal Year 2022-2025. The funding split is 90% federal, 5% state and 5% local.

She advised reference is made to Agenda Item No. 12.1 presented to and approved by the Board on October 20, 2025. The October 20, 2025 item contemplated acceptance of FAA funding alone and did not include the 5% state and 5% local shares for the remainder of the estimated project cost.

Ms. Thayer moved to approve the acceptance of both federal and state grant funding for the General Aviation Rehabilitation Project in the amount of $14,373,566 The motion was adopted unanimously.

13. Informational

13.1 Report of contract execution with Premiere Transportation for the provision of shuttle buses and drivers during the month of April

Ms. Quinn presented for informational purposes the report of contract execution with Premiere Transportation for the provision of shuttle buses and drivers during the month of April in the NTE amount of $70,300.

She advised the CEO authorized execution of a contract with Premiere

Transportation for the provision of shuttle buses and drivers during the month of April 2026. The need is due to numerous factors including construction, peak spring break travel, staffing shortage and the potential need to use additional parking areas beyond the bounds of the Economy Lot. This will ensure our ability to safely and effectively transport passengers to and from the Terminal during this period. The Authority procurement policy allows for emergency expenditure by the CEO under exigent circumstances and a report to the Board is required.

Ms. O'Connor moved to acknowledge the Informational Item advising of the contract with Premiere Transportation for the provision of shuttle buses and drivers during the month of April 2026 in a NTE amount of $70,300.

14. Financial – Audit – TABLED.

Ms. O'Connor moved to table the Request for review and acceptance of the Financial Audit. The motion was adopted unanimously.

Old Business: New Business:

Executive Session - Attorney-Client Privilege Matters

Mr. Iselin made a motion to go into executive session at 9:45 a.m. to discuss:

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

There was no action being taken and no further business, the meeting was adjourned at 1:05 p.m.

ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING
AGENDA
March 23, 2026

General:

3. Chairman's Remarks

4. Approval of Minutes

Regular Meeting – February 9, 2026

5. Communications and Report of Chief Executive Officer

3A. Reports of Committees

- **CIC**
- **Audit**

Reports:

4. Chief Operating Officer

- **Main Terminal Expansion Update**

5. Chief Financial Officer

6. Project Development

- **Wayfinding Signage Plan**
- **Concourse A Update**

7. Counsel

8. Concessions/Ambassador Program

9. Public Affairs

9A. Art & Culture Program

9B. Planning

Action Items:

10. Authorization of Contracts, Leases, Contract Negotiations, Contract Amendments and Action Items

10.1 Service Contract - Contract No. SC-1269 CDTA Navigation Bus Pass with CDTA

10.2 Purchase Order: Purchase of one (1) Ground Power Unit for the Fixed Base of Operations from Aero Specialties, Inc. per their quote AS0000544

10.3 Authorization to Award Contract No. S-1261 Professional Engineering Services for Wayfinding & Signage Improvements with Creighton Manning Engineering & Surveying, PLLC (CME)

10.4 Intentionally left blank.

10.5 Purchase of Replacement Digital Sign at West Entrance of Airport

11. Authorization of Change Orders

11.1 Authorization of Change Order No. 19 for Construction Contract 21-1082-GC - for the Terminal Expansion (Site Work) to MLB Construction Services, LLC.

11.2 Intentionally left blank.

11.3 Authorization of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

12. Authorization of Federal and State Grants

12.1 Authorization to Accept Federal and State Grants – Terminal Expansion Project

12.2 Authorization to Accept Federal and State Grants- General Aviation Rehabilitation Project

13. Informational

13.1 Shuttle Bus Services

14. Financial - Audit

- **Comprehensive Annual Financial Report for the year-ended 2025 with draft auditor reports.**

- **Airlines Rates and Charges Settlement and Revenue Sharing Calculation Report for the year ended December 31, 2025 with draft consultant report.**

- **The Annual review and approval of the Cash Management and Investment Policy in accordance with Section 2925 of the Public Authorities Law.**

- **Annual Investment Report which includes a copy of the Cash Management and Investment Policy (the Policy) and explanation of the Policy and draft auditor report.**

- **Performance Measurement Report for 2025.**

- **Financial Statements – Other Post Employment Benefit Trust.**

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

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ALBANY

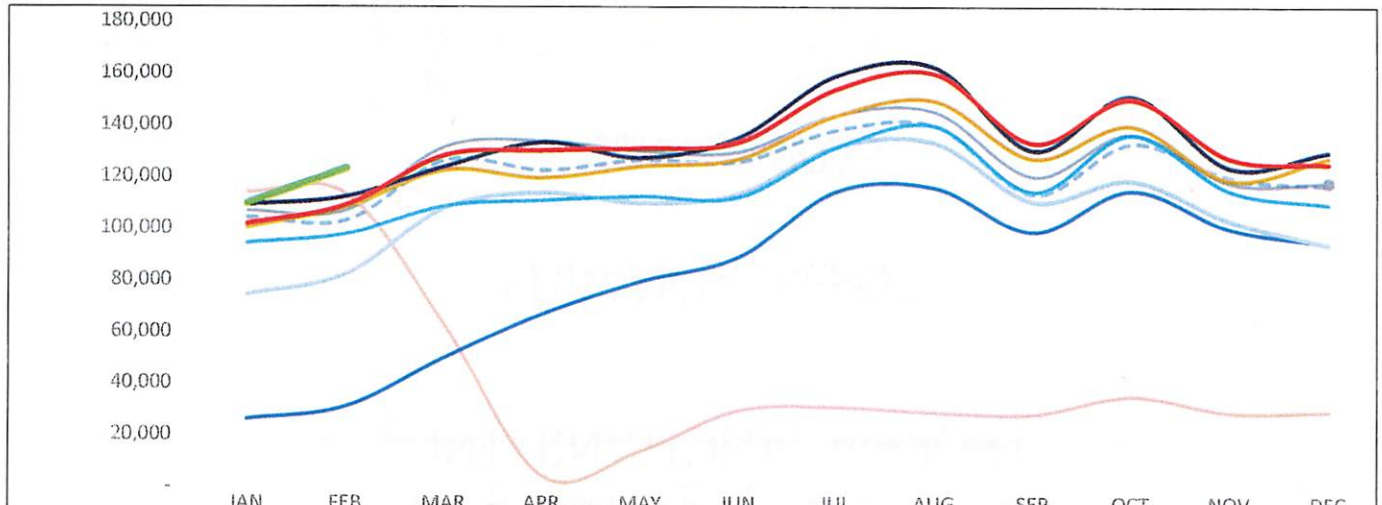
INTERNATIONAL AIRPORT

FINANCIAL REPORT

January 2026

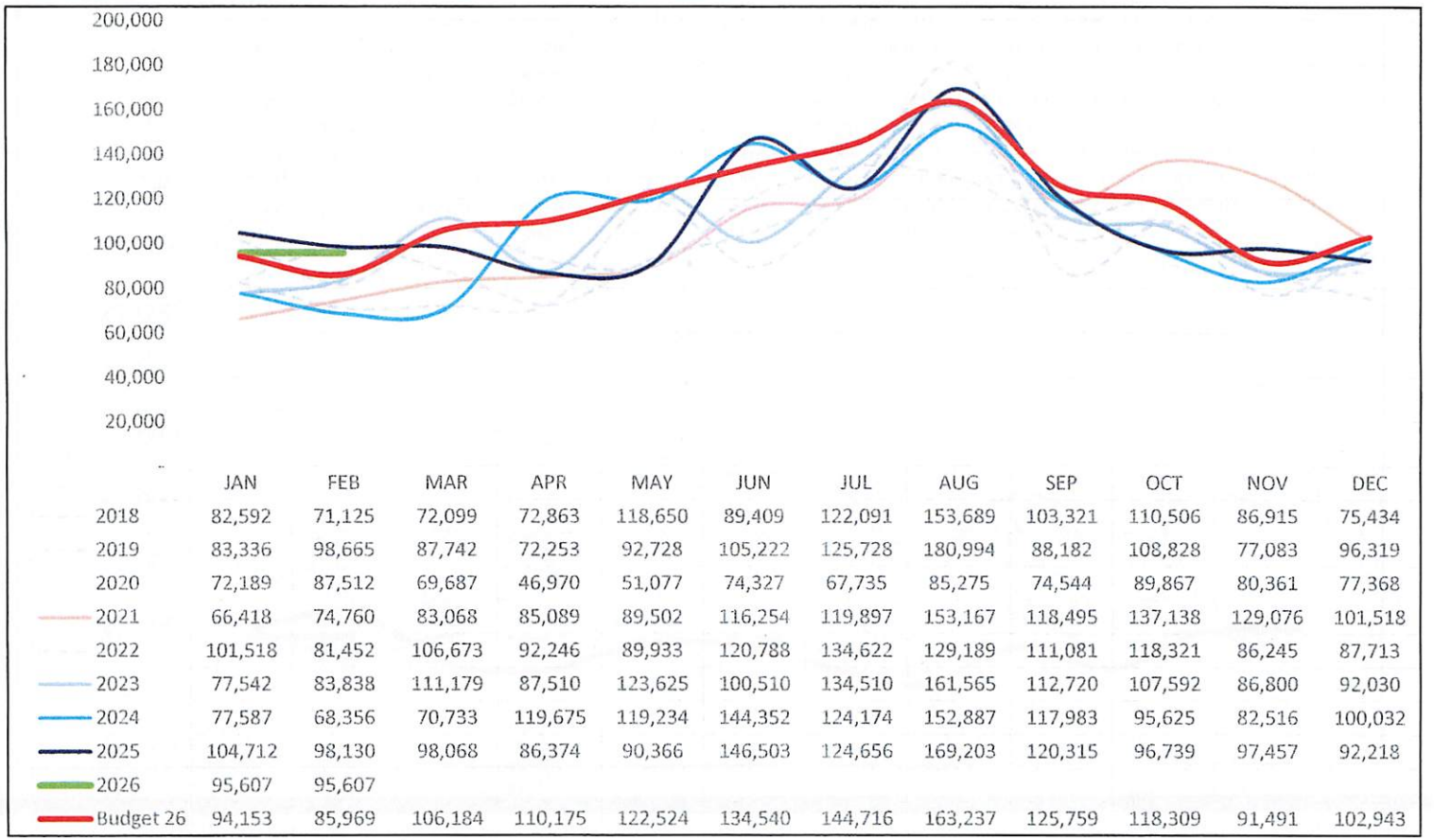
March 23, 2026

Monthly Enplanements



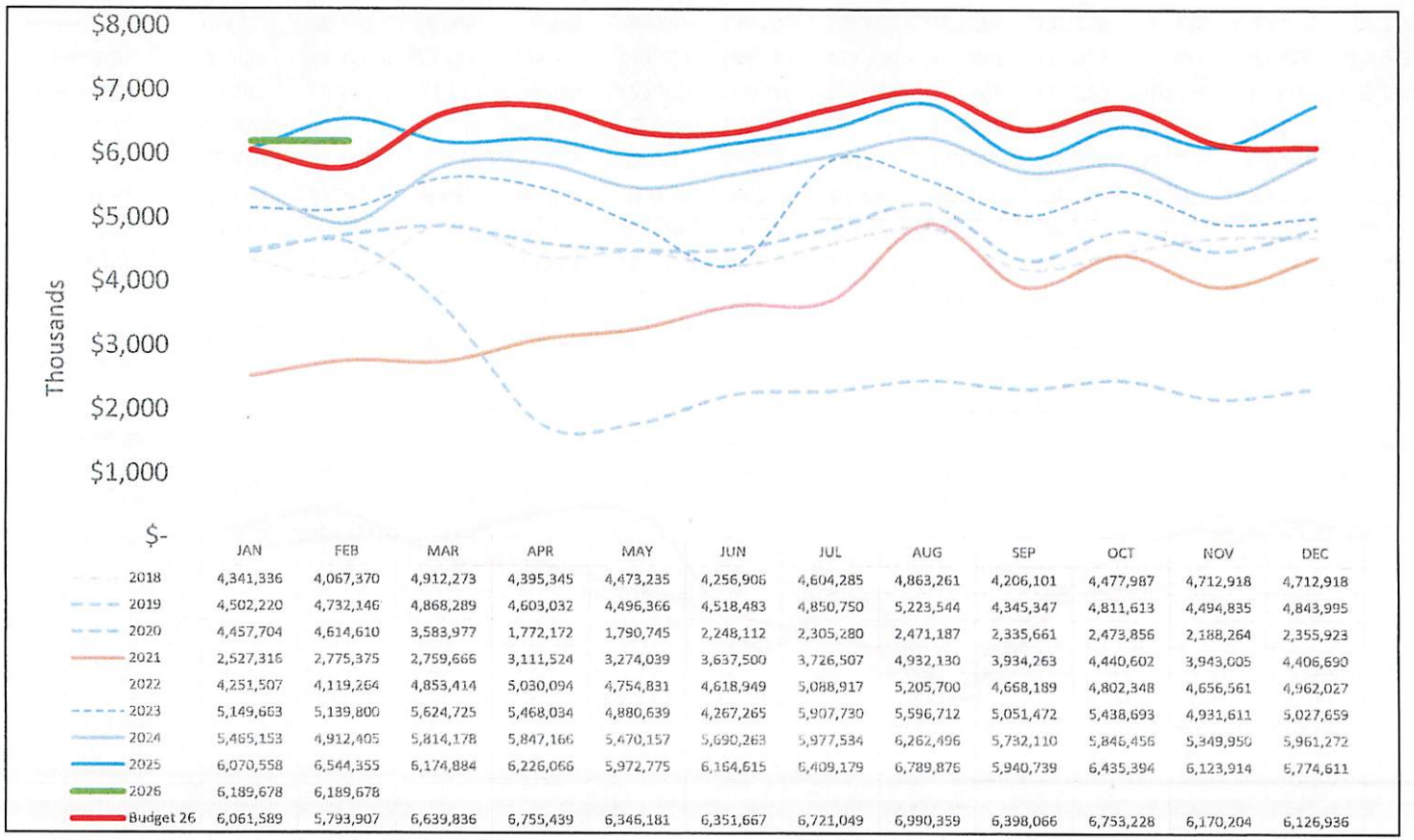
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2018	104,011	102,852	126,052	122,342	126,345	125,618	137,983	139,520	113,139	132,723	119,639	116,482	1,466,706
2019	106,622	106,760	131,398	133,722	129,868	129,585	143,957	144,967	120,058	136,558	117,662	117,812	1,518,969
2020	114,119	113,232	62,622	4,147	13,968	29,752	31,092	29,022	28,257	35,274	29,089	29,455	520,029
2021	25,665	30,538	49,504	66,433	79,125	88,614	114,106	115,469	98,456	114,335	99,723	93,971	975,939
2022	74,020	82,020	107,454	113,430	109,543	113,139	131,337	132,892	110,178	118,321	102,991	93,607	1,288,932
2023	93,882	97,311	108,087	110,378	111,996	111,736	131,035	139,302	113,844	135,785	114,293	108,990	1,376,639
2024	100,258	108,129	122,407	119,477	123,993	126,907	143,652	149,279	127,013	139,688	118,826	127,341	1,507,130
2025	108,922	111,997	123,488	132,964	127,066	134,902	158,852	162,126	130,051	150,836	123,530	129,343	1,594,077
2026	109,370	123,015											
Budget 26	101,565	108,874	127,997	130,018	130,869	133,236	153,780	159,631	132,953	149,753	127,361	124,963	

Monthly Jet A FBO only (gallons)



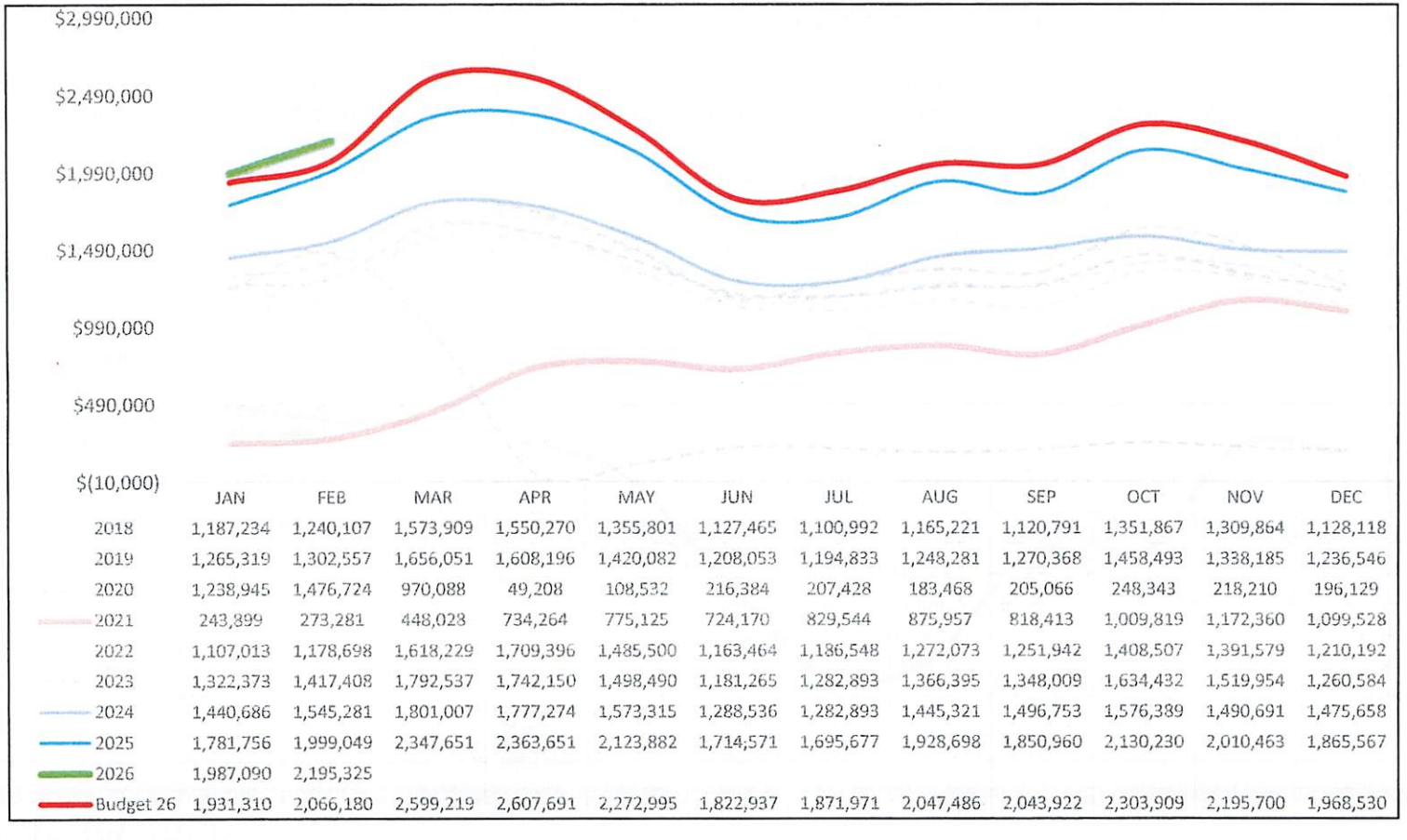
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2018	82,592	71,125	72,099	72,863	118,650	89,409	122,091	153,689	103,321	110,506	86,915	75,434	996,302
2019	83,336	98,665	87,742	72,253	92,728	105,222	125,728	180,994	88,182	108,828	77,083	96,319	1,158,694
2020	72,189	87,512	69,687	46,970	51,077	74,327	67,735	85,275	74,544	89,867	80,361	77,368	1,217,080
2021	66,418	74,760	83,068	85,089	89,502	116,254	119,897	153,167	118,495	137,138	129,076	101,518	876,912
2022	101,518	81,452	106,673	92,246	89,933	120,788	134,622	129,189	111,081	118,321	86,245	87,713	1,274,382
2023	77,542	83,838	111,179	87,510	123,625	100,510	134,510	161,565	112,720	107,592	86,800	92,030	1,259,781
2024	77,587	68,356	70,733	119,675	119,234	144,352	124,174	152,887	117,983	95,625	82,516	100,032	1,279,421
2025	104,712	98,130	98,068	86,374	90,366	146,503	124,656	169,203	120,315	96,739	97,457	92,218	1,266,446
2026	95,607	95,607											1,324,744
Budget 26	94,153	85,969	106,184	110,175	122,524	134,540	144,716	163,237	125,759	118,309	91,491	102,943	

Operating Revenue (including FBO)



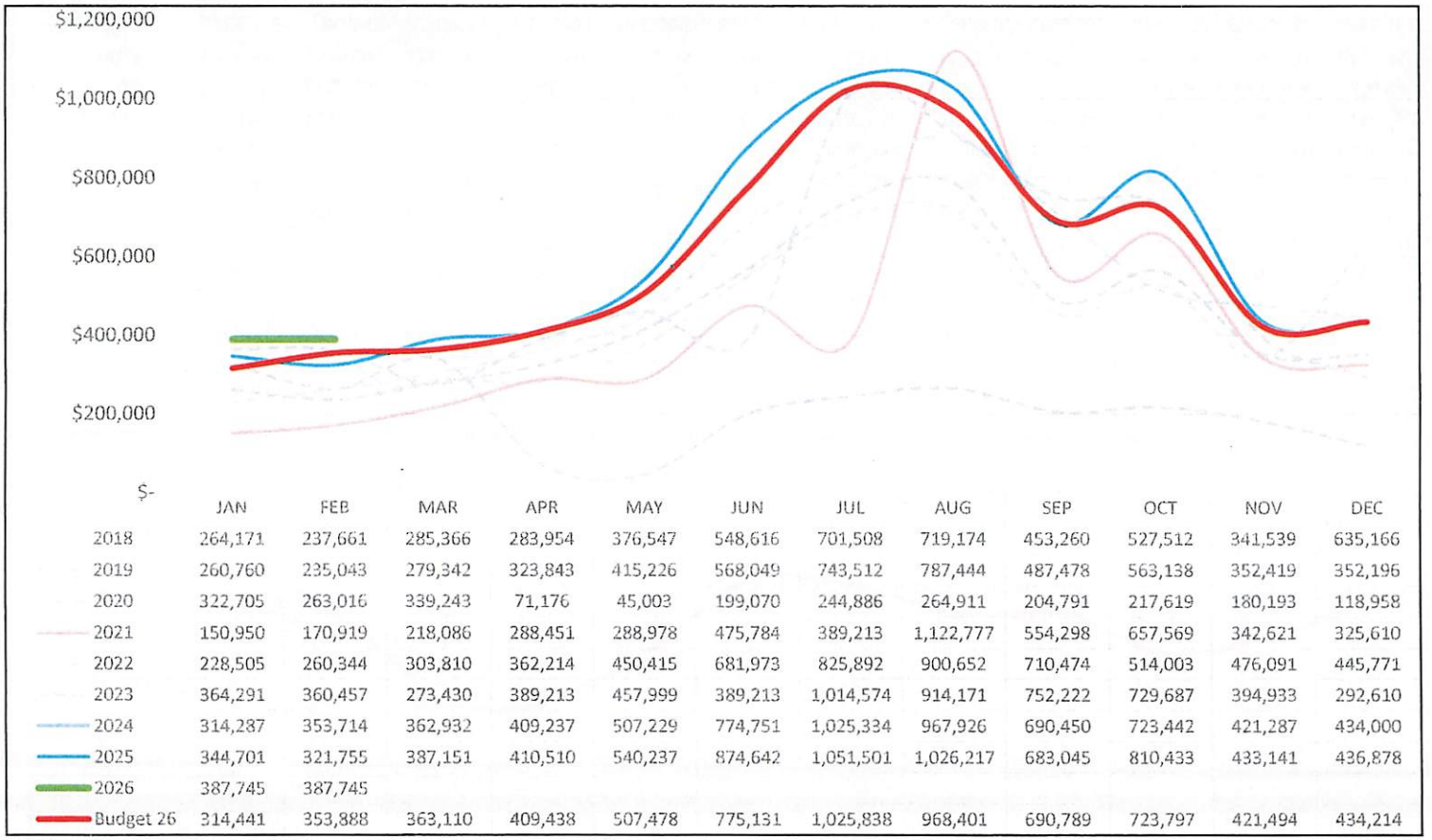
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	4,341,336	4,067,370	4,912,273	4,395,345	4,473,235	4,256,906	4,604,285	4,863,261	4,206,101	4,477,987	4,712,918	4,712,918
2019	4,502,220	4,732,146	4,868,289	4,603,032	4,496,366	4,518,483	4,850,750	5,223,544	4,345,347	4,811,613	4,494,835	4,843,995
2020	4,457,704	4,614,610	3,583,977	1,772,172	1,790,745	2,248,112	2,305,280	2,471,187	2,335,661	2,473,856	2,188,264	2,355,923
2021	2,527,316	2,775,375	2,759,666	3,111,524	3,274,039	3,637,500	3,726,507	4,932,130	3,934,263	4,440,602	3,943,005	4,406,690
2022	4,251,507	4,119,264	4,853,414	5,030,094	4,754,831	4,618,949	5,088,917	5,205,700	4,668,189	4,802,348	4,656,561	4,962,027
2023	5,149,663	5,139,800	5,624,725	5,468,034	4,880,639	4,267,265	5,907,730	5,596,712	5,051,472	5,438,693	4,931,611	5,027,659
2024	5,465,153	4,912,405	5,814,178	5,847,166	5,470,157	5,690,263	5,977,534	6,262,496	5,732,110	5,846,456	5,349,950	5,961,272
2025	6,070,558	6,544,355	6,174,884	6,226,066	5,972,775	6,164,615	6,409,179	6,789,876	5,940,739	6,435,394	6,123,914	6,774,611
2026	6,189,678	6,189,678										
Budget 26	6,061,589	5,793,907	6,639,836	6,755,439	6,346,181	6,351,667	6,721,049	6,990,359	6,398,066	6,753,228	6,170,204	6,126,936

Parking Revenues



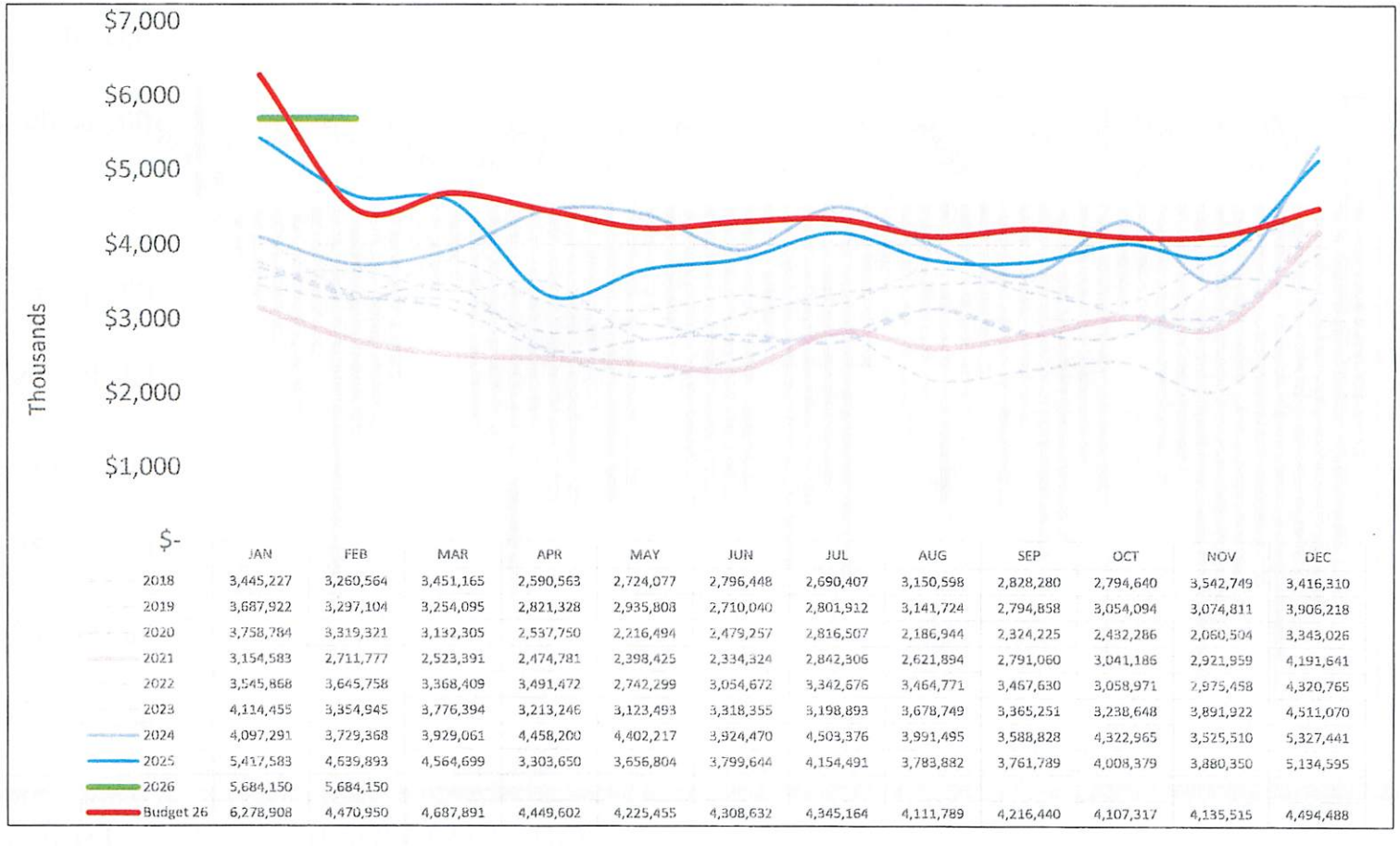
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	1,187,234	1,240,107	1,573,909	1,550,270	1,355,801	1,127,465	1,100,992	1,165,221	1,120,791	1,351,867	1,309,864	1,128,118
2019	1,265,319	1,302,557	1,656,051	1,608,196	1,420,082	1,208,053	1,194,833	1,248,281	1,270,368	1,458,493	1,338,185	1,236,546
2020	1,238,945	1,476,724	970,088	49,208	108,532	216,384	207,428	183,468	205,066	248,343	218,210	196,129
2021	243,899	273,281	448,028	734,264	775,125	724,170	829,544	875,957	818,413	1,009,819	1,172,360	1,099,528
2022	1,107,013	1,178,698	1,618,229	1,709,396	1,485,500	1,163,464	1,186,548	1,272,073	1,251,942	1,408,507	1,391,579	1,210,192
2023	1,322,373	1,417,408	1,792,537	1,742,150	1,498,490	1,181,265	1,282,893	1,366,395	1,348,009	1,634,432	1,519,954	1,260,584
2024	1,440,686	1,545,281	1,801,007	1,777,274	1,573,315	1,288,536	1,282,893	1,445,321	1,496,753	1,576,389	1,490,691	1,475,658
2025	1,781,756	1,999,049	2,347,651	2,363,651	2,123,882	1,714,571	1,695,677	1,928,698	1,850,960	2,130,230	2,010,463	1,865,567
2026	1,987,090	2,195,325										
Budget 26	1,931,310	2,066,180	2,599,219	2,607,691	2,272,995	1,822,937	1,871,971	2,047,486	2,043,922	2,303,909	2,195,700	1,968,530

Rental Car Revenues



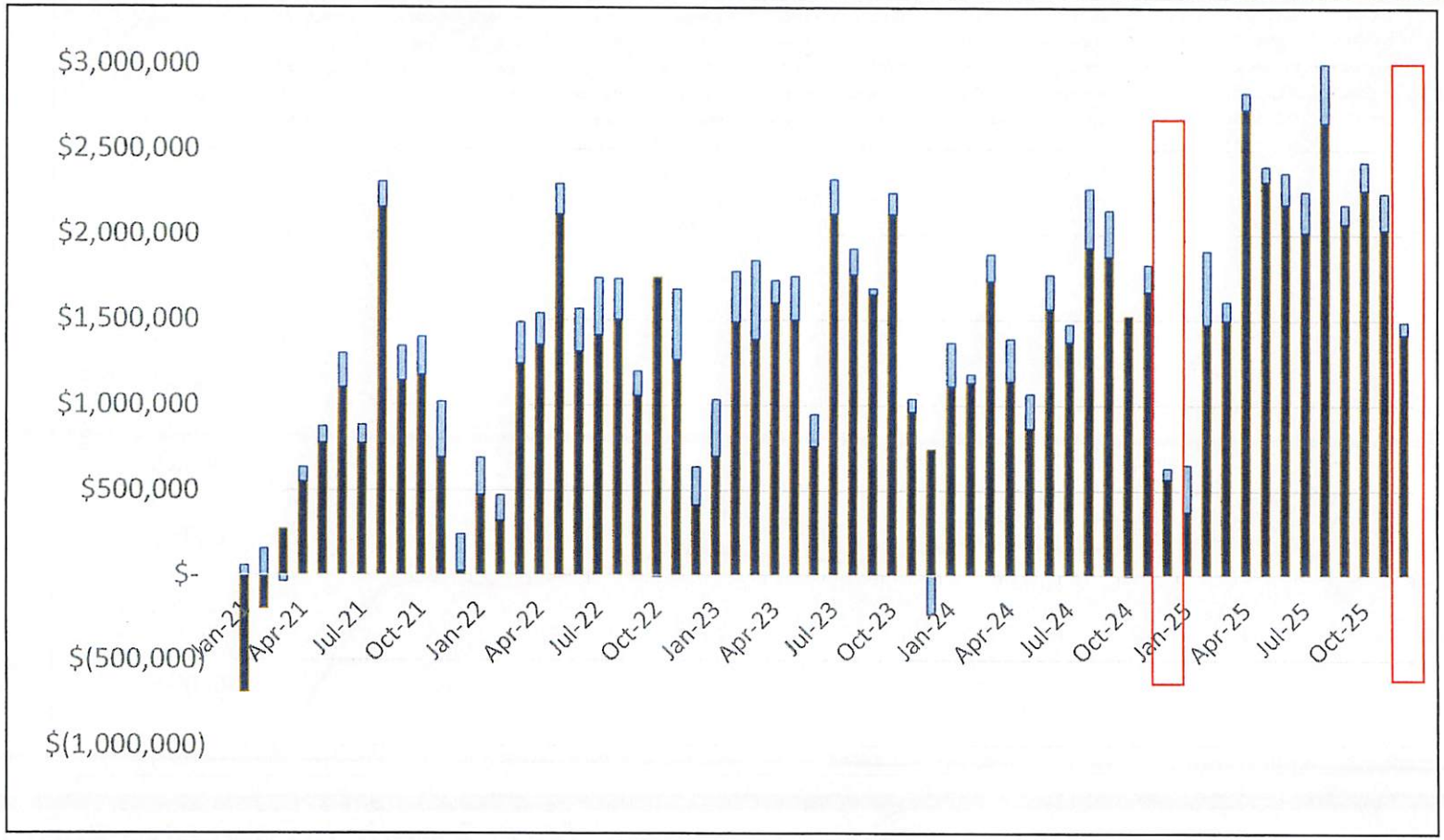
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	264,171	237,661	285,366	283,954	376,547	548,616	701,508	719,174	453,260	527,512	341,539	635,166
2019	260,760	235,043	279,342	323,843	415,226	568,049	743,512	787,444	487,478	563,138	352,419	352,196
2020	322,705	263,016	339,243	71,176	45,003	199,070	244,886	264,911	204,791	217,619	180,193	118,958
2021	150,950	170,919	218,086	288,451	288,978	475,784	389,213	1,122,777	554,298	657,569	342,621	325,610
2022	228,505	260,344	303,810	362,214	450,415	681,973	825,892	900,652	710,474	514,003	476,091	445,771
2023	364,291	360,457	273,430	389,213	457,999	389,213	1,014,574	914,171	752,222	729,687	394,933	292,610
2024	314,287	353,714	362,932	409,237	507,229	774,751	1,025,334	967,926	690,450	723,442	421,287	434,000
2025	344,701	321,755	387,151	410,510	540,237	874,642	1,051,501	1,026,217	683,045	810,433	433,141	436,878
2026	387,745	387,745										
Budget 26	314,441	353,888	363,110	409,438	507,478	775,131	1,025,838	968,401	690,789	723,797	421,494	434,214

Operating Expense (including FBO)

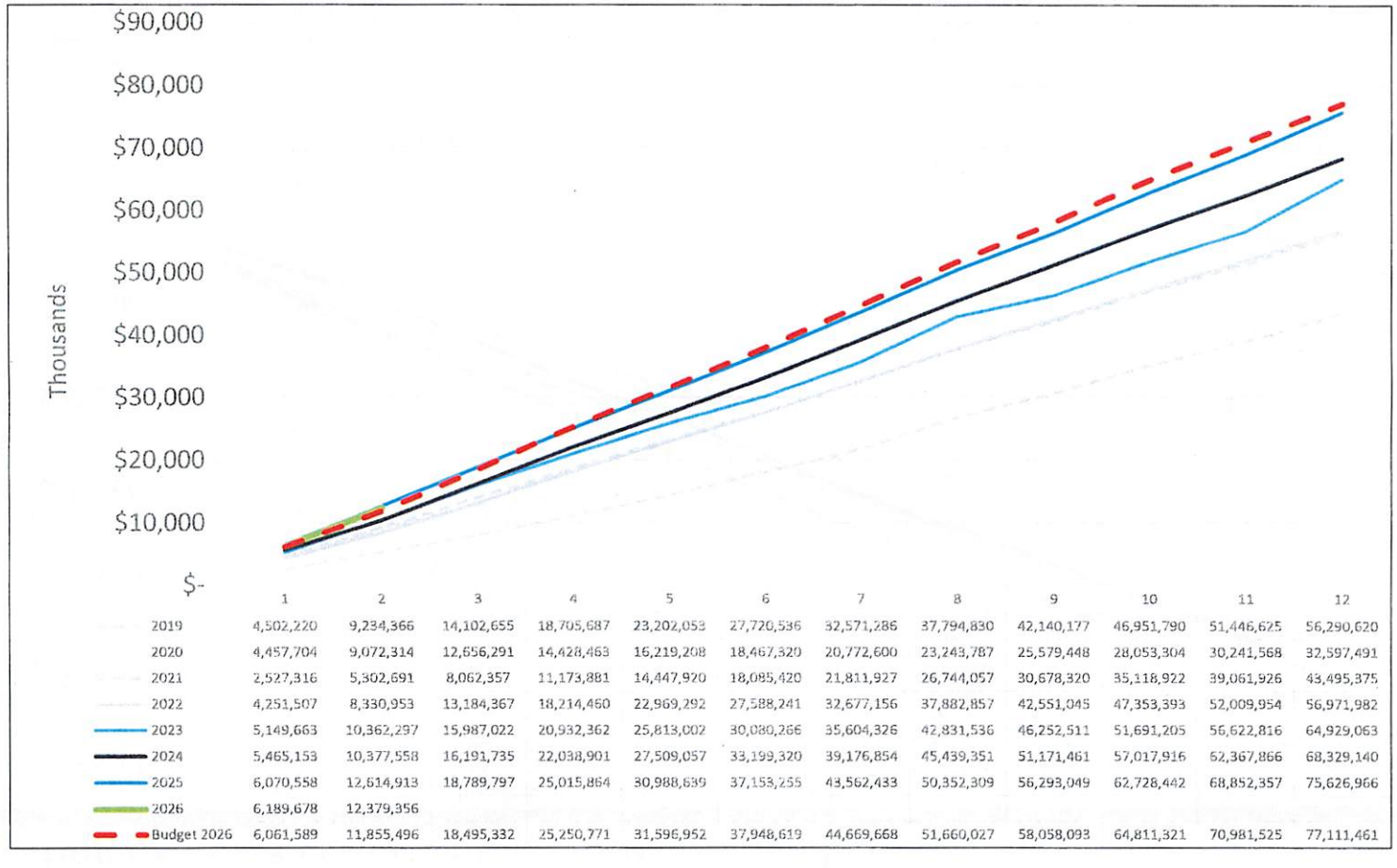


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	3,445,227	3,260,564	3,451,165	2,590,563	2,724,077	2,796,448	2,690,407	3,150,598	2,828,280	2,794,640	3,542,749	3,416,310
2019	3,687,922	3,297,104	3,254,095	2,821,328	2,935,808	2,710,040	2,801,912	3,141,724	2,794,858	3,054,094	3,074,811	3,906,218
2020	3,758,784	3,319,321	3,132,305	2,537,750	2,216,494	2,479,257	2,816,507	2,186,944	2,324,225	2,432,286	2,060,504	3,343,026
2021	3,154,583	2,711,777	2,523,391	2,474,781	2,398,425	2,334,324	2,842,306	2,621,894	2,791,060	3,041,186	2,921,959	4,191,641
2022	3,545,868	3,645,758	3,368,409	3,491,472	2,742,299	3,054,672	3,342,676	3,464,771	3,467,630	3,058,971	2,975,458	4,320,765
2023	4,114,455	3,354,945	3,776,394	3,213,246	3,123,493	3,318,355	3,198,893	3,678,749	3,365,251	3,238,648	3,891,922	4,511,070
2024	4,097,291	3,729,368	3,929,061	4,458,200	4,402,217	3,924,470	4,503,376	3,991,495	3,588,828	4,322,965	3,525,510	5,327,441
2025	5,417,583	4,639,893	4,564,699	3,303,650	3,656,804	3,799,644	4,154,491	3,783,882	3,761,789	4,008,379	3,880,350	5,134,595
2026	5,684,150	5,684,150										
Budget 26	6,278,908	4,470,950	4,687,891	4,449,602	4,225,455	4,308,632	4,345,164	4,111,789	4,216,440	4,107,317	4,135,515	4,494,488

Operating Net Profit, Airport and FBO

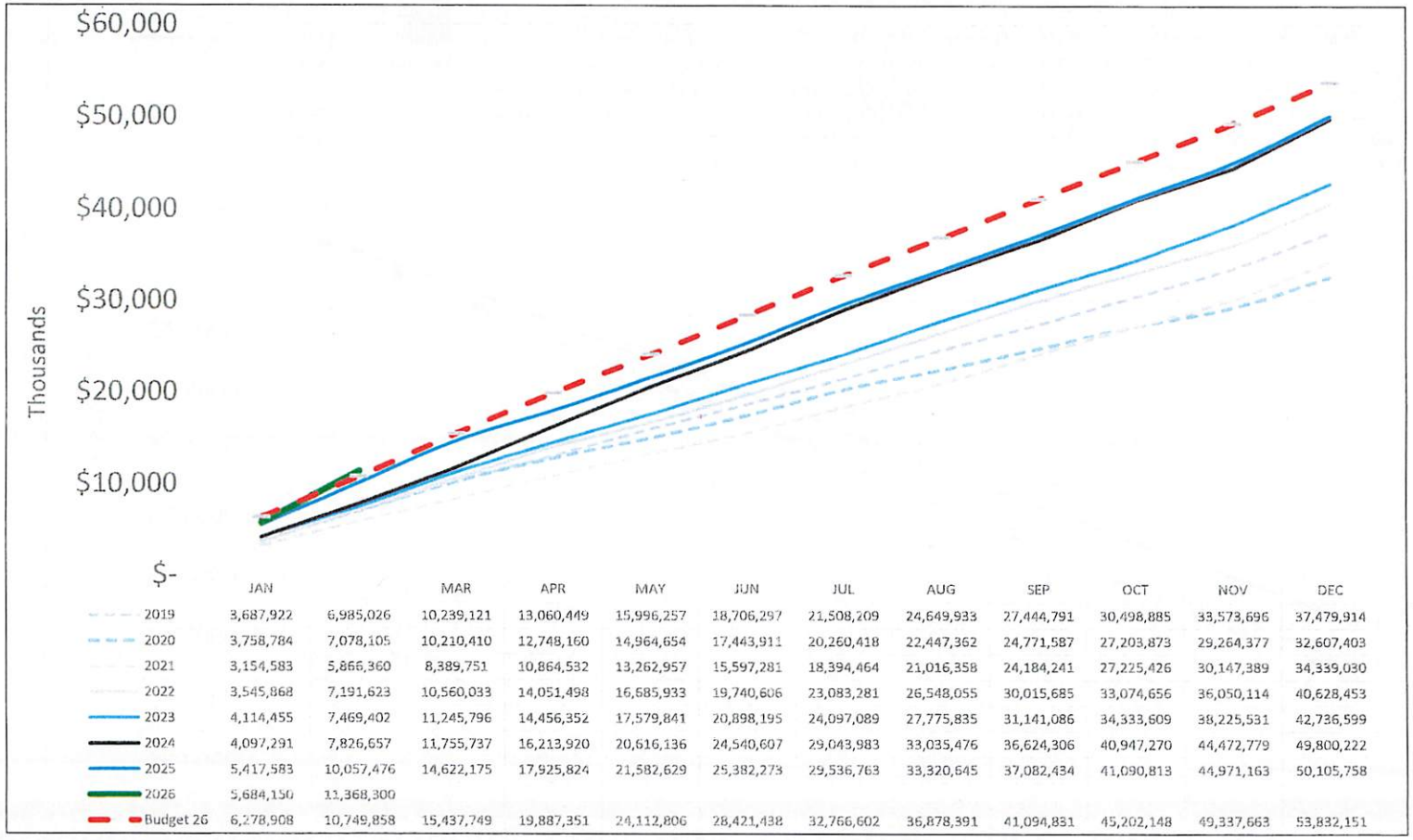


YTD Operating Revenue (excluding CARES) vs. YTD Budget (including FBO)



	1	2	3	4	5	6	7	8	9	10	11	12
2019	4,502,220	9,234,366	14,102,655	18,705,687	23,202,053	27,720,536	32,571,286	37,794,830	42,140,177	46,951,790	51,446,625	56,290,620
2020	4,457,704	9,072,314	12,656,291	14,428,463	16,219,208	18,467,320	20,772,600	23,243,787	25,579,448	28,053,304	30,241,568	32,597,491
2021	2,527,316	5,302,691	8,062,357	11,173,881	14,447,920	18,085,420	21,811,927	26,744,057	30,678,320	35,118,922	39,061,926	43,495,375
2022	4,251,507	8,330,953	13,184,367	18,214,460	22,969,292	27,588,241	32,677,156	37,882,857	42,551,045	47,353,393	52,009,954	56,971,982
2023	5,149,663	10,362,297	15,987,022	20,932,362	25,813,002	30,080,266	35,604,326	42,831,536	46,252,511	51,691,205	56,622,816	64,929,063
2024	5,465,153	10,377,558	16,191,735	22,038,901	27,509,057	33,199,320	39,176,854	45,439,351	51,171,461	57,017,916	62,367,866	68,329,140
2025	6,070,558	12,614,913	18,789,797	25,015,864	30,988,639	37,153,255	43,562,433	50,352,309	56,293,049	62,728,442	68,852,357	75,626,966
2026	6,189,678	12,379,356										
Budget 2026	6,061,589	11,855,496	18,495,332	25,250,771	31,596,952	37,948,619	44,669,668	51,660,027	58,058,093	64,811,321	70,981,525	77,111,461

YTD Operating Expense vs. YTD Budget (including FBO)



	JAN		MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019	3,687,922	6,985,026	10,239,121	13,060,449	15,996,257	18,706,297	21,508,209	24,649,933	27,444,791	30,498,885	33,573,696	37,479,914
2020	3,758,784	7,078,105	10,210,410	12,748,160	14,964,654	17,443,911	20,260,418	22,447,362	24,771,587	27,203,873	29,264,377	32,607,403
2021	3,154,583	5,866,360	8,389,751	10,864,532	13,262,957	15,597,281	18,394,464	21,016,358	24,184,241	27,225,426	30,147,389	34,339,030
2022	3,545,868	7,191,623	10,560,033	14,051,498	16,685,933	19,740,606	23,083,281	26,548,055	30,015,685	33,074,656	36,050,114	40,628,453
2023	4,114,455	7,469,402	11,245,796	14,456,352	17,579,841	20,898,195	24,097,089	27,775,835	31,141,086	34,333,609	38,225,531	42,736,599
2024	4,097,291	7,826,657	11,755,737	16,213,920	20,616,136	24,540,607	29,043,983	33,035,476	36,624,306	40,947,270	44,472,779	49,800,222
2025	5,417,583	10,057,476	14,622,175	17,925,824	21,582,629	25,382,273	29,536,763	33,320,645	37,082,434	41,090,813	44,971,163	50,105,758
2026	5,684,150	11,368,300										
Budget 26	6,278,908	10,749,858	15,437,749	19,887,351	24,112,806	28,421,438	32,766,602	36,878,391	41,094,831	45,202,148	49,337,663	53,832,151

Line of Credit Draws

Line of Credit Activity

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24					
LOC Draw 02	8-Mar-24	761,816.97	2-Apr-24					
LOC Draw 03	20-Mar-24	959,655.24	8-Apr-24					
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24					
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24					
LOC Draw 06	14-Jun-24	2,586,897.15	2-Oct-24					
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24					
LOC Draw 08	22-Aug-24	4,055,372.75	16-Oct-24					
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25					
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70	14-Nov-25	
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72	14-Nov-25	
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25					
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04	14-Nov-25	
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25					
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25					
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25					
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17	14-Nov-25	
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25					
LOC Draw 15	12-May-25	391,933.11	2-Jun-25					
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50	14-Nov-25	
LOC Draw 16	28-May-25	896,225.85	15-Jul-25					
LOC Draw 16	28-May-25	1,099,420.41	14-Nov-25					
LOC Draw 17	23-Jun-25	326,556.42	4-Sep-25					
LOC Draw 17	23-Jun-25	1,442,159.62	14-Nov-25					
LOC Draw 18	4-Aug-25	448,729.65	30-Oct-25					
LOC Draw 18	4-Aug-25	2,761,014.98	14-Nov-25					
LOC Draw 19	22-Sep-25	502,138.65	29-Dec-25					
LOC Draw 19	22-Sep-25	1,712,359.32	14-Nov-25					
LOC Draw 19	22-Sep-25	1,547,250.22	14-Nov-25					
LOC Draw 20	9-Dec-25	788,486.03	2-Feb-26					
LOC Draw 20	9-Dec-25	2,438,083.80						2,438,083.80
LOC Draw 21	14-Jan-26	1,863,455.39						1,863,455.80
LOC Draw 21	14-Jan-26	1,642,515.80						1,642,515.80
	Outstanding							$5,944,054.99

Airline Schedules

Albany International Airport
Airline and Direct Market Flights
For the week of March 15, 2026

AIRLINE	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Allegiant	3	3	1		3	3	
American	13	13	12	13	13	13	13
Avelo	1				1		
Breeze	1	2	1	1	1	2	1
Delta	8	8	8	8	8	8	7
Jet Blue	3	3	3	3	3	3	3
Southwest	11	11	11	11	11	11	13
United	7	7	7	7	7	7	7
	47	47	43	43	47	47	44

DIRECT MARKET	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Atlanta	3	3	3	3	3	3	3
Baltimore	5	5	5	5	5	5	5
Charleston		1				1	
Charlotte	3	3	3	3	3	3	3
Charlotte/Concord	1				1		
Chicago-Midway	2	2	2	2	2	2	2
Chicago-O'Hare	6	6	6	6	6	6	6
Detroit	3	3	3	3	3	3	3
Fort Lauderdale	2	3	2	2	2	3	2
Ft. Myers				1			2
Miami							1
Myrtle Beach		1				1	
Nashville	1	1	1	1	1	1	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	3	3	3	3	3	3	4
Orlando/Sanford	1				1		
Philadelphia	4	4	3	4	4	4	4
Punta Gorda	1		1		1		
Raleigh Durham	1	1	1		1	1	
Sarasota Bradenton	1				1		
St. Petersberg		1				1	
Tampa	1	1	1	1	1	1	1
Washington/Dulles	4	4	4	4	4	4	4
Washington/Reagan	3	3	3	3	3	3	2
	47	47	43	43	47	47	44

- Thank You

ALB
ALBANY
INTERNATIONAL AIRPORT

ACAA 2025
Final Audited Results

ACAA 2025
Final Audited Results

CHANGE IN UNRESTRICED WORKING CAPITAL

	12/31/2025	12/31/2024	Change
Cash	$ 40,643,156	$ 36,254,409	$ 4,388,747
Accounts Receivable	6,867,441	6,198,375	669,066
Prepaid Expenses	1,426,597	709,984	716,613
Unrestricted Assets	48,937,194	43,162,768	5,774,426
Payables from Unrestricted Assets	(14,997,300)	(10,863,721)	(4,133,579)
Unrestricted Working Capital	$ 33,939,894	$ 32,299,047	$ 1,640,847

Net working capital improved by $1,640,847 in 2025

ACAA 2025
Final Audited Results

OPERATING REVENEUS

	2025	2024	Variance
Airfield Revenues	$ 7,761,335	$ 8,084,030	$ (322,695)
Fixed Based Operations	11,478,244	12,580,220	(1,101,976)
Terminal	6,620,756	7,986,439	(1,365,683)
Concessions	10,169,467	9,899,079	270,388
Ground Transportation	24,358,385	18,733,652	5,624,733
Other Revenue	5,389,138	5,155,121	234,017
Total	$ 65,777,325	$ 62,438,541	$ 3,338,784

Airfield Revenues and Terminal Revenues *decreased from 2024 due to higher revenue sharing that is an offset to revenues.*

Concessions and Ground Transportation *increased due higher enplanements and a parking rate increase that was effective January 1, 2025.*

FBO Revenues *decreased due higher number of Jet gallons sold on a contract basis thus reducing the fuel sale price to just the Authority margin and not the full retail price of fuel.*

ACAA 2025
Final Audited Results

OPERATING EXPENSES

	2025	2024	Variance
Personal Services	$ 15,327,867	$ 14,879,522	$ 448,345
Employee Benefits	6,691,432	6,151,625	539,807
Utilities	2,798,852	2,408,312	390,540
Purchased Services	11,016,147	10,834,742	181,405
Materials & Supplies	11,405,936	11,923,816	(517,880)
Administration/Office	3,495,825	3,561,083	(65,258)
Non-capital Equipment	573,405	549,030	24,375
Total	$ 51,309,464	$ 50,308,130	$ 1,001,334

Personal Services and Employee benefits *increased due to higher costs for salaries, overtime and benefits.*

Utilities *increased to an increase in both usage and cost per Kwh.*

ACAA 2025
Final Audited Results

NON-OPERATING REVENUES, EXPENSES, DEPRECIATION AND CAPITAL CONTRIBUTIONS

	2024	2024	Variance
Results before depreciation	$ 14,467,861	$ 12,130,411	$ 2,337,450
Depreciation	(20,646,395)	(20,164,229)	(482,166)
Loss before Non-Op items	(6,178,534)	(8,033,818)	1,855,284
Passenger Facility Charges	6,405,101	6,275,661	129,440
Grant Income/Expense	59,217	(177,474)	236,691
Improvement Charges	368,400	368,400	-
Interest Income	2,679,186	3,043,592	(364,406)
Insurance Recoveries	6,297	32,201	(25,904)
Interest Expense	(2,056,782)	(2,083,566)	26,784
Total	1,282,885	(575,004)	1,857,889
Capital Contributions	39,927,246	35,641,166	4,286,080
Increase in Net Position	41,210,131	35,066,162	6,143,969

ACAA 2025
Final Audited Results

- *The increase in net position as compared to the 2024 increased $6.1 million due primarily to an increase in capital contributions (FAA & State grants) of $4.3 million and a $2.3 million increase in net operating results.*
- *Par amount of bonds outstanding declined by $7.6 million. Par amount of bonds outstanding is $40.4 million.*
- *Debt service coverage ratio calculated under the master bond resolution was 2.63 (net revenues to net debt service).*
- *Capital assets, after depreciation, increased by $38.0 million.*

ACAA 2025 Final Audited Airline Year-End Settlement

- *Net Revenues to share between the Airport and the Signatory Airlines equaled $12,752,185 - $6,376,092 credited to the Airlines and $6,376,092 to the Authority Development fund less the airline incentives of $1,186,402.*
- *Settlement of the rates resulted in $2,993,075 in credits back to the airlines. The majority of this is due to a lower landing fee requirement due to lower than budgeted expenses and higher landed weights.*
- *Total credit to the Airlines the revenue share and rates & charges adjustments is $9,369,167.*

AGENDA ITEM NO. 1

Chairman's Remarks

AGENDA ITEM NO. 2

Approval of Minutes

ACAA Approved
03/23/2026

ALB ALBANY
INTERNATIONAL AIRPORT

Minutes of the Regular Meeting of the Albany County Airport Authority

February 9, 2026

Pursuant to notice duly given and posted, the regular meeting of the Albany County Airport Authority was called to order on February 9, 2026 at 9:00 a.m. in the Third Floor Conference Room located in the Terminal at the Albany International Airport, Albany, New York by Chair Samuel A. Fresina, with the following present:

MEMBERS PRESENT

Samuel A. Fresina, Chair
Kevin R. Hicks, Sr. (via telephone)
Steven Heider
Harold Iselin
Sari O'Connor
John-Raphael Pichardo
Janet M. Thayer

MEMBERS ABSENT

STAFF

Peter F. Stuto, Chief Executive Officer
John A. O'Donnell, Chief Operating Officer
Christine Quinn, Authority Counsel
John LaClair, Chief Engineer
Matt Mokey, Airport Engineer
Margaret Herrmann, Acting Chief Finance Officer
Kathy Greenwood, Director of Art & Culture
Helen Chadderdon, Marketing Manager
Liz Charland, Administrative Services
Dwayne Lovely, IT Manager
Bobbi Matthews, Purchasing Agent
Jenn Munger, Paralegal
Dave Montiverdi, Airport Planner
Matt Hunter, Communication Director
Debbie Pasquini, Confidential Secretary

ATTENDEES

Carmiena Brooks, Assistant Airport Manager
Ray Camilli, Airfield Maintenance Manager, Avports
Kevin Hehir, Avports Building Maintenance Manager
Brian King, Manager Million Air Albany
Deputy Fire Chief Chris Menge, ARFF Avports
Chief Steve Dorsey, ARFF Avports

Jim O'Brien, Operations Manager, Avports
Jeff Lovell, Managing Director Park Strategies, LLC
Chris Pasquini, Assistant Maintenance Manager, Avports
Glen Doherty, Esq., Hodgson Russ, LLP
Andrew Mangini, The Martin Group

Chair Fresina noted that there was a quorum.

General:

1. Chairman's Remarks

Chair Fresina made a motion to go into Executive Session at 9:01 a.m. to discuss:

ES-1 Matter Involving a Particular Corporation

The motion was adopted unanimously

There being no action taken in Executive Session the meeting was returned to regular session at 9:30 a.m.

1.1 Election of Officers

Mr. Pichardo made a motion to accept the slate of officers presented. The motion was adopted unanimously.

2. Approval of Minutes

Mr. Pichardo moved to approve the minutes of the January 12, 2026 regular meeting.

The motion was adopted unanimously.

3. Communications and Report of Chief Executive Officer

Mr. Stuto presented a Communications and Chief Executive Officer's Report for the month of February 2026. Mr. Stuto thanked the Snow Removal Team for an exemplary job and conveyed the many compliments he received from tenants regarding the T-Hangar area.

3A. Reports of Committees

- None

Reports:

4. Chief Operating Officer

Mr. O'Donnell presented the Chief Operating Officer's Report for the month of February 2026. (Power Point attached.)

Mr. O'Donnell reported on the following:

- Artwork Project.
- Terrazzo flooring and ceiling work.
- Escalators and elevators.
- American Airlines Ticket Counter
- Dismantling of the Queuing Platform

Mr. LaClair added that HVAC and electrical work are progressing in conjunction with the overall construction.

5. Chief Financial Officer

Ms. Herrmann presented the Financial Report for the month of February 2026. (Power Point attached.)

6. Project Development

Mr. LaClair and Mr. Mokey presented the Project Development Report for the month of February 2026. (Power Point attached.)

7. Counsel

8. Concessions/Ambassador Program

Ms. Chadderdon presented the Concessions/Ambassador Report for the month of February 2026. (Power Point attached.)

9. Public Affairs

Mr. Hunter presented the Public Affairs Report for the month of February 2026. (Power Point attached.)

9A. Art & Culture Program

Ms. Greenwood presented the Art & Culture Program Report for the month of February 2026. (Power Point attached.)

9B. Planning

Mr. Montiverdi presented the Planning Report for the month of February 2026.

Action Items:

10. Authorization of Contracts, Leases, Contract Negotiations, Contract Amendments and Action Items

Chair Fresina advised Item 10.1 will be held at this point in the meeting.
Return to regular session from Executive Session at 10:35 a.m.

Item 10.1 was presented as follows:

10.1 Approve Amendment No. 3 to Contract No. S-21-1082 Design Services for the Terminal Pre-TSA Expansion to CHA Companies.

Mr. O'Donnell requested authorization to approve Amendment No. 3 to Contract No. S-21-1082, Design Services for the Terminal Pre-TSA Expansion, with CHA Company, in the amount of $223,451.

Authorization is requested to compensate CHA for additional services related to the addition of a seventh TSA screening lane, efforts to reduce overall project costs, and enhancements to the aesthetics of certain functional areas. Staff has reviewed the subject work and concurs that these efforts constitute additional services as defined in the contractual agreement with the consultant.

As the project progressed through the construction phase, it was determined that certain design modifications would result in an improved overall outcome. These additional design services were directed by ACAA, and the consultant and subconsultant proceeded accordingly. The associated hourly rates and mark-ups were reviewed by ACAA and found to be appropriate. The recommendation is to approved the requested additional fees.

Mr. Iselin moved to approve Amendment No. 3 to Contract No. S-21-1082, Design Services for the Terminal Pre-TSA Expansion, with CHA Company, in the amount of $223,451. The motion was adopted unanimously.

10.2 Service Contract: Professional Services Contract No. SC -1263
Waste Management Services Vendor: Casella Waste Management, Inc.

Ms. Herrmann requested the issuance of a service contract for waste management services to Casella Waste Management Services. Proposals were received from three vendors to provide waste removal services at various locations throughout the Airport. Each proposal was evaluated in accordance with the criteria outlined in the Request for Proposal (RFP) document.

Casella Waste Management Services received the highest overall evaluation score and is therefore recommended for award. The service contract will be issued for an initial term of one (1) year, with four (4) optional one-year renewal periods.

Annual costs are estimated based on prior service levels and projected waste disposal needs.

Mr. Heider moved to approve Contract No. SC-1263 with Casella Waste Management, Inc. for waste management services on behalf of Albany International Airport, in the estimated amount of $140,000.00 for a one-year term, with the option of four (4) additional one-year renewals at the proposed rates, subject to annual adjustment based on prevailing wage rates. The motion was adopted unanimously.

10.3 Intentionally Left Blank

10.4 Purchase Order: Sweeper with Scrub Deck Quote: PM-1223-2 Sourcewell Contract # 062425-AEB

Ms. Herrmann requested authorization to purchase a new sweeper, Flexigto 150 Carrier Vehicle, with added scrub deck to be used in the Airport Parking Garages. This sweeper is being purchased under Sourcewell Contract # 062425-AEB.

Mr. Iselin moved to authorize purchase of a new sweeper, Flexigto 150 Carrier Vehicle, with added scrub deck to be used in the Airport Parking Garages. The motion was adopted unanimously.

10.5 Amendment #1 to Contract No. S-1196 Professional Engineering Services for the General Aviation (GA) Apron Reconstruction with McFarland Johnson, Inc. for on-site Inspection Services for the duration of the contract.

Mr. LaClair requested authorization to award Amendment #1 to Professional Services Contract S-1196 for the General Aviation (GA) Apron Reconstruction design to McFarland Johnson, Inc. of Saratoga, New York. McFarland Johnson, Inc. was previously awarded the design contract and has completed the bid documents. This amendment provides for the firm to perform all construction inspection services for the duration of the construction contract.

Ms. O'Connor moved to authorize the award of Amendment #1 to Professional Services Contract S-1196 to McFarland Johnson, Inc. The motion was adopted unanimously.

10.6 Negotiations: Professional Services Contract No. S-1265 Design Services for the Terminal Apron Rehabilitation (Phase1) with McFarland Johnson.

Mr. LaClair requested authorization to negotiate Professional Services Contract S-1265 for Design Services associated with the Terminal Apron Rehabilitation (Phase 1) project with McFarland Johnson, Saratoga, N.Y.

The RFQ Evaluation Committee convened to review and discuss each proposal submitted. Committee members independently completed evaluation score sheets based on the criteria outlined in the RFQ document. Upon completion of the evaluation process, McFarland Johnson received the highest overall score and was recommended for contract award.

Any subsequent contract award will be contingent upon Board approval of a negotiated fee established in accordance with FAA grant guidelines and subject to FAA funding.

Mr. Iselin moved to authorize the request to negotiate Professional Services Contract S-1265 for Design Services for the Terminal Apron Rehabilitation (Phase 1) project with McFarland Johnson, contingent upon Board approval of the negotiated fee in compliance with FAA grant guidelines and FAA funding availability. The motion was adopted unanimously.

10.7 Grant of five (5) Easements to Niagara Mohawk Power Corporation for permanent utility easements to support the expansion of Philips Medical (WR# 10030524217)

Ms. Quinn requested authorization to grant five (5) permanent utility easements to Niagara Mohawk Power Corporation in connection with the expansion of Philips Medical Systems at 450 Old Niskayuna Road, Latham, New York. The easements are necessary to support the upgrade of existing electric distribution lines to sub-transmission lines, thereby increasing power capacity, reliability, and safety for the manufacturing facility.

The following parcels will be impacted:

1010 Troy Schenectady Road (SBL #18.-3-1)

490 Old Niskayuna Road (SBL #18.-3-3)

482 Old Niskayuna Road (SBL #18.-3-21)

480 Old Niskayuna Road (SBL #18.-3-22)

474 Old Niskayuna Road (SBL #18.-3-23)

The Authority is currently finalizing a valuation of the easement rights to ensure appropriate compensation from Philips Medical Systems.

Ms. O'Connor moved to authorize the request to grant five (5) permanent utility easements to Niagara Mohawk Power Corporation. The motion was adopted by majority vote, with Messrs. Pichardo and Iselin abstaining.

11. Authorization of Change Orders

11.1 Authorization of Change Order 18 for Construction Contract 21-1082-GC for the Terminal Expansion (Site Work) to MLB Construction Services, LLC.

Mr. LaClair requested approval of Change Order #18 for Contract #21-1082-GC for the Pre-TSA Terminal Expansion to the qualified low bidder, MLB Construction Services, LLC, Malta, NY.

This Change Order reflects a credit associated with revising the modular stainless steel crash bollard system to a complete standard bollard system at the direction of the Authority. Work added to the project under this Change Order includes East Mechanical Room structural revisions, engineering services, shop drawings, and material fabrication. Additionally, Terminal Mat Slab East revisions required supplemental reinforcement and accessories for the concrete.

Mr. Iselin moved to approve Change Order #18 for Contract #21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC, Malta, NY. The motion was adopted unanimously.

11.2 Authorization of Change Order 10 for Construction Contract 21-1082-INT STR for the Terminal Expansion (structural & Interior) to MLB Construction Services, LLC.

Mr. LaClair requested approval of Change Order No. 10 for Contract #21-1082-INT STR. This change order includes a combination of credits and necessary project modifications.

The credits consist of three specific deletions directed by the Authority:

- Removal of the Children's Play Area video display board
- Deletion of the LED banner and associated cable specification change
- Elimination of tambour paneling and highwall painting

Additional work incorporated into the project includes:

- B-Line architectural and HVAC-required revisions
- Revised HVAC and piping details in the West Mechanical Room
- Additional structural support for the bow-tie ceiling
- Increased breaker sizes and SCP electrical disconnects

Ms. O'Connor moved to approve Change Order No. 10 for Contract #21-1082-INT STR. The motion was adopted unanimously.

12. Authorization of Federal and State Grants – NONE

13. Informational

13.1 Report purchase of Solid Deicer Product in 40 lb. Bags for Parking Garages & 1,000 lb. mini sacks for Airfield Maintenance from New Deal Deicing in conformance with our Procurement Policy.

Ms. Hermann presented for informational purposes that in order to meet the immediate need for this deicer, the Chief Executive Officer felt it to be in the best interest of the Airport in accordance with Section 3.3 of the Authority Procurement Guidelines. Section 3.3 reads as follows:

"The role of an airport dictates that the operation be maintained on a continuous basis without interruption. From time to time, the Chief Executive Officer may determine that Emergency Purchases or contracts be issued to keep the Airport safe, secure and when it is in the best interest to preserve order or public health and Airport facilities. Also, when the immediate restoration of a condition of usefulness of a building, equipment or roadway or utilities is necessary. Such emergency services exceeding $50,000 shall be presented to the Authority Board at its next regularly scheduled meeting."

The Airport Authority has a current contract for Deicing Product for the Runways, Taxiways and Ramps with New Deal Deicing. (Contract # 1204). This emergency contract was awarded to New Deal Deicing for a solid deicer in larger size supersacks (2,000 lbs.). The pricing provided for this deicer is under the current New Deal Deicing Sourcewell Contract (# 031423-NDD).

Due to the extensive early icing conditions this winter so far, we were in need of a shipment to ensure we could treat those surfaces for public safety. This size packaging for the solid deicer will be included as part of the next Request for Bid for Deicing Product this upcoming Fall.

Old Business: New Business:

Executive Session - Attorney-Client Privilege Matters

Ms. O'Connor made a motion to go into another executive session at 10:09 a.m. to discuss:

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

There was no action being taken and no further business, the meeting was adjourned at 10:35 a.m.

ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING
AGENDA

February 9, 2026

General:

1. **Chairman's Remarks**

   1.1 Election of Officers

2. **Approval of Minutes**

   Regular Meeting – January 12, 2026

3. **Communications and Report of Chief Executive Officer**

3A. Reports of Committees - NONE

Reports:

4. **Chief Operating Officer**
5. **Chief Financial Officer**
6. **Project Development**
7. **Counsel**
8. **Concessions/Ambassador Program**
9. **Public Affairs**

9A. Art & Culture Program

9B. Planning

Action Items:

10. **Authorization of Contracts, Leases, Contract Negotiations, Contract Amendments and Action Items**

    10.1 Approve Amendment No. 3 to Contract No. S-21-1082 Design Services for the Terminal Pre-TSA Expansion to CHA Companies.

10.2 Service Contract: Professional Services Contract No. SC -1263 Waste Management Services Vendor: Casella Waste Management, Inc.

10.3 Intentionally Left Blank

10.4 Purchase Order: Sweeper with Scrub Deck Quote: PM-1223-2 Sourcewell Contract # 062425-AEB

10.5 Amendment #1 to Contract No. S-1196 Professional Engineering Services for the General Aviation (GA) Apron Reconstruction with McFarland Johnson, Inc. for on-site Inspection Services for the duration of the contract.

10.6 Negotiations: Professional Services Contract No. S-1265 Design Services for the Terminal Apron Rehabilitation (Phase1) with McFarland Johnson.

10.7 Grant of five (5) Easements to Niagara Mohawk Power Corporation for permanent utility easements to support the expansion of Philips Medical (WR# 10030524217)

11. Authorization of Change Orders

11.1 Authorization of Change Order 18 for Construction Contract 21-1082-GC for the Terminal Expansion (Site Work) to MLB Construction Services, LLC.

11.2 Authorization of Change Order 10 for Construction Contract 21-1082-INT STR for the Pre-TSA Terminal Expansion (Structural & Interior) to MLB Construction Services, LLC.

12. Authorization of Federal and State Grants – NONE

13. Informational

13.1 Report of Solid Deicer Product in 40 lb. Bags for Parking Garages & 1,000 lb. mini sacks for Airfield Maintenance from New Deal Deicing in conformance with our Procurement Policy.

Old Business: New Business:

Executive Session - Attorney-Client Privilege Matters

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

ACAA BOARD MEETING
9:00 AM | February 9, 2026



ALB

1

CEO'S REPORT



ALB

2

COO'S REPORT



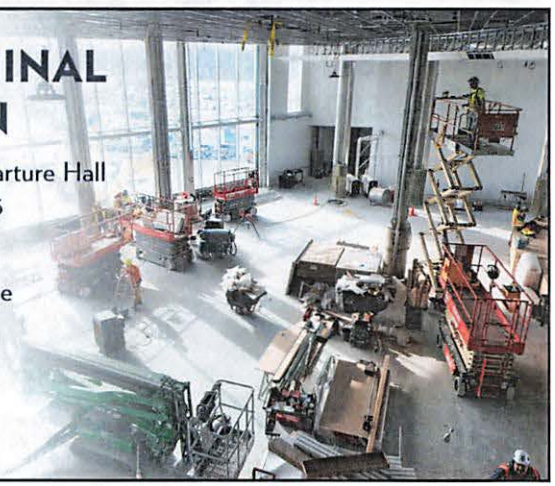
ALB

3

MAIN TERMINAL EXPANSION

Partial opening of Departure Hall expected April 24, 2026

- 6,000 Square Feet
- 40% of Overall Space



ALB

COO'S REPORT

4


MAIN TERMINAL
EXPANSION
Ceiling "Bowtie" Installation
ALB
COO'S REPORT

5


MAIN TERMINAL
EXPANSION
Ceiling Armature installation
completed Saturday, 2/7/2026
ALB
COO'S REPORT

6


MAIN TERMINAL
EXPANSION
Ceiling Armature installation
completed Saturday, 2/7/2026
ALB
COO'S REPORT

7


MAIN TERMINAL
EXPANSION
Ceiling Armature installation
completed Saturday, 2/7/2026
ALB
COO'S REPORT

8


MAIN TERMINAL
EXPANSION
Terrazzo Floor Installation
ALB
COO'S REPORT

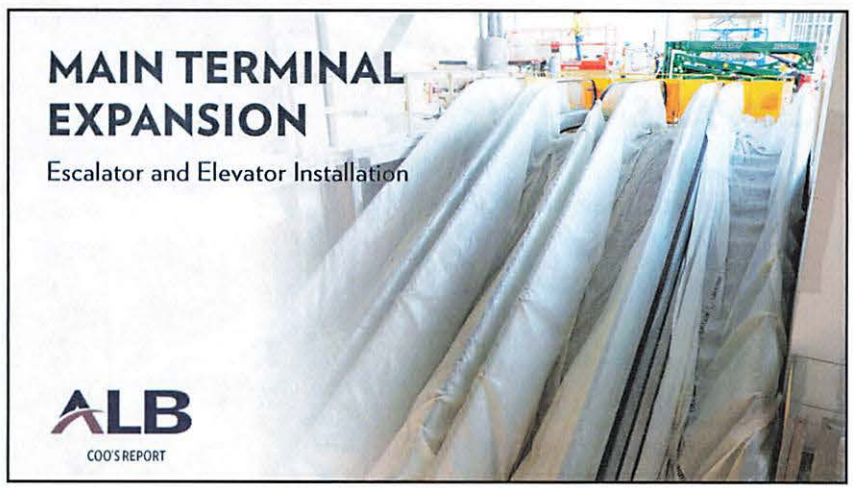
9


MAIN TERMINAL
EXPANSION
Terrazzo Floor Installation
ALB
COO'S REPORT

10


MAIN TERMINAL
EXPANSION
Lighting, PA system, and fire alarms
being installed in ceiling grid
ALB
COO'S REPORT

11


MAIN TERMINAL
EXPANSION
Escalator and Elevator Installation
ALB
COO'S REPORT

12


MAIN TERMINAL EXPANSION
Escalator and Elevator Installation
ALB
COO'S REPORT

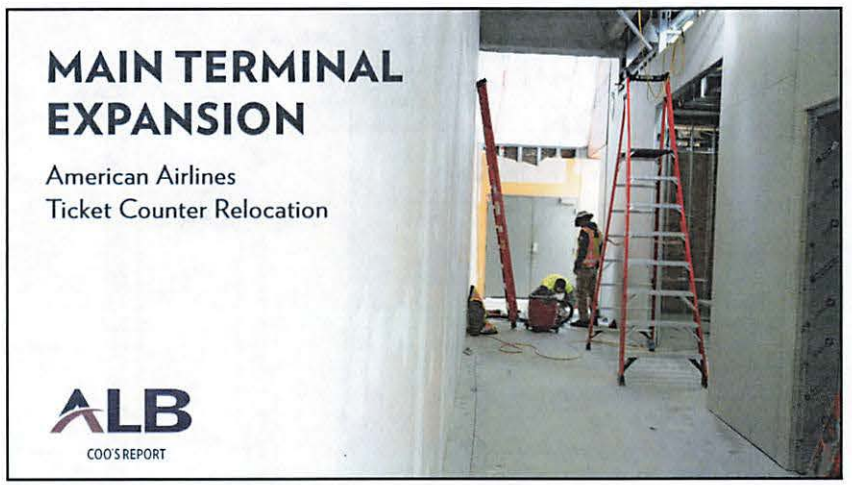
13


MAIN TERMINAL EXPANSION
American Airlines
Ticket Counter Relocation
American
PRIORITY
Customer Assistance
ALB
COO'S REPORT

14


MAIN TERMINAL EXPANSION
American Airlines
Ticket Counter Relocation
ALB
COO'S REPORT

15


MAIN TERMINAL EXPANSION
American Airlines
Ticket Counter Relocation
ALB
COO'S REPORT

16

MAIN TERMINAL EXPANSION

TSA Queuing Platform to be removed after Departure Hall opening

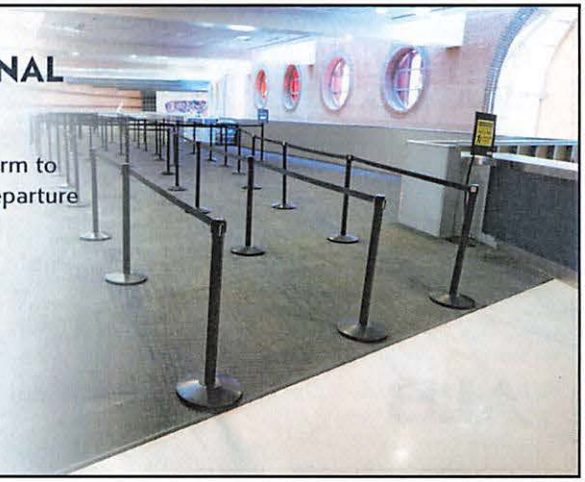


ALB
COO'S REPORT

17

MAIN TERMINAL EXPANSION

TSA Queuing Platform to be removed after Departure Hall opening



ALB
COO'S REPORT

18

CONCOURSE A & GATE EXPANSION



ALB

19

CONCOURSE A & GATE EXPANSION

Gates A5 & A6 Progressing



ALB

20



21



22



23

ALB

ALBANY

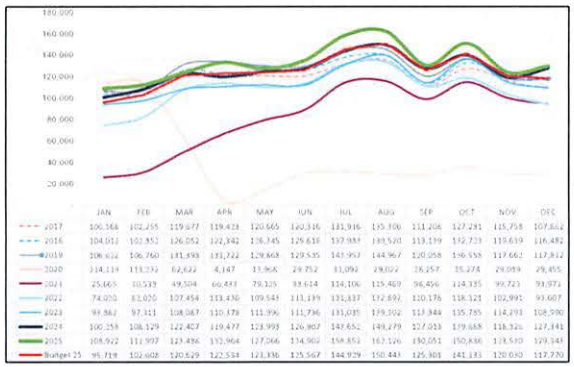
INTERNATIONAL AIRPORT

FINANCIAL REPORT

December 2025 (unaudited)

24

Monthly Enplanements

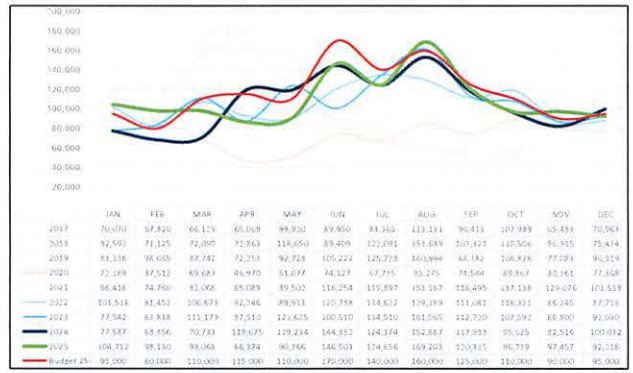


- 2025 Enplanements are highest year in history
- Highest July on record and 4th highest month on record
- Last 3 months were highest in 21 years- August is the 3rd highest August on record
- Highest Sept, Oct, Nov & Dec on record

	Annual
2017	1,417,835
2018	1,466,706
2019	1,518,969
2020	520,029
2021	975,939
2022	1,288,932
2023	1,376,639
2024	1,507,130
2025	1,594,077

25

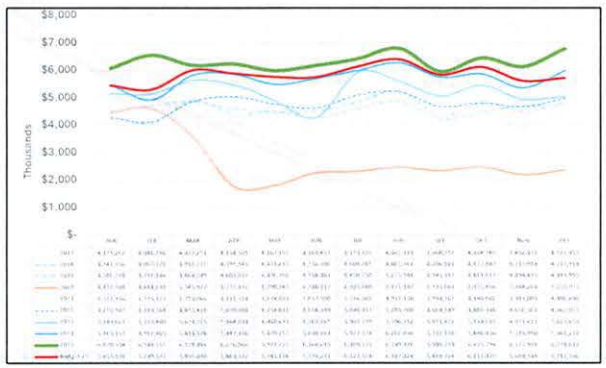
Monthly Jet A FBO only (gallons)



	Annual
2017	996,302
2018	1,158,694
2019	1,217,080
2020	876,912
2021	1,274,382
2022	1,259,781
2023	1,279,421
2024	1,266,446
2025	1,324,744

26

Operating Revenue (including FBO)



Revenues continue to be above budget due to higher parking and concessions

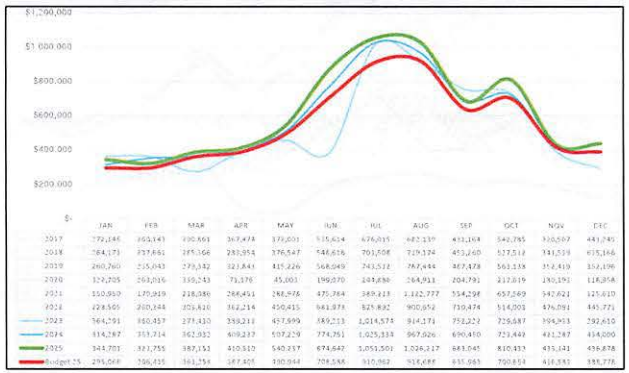
27

Parking Revenues



28

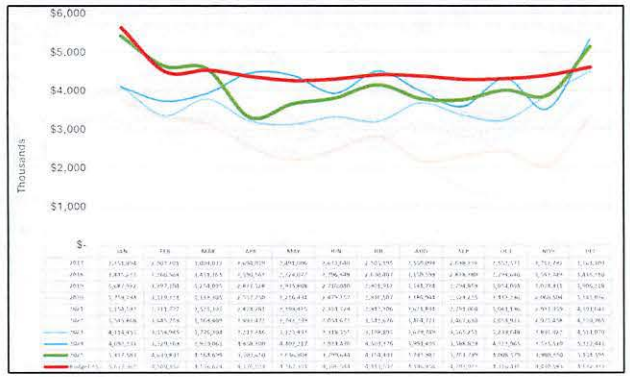
Rental Car Revenues



Monthly Financial Report 29

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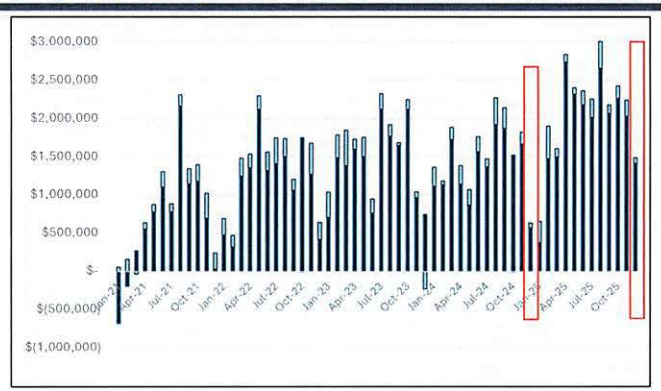
Operating Expense (including FBO)



Monthly Financial Report 30

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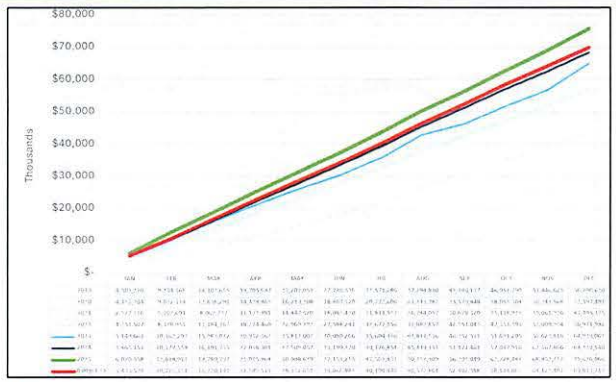
Operating Net Profit, Airport and FBO



Monthly Financial Report 31

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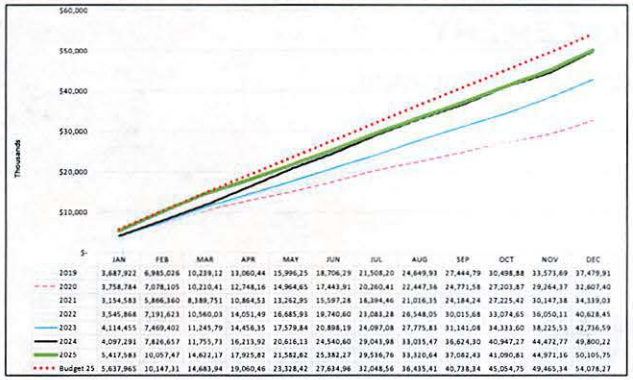
YTD Operating Revenue (excluding CARES) vs. YTD Budget (including FBO)



Monthly Financial Report 32

32

YTD Operating Expense vs. YTD Budget (including FBO)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019	3,687,922	6,985,026	10,239,12	13,060,44	15,996,25	18,706,29	21,508,20	24,649,93	27,444,79	30,498,88	33,573,69	37,479,91
2020	3,758,784	7,078,105	10,210,41	12,748,16	14,964,65	17,443,91	20,260,41	22,447,36	24,771,58	27,203,87	29,264,37	32,607,40
2021	3,154,583	5,866,360	8,389,751	10,864,53	13,262,95	15,597,28	18,394,46	21,016,35	24,184,24	27,225,42	30,147,38	34,339,03
2022	3,545,868	7,191,623	10,560,03	14,051,49	16,685,93	19,740,60	23,083,28	26,548,05	30,015,68	33,074,65	36,050,11	40,628,45
2023	4,114,455	7,469,402	11,245,79	14,456,35	17,579,84	20,898,19	24,097,08	27,775,83	31,141,08	34,333,60	38,225,53	42,736,59
2024	4,097,291	7,826,657	11,755,73	16,213,92	20,616,13	24,540,60	29,043,98	33,015,47	36,624,30	40,947,27	44,472,77	49,800,22
2025	5,417,583	10,057,47	14,622,17	17,925,82	21,582,62	25,382,27	29,536,76	33,320,64	37,042,43	41,090,61	44,971,16	50,105,75
Budget 25	5,637,965	10,147,31	14,683,94	19,060,46	23,328,42	27,634,96	32,048,56	36,435,41	40,738,34	45,054,75	49,465,34	54,078,27

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Line of Credit Draws

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24					
LOC Draw 02	8-Mar-24	781,818.97	2-Apr-24					
LOC Draw 03	20-Mar-24	958,655.24	8-Apr-24					
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24					
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24					
LOC Draw 06	14-Jun-24	2,586,697.15	2-Oct-24					
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24					
LOC Draw 08	22-Aug-24	4,056,372.75	16-Oct-24					
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25					
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70	14-Nov-25	
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72	14-Nov-25	
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25					
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04	14-Nov-25	
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25					
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25					
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25					
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17	14-Nov-25	
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25					
LOC Draw 15	12-May-25	391,933.11	2-Jun-25					
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50	14-Nov-25	
LOC Draw 16	28-May-25	896,225.85		896,225.85	15-Jul-25			
LOC Draw 16	28-May-25	1,099,420.41				1,099,420.41	14-Nov-25	
LOC Draw 17	23-Jun-25	326,556.42	4-Sep-25					
LOC Draw 17	23-Jun-25	1,442,159.62				1,442,159.62	14-Nov-25	
LOC Draw 18	4-Aug-25	448,729.65	30-Oct-25					
LOC Draw 18	4-Aug-25	2,761,014.98				2,761,014.98	14-Nov-25	
LOC Draw 19	22-Sep-25	502,138.65	29-Dec-25					
LOC Draw 19	22-Sep-25	1,712,359.32				1,712,359.32	14-Nov-25	
LOC Draw 19	22-Sep-25	1,547,250.22				1,547,250.22	14-Nov-25	
LOC Draw 20	9-Dec-25	788,486.03						788,486.03
LOC Draw 20	9-Dec-25	2,438,083.80						2,438,083.80
LOC Draw 21	14-Jan-26	1,863,455.39						1,863,455.39
LOC Draw 21	14-Jan-26	1,642,515.80						1,642,515.80
	Outstanding							$ 6,732,541.02

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Airline Schedules

Albany International Airport
Airline and Direct Market Flights
For the week of February 8, 2026

AIRLINE	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Allegiant	2	3		1	4	4	5
American	12	12	10	11	13	13	13
Avelo		1			1		
Breeze	1	1	1	1	1	1	1
Delta	7	8	8	8	8	8	6
Jet Blue	3	3	2	2	4	4	5
Southwest	9	12	9	9	14	14	20
United	6	6	5	5	7	7	6
	40	46	35	37	52	51	56

DIRECT MARKET	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Atlanta	2	3	3	3	3	3	2
Baltimore	4	5	4	4	5	5	6
Charleston		1				1	
Charlotte	3	3	2	3	3	3	3
Charlotte/Concord		1			1		
Chicago-Midway	1	1	1	1	1	1	1
Chicago-O'Hare	4	4	3	3	6	6	5
Denver		1			1	1	1
Detroit	3	3	3	3	3	3	3
Fort Lauderdale	2	2	1	1	3	4	5
Ft. Myers				1			3
Las Vegas		1			1	1	1
Miami							1
Myrtle Beach						1	
Nashville	1	1	1	1	1	1	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	3	3	3	3	5	5	7
Orlando/Sanford	1				1		1
Philadelphia	4	4	4	4	4	4	4
Punta Gorda	1	1		1	1	1	1
Raleigh Durham	1		1		1		
Sarasota Bradenton		1			1		2
St. Petersberg		1			1	1	1
Tampa	1	1	1	1	1	1	1
Washington/Dulles	4	4	3	3	4	4	4
Washington/Reagan	3	3	3	3	3	3	2
	40	46	35	37	52	51	56

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Thank You

ALB
ALBANY
INTERNATIONAL AIRPORT

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PROJECT DEVELOPMENT
ALB

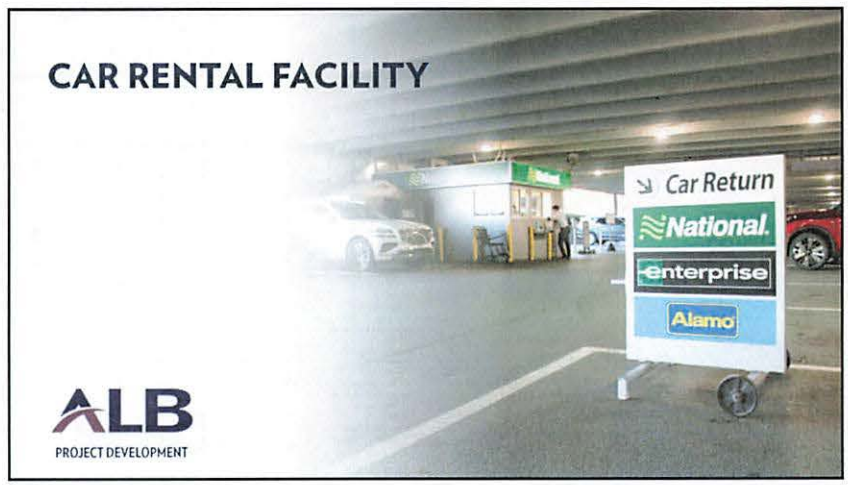
37


TERMINAL ELEVATOR REPLACEMENT
Elevator 9 Under Construction
DO NOT ENTER
ALB
PROJECT DEVELOPMENT

38


SOUTH PERIMETER ROAD
ALB
PROJECT DEVELOPMENT

39


CAR RENTAL FACILITY
Car Return
National
enterprise
Alamo
ALB
PROJECT DEVELOPMENT

40


GENERAL AVIATION
APRON REHAB
ALB
PROJECT DEVELOPMENT

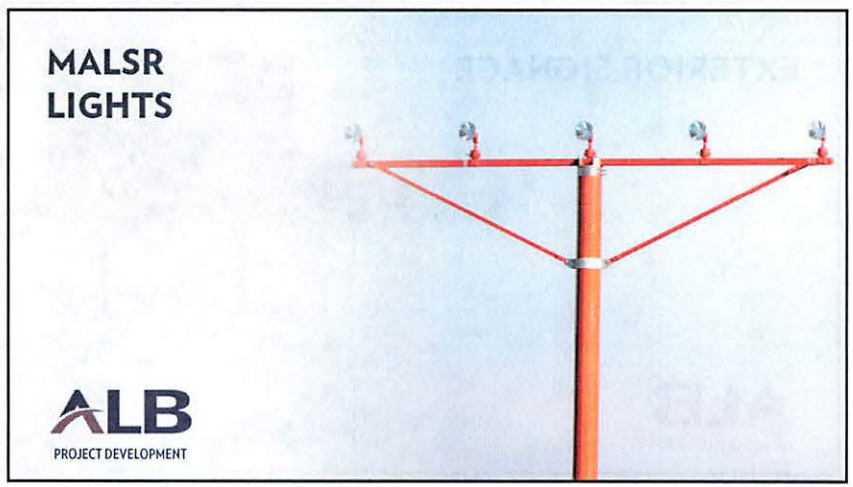
41


TRAFFIC SIGNAL
UPGRADE
ALB
PROJECT DEVELOPMENT

42


FUEL FARM
FIRE SUPPRESSION
ALB
PROJECT DEVELOPMENT

43


MALSR
LIGHTS
ALB
PROJECT DEVELOPMENT

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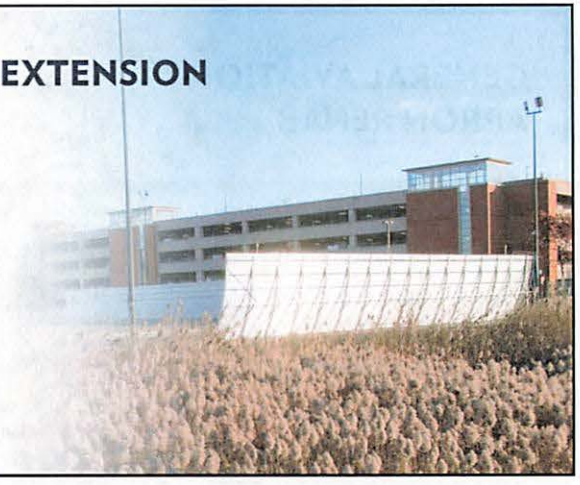
TRANSFORMER UPGRADE



ALB
PROJECT DEVELOPMENT

45

BLAST WALL EXTENSION



ALB
PROJECT DEVELOPMENT

46

EXTERIOR SIGNAGE

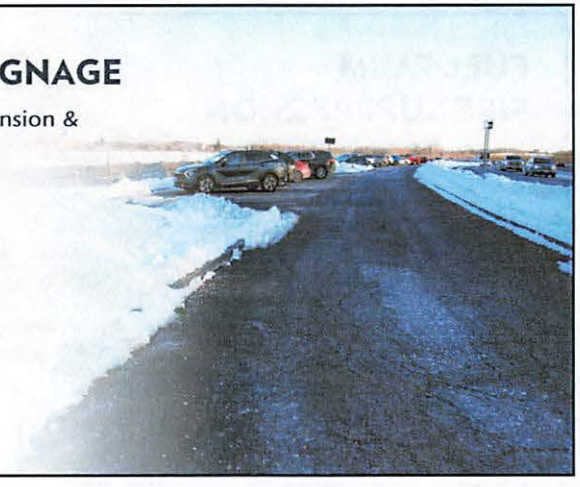


ALB
PROJECT DEVELOPMENT

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EXTERIOR SIGNAGE

Cell Phone Lot Expansion &
Signage Upgrades

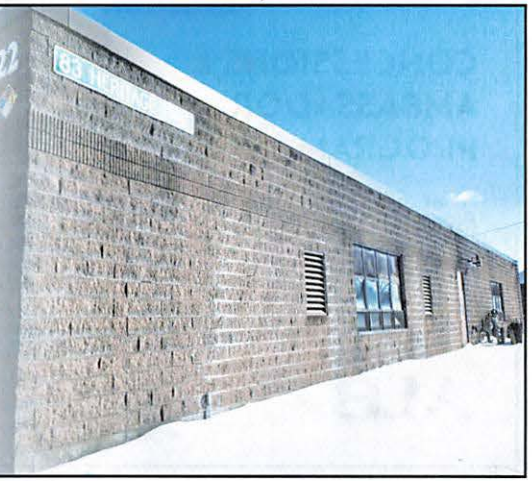


ALB
PROJECT DEVELOPMENT

48

HERITAGE LOT

Laundry building
demolition and cleanup



ALB
PROJECT DEVELOPMENT

49

HERITAGE LOT

Laundry building
demolition and cleanup

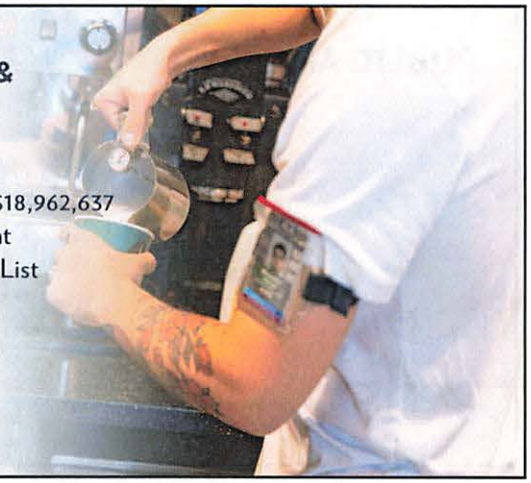


ALB
PROJECT DEVELOPMENT

50

CONCESSIONS & AMBASSADOR PROGRAM

- 2025 Gross Revenue: $18,962,637
- $11.90 per enplanement
- #50 on AXN's Top 50 List



ALB

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CONCESSIONS & AMBASSADOR PROGRAM

Chick-Fil-A Remodel



ALB

52

CONCESSIONS & AMBASSADOR PROGRAM



ALB

53

CONCESSIONS & AMBASSADOR PROGRAM

Aviation Students from Oberlin University in Tokyo
Returning in March



ALB

54

CONCESSIONS & AMBASSADOR PROGRAM

Ambassadors Staffing
ALB Business Center



ALB

55

PUBLIC AFFAIRS



ALB

56

RECENT MEDIA COVERAGE

UNITED ANNOUNCES NEW
ROUTE BETWEEN ALB & DENVER



ALB

57

RECENT MEDIA COVERAGE

WINTER STORM FERN



ALB

58

RECENT MEDIA COVERAGE

NURSING MOTHERS' ROOM
GRAND OPENING



ALB

59

RECENT MEDIA COVERAGE

TIMES UNION

Saturday, January 3, 2026

(Front Page Feature)



Airport sees its busiest year ever

ALB

60

RECENT MEDIA COVERAGE

"CARDIAC KIDS" EVENT
WITH AMERICAN HEART ASSOCIATION



61

RECENT MEDIA COVERAGE

PLANE WITH FROZEN FUEL LINE LANDS SAFELY AT ALB
- WRGB

TSA CONFIRM ID PROGRAM SET TO BEGIN
- Times Union
- WRGB

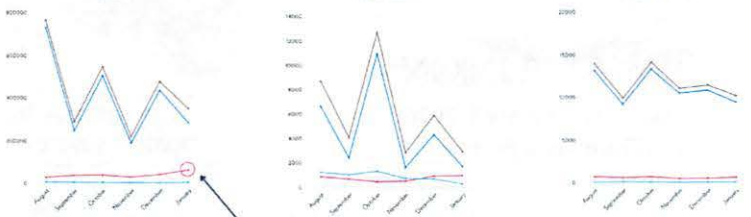
NEW FAMILY-FRIENDLY AMENITIES AT ALB
- 99.5 The River (Live In Studio)

NEW FLIGHT SCHOOL AT ALB
- Times Union

62

SOCIAL MEDIA METRICS

347,974	2,896	10,189
Views	Interactions	Profile Visits



61,582
HIGHEST NUMBER OF VIEWS
IN HISTORY OF ALB'S INSTAGRAM PAGE

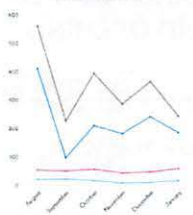
January 2026

63

SOCIAL MEDIA AUDIENCE

19,742 Followers	
2,800 Followers	
1,474 Followers	
24,016 Followers	

258
New Followers



January 2026

64

TOP PERFORMING POST

United Launches New Route Between ALB and Denver

175K Views
836 Interactions
115 New Followers

26K Views
449 Interactions
7 New Followers

3K Views
71 Interactions



ALB

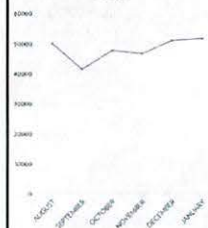
January 2026

65

WEBSITE TRAFFIC

January 2026

51,826
Users



93,606
Sessions



178,166
Page Views



ALB

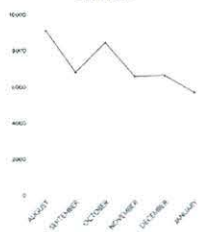
albanyairport.com

66

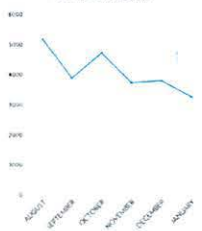
POINTR METRICS

January 2026

6,552
Sessions



3,716
Devices (Users)



124
Avg. Users Per Day



ALB

67

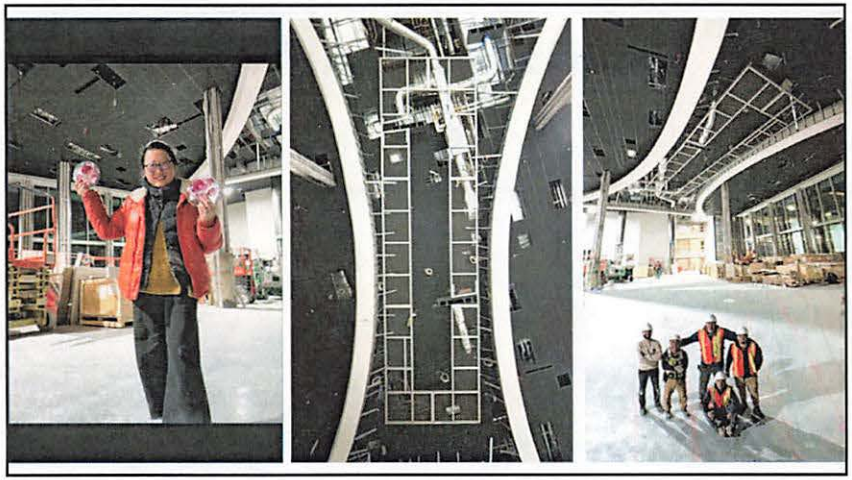
ART & CULTURE PROGRAM

ALBANY INTERNATIONAL AIRPORT



ALB

68



69



70

ALB
ALBANY
INTERNATIONAL AIRPORT

71

NOTICE

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Posted
website
Info Desk 3/5/26
L Charland

THANK YOU for your ad submission!

Your ad has been submitted for publication. Below is a confirmation of your ad placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:	IPLATU0129023
Order Status:	Submitted
Classification:	Legals
Package:	Albany Times Union 2 Col...
Site:	albany
Affidavit Yes:	$15.99
Final Cost:	$33.99
Purchase Order #:	n.a
Payment Type:	Account Billed
User ID:	IPL0010194

PREVIEW FOR AD NUMBER IPLATU01290230

2.38inches x 1.22inches

ALBANY COUNTY AIRPORT AUTHORITY
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<< Click here to print a printer friendly version >>

ACCOUNT INFORMATION

ALBANY INTERNATIONAL AIRPORT .
737 ALBANY SHAKER RD ADMINISTRATIVE BLDG
SUITE 204 ATTN: Katie Kane
Albany, NY 12211
518-242-2214
KKane@albanyairport.com
ALBANY INTERNATIONAL AIRPORT

TRANSACTION REPORT

Date	March 5, 2026 2:32:56 PM...
Amount:	$33.99

SCHEDULE FOR AD NUMBER IPLATU01290230

March 9, 2026

Albany Times Union

ORDER DETAILS

Order Number:	IPLATU0129024
Order Status:	Submitted
Classification:	Legals
Package:	Albany Times Union 2 Col...
Site:	albany
Affidavit Yes:	$15.99
Final Cost:	$33.99
Payment Type:	Account Billed
User ID:	IPL0010194

PREVIEW FOR AD NUMBER IPLATU01290240

2.38inches x 1.22inches

ALBANY COUNTY AIRPORT AUTHORITY
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<< Click here to print a printer friendly version >>

ACCOUNT INFORMATION

KKane@albanyairport.com
ALBANY INTERNATIONAL AIRPORT

TRANSACTION REPORT

Date	March 5, 2026 2:32:56 PM...
Amount:	$33.99

SCHEDULE FOR AD NUMBER

IPLATU01290240

March 9, 2026

Albany Times Union

ORDER DETAILS

Order Number:	IPLATU0129026
Order Status:	Submitted
Classification:	Legals
Package:	Albany Times Union 2 Col...
Site:	albany
Affidavit Yes:	$15.99
Final Cost:	$32.49
Payment Type:	Account Billed
User ID:	IPL0010194

PREVIEW FOR AD NUMBER IPLATU01290260

2.38inches x 1.12inches

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<< Click here to print a printer friendly version >>

ACCOUNT INFORMATION

KKane@albanyairport.com
ALBANY INTERNATIONAL AIRPORT

TRANSACTION REPORT

Date	March 5, 2026 2:32:56 PM...
Amount:	$32.49

SCHEDULE FOR AD NUMBER IPLATU01290260

Liz Charland

From: Liz Charland
Sent: Thursday, March 5, 2026 2:11 PM
To: Saratogian Newspapers; The Colonie Spotlight; The Gazette; The Troy Record
Subject: Upcoming March Meetings

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Liz Charland

From: Liz Charland
Sent: Thursday, March 5, 2026 2:12 PM
To: ACAA Board Room; Bobbi Matthews; Brian King; Carmiena Brooks; Chris Menge; Chris Pasquini; Christine Quinn; Dave Collins; David Montiverdi; Deborah Pasquini; Dwayne Lovely; Helen Chadderdon; Janine Harry; Jennifer Munger; Jim O'brien; John LaClair; John O'Donnell; Katherine Mahoney; Kathryn Kane; Kathy Greenwood; Kevin Hehir; Liz Charland; Margaret Herrmann; Matthew Hunter; Matthew Mokey; Perry Blanchard; Peter Stuto; Ray Camilli; Steve Dorsey
Subject: Upcoming March Meetings

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Liz Charland

From: Liz Charland
Sent: Thursday, March 5, 2026 2:10 PM
To: Harold Iselin; Janet Thayer; John-Raphael Pichardo; John-Raphael Pichardo; Kevin R. Hicks, Sr. (Personal); Samuel A. Fresina; Samuel A. Fresina - IPAD; Sari O'Connor; Steven H. Heider
Subject: Upcoming March Meetings

If you haven't already done so, please advise which meetings you plan on attending.

Thank you.
Liz

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Liz Charland

From: Liz Charland
Sent: Thursday, March 5, 2026 2:05 PM
To: Amelia Calhoun (Confidential Secretary to County Executive); 'Beth DiBattista (Turner'; 'Brian King'; 'Cameron Sagan (Albany County'; 'Carl Stewart (Turner'; Carmiena Brooks; Chris Menge; 'County Executive Daniel P. McCoy'; Dave Collins; 'Frank Mauriello, Albany County Minority Leader'; 'George Penn (Albany County'; James Curran (Minority Counsel); 'Jermy Martelle (CHA'; 'Jill Bryce'; Johanna Bateman; Kelly Schoonmaker (TSA); Kevin Butterfield; 'Larry Rulison (Times Union'; 'LRulison (Times Union'; 'Lynne Lekakis Mass Transit Committee'; 'Majority Leader Dennis Feeney'; 'Mary Rozak (Albany County'; Melissa Wolfgang; 'Mike DeMasi (Business Review'; 'mmangini'; 'Pete Rea'; Ray Camilli; Rebekah Kennedy (Majority Counsel); 'Rich Amadon (CHA'; 'Rick Karlin'; 'Rob Wagner (Project Manager Turner'; 'Spotlight News'; Steve Dorsey; Susan Quine-Laurilliard (Mass Transit); 'WRGB News'
Subject: Upcoming March Meetings

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Liz Charland

From: Liz Charland
Sent: Thursday, March 5, 2026 2:03 PM
To: 'TU Legals'
Subject: Account No. 061026000 - Pre-Approved - No Confirmation Required - Multiple Committee Meetings in March 2026

Please publish the following Notices below one time as soon as possible. Let me know if you have any questions. Thank you. – Liz

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Liz Charland

From: TU Legals <TULegals@TimesUnion.com>
Sent: Thursday, March 5, 2026 2:34 PM
To: Liz Charland
Subject: Re: [EXTERNAL] Account No. 061026000 - Pre-Approved - No Confirmation Required - Multiple Committee Meetings in March 2026
Attachments: IPLATU0129023.pdf

Good afternoon,

Attached is your order confirmation.

Thank you,
Nellie Hana
Classified Sales and Service
tulegals@timesunion.com
tuobit@timesunion.com
Times Union / Local First
645 Albany Shaker Rd., Albany NY 12211
Ph. 518-454-5543 (Legals)
Ph. 518-454-5085 (Obits)

TIMES UNION

From: Liz Charland <LCHARLAND@albanyairport.com>
Sent: Thursday, March 5, 2026 2:02 PM
To: TU Legals <TULegals@TimesUnion.com>
Subject: [EXTERNAL] Account No. 061026000 - Pre-Approved - No Confirmation Required - Multiple Committee Meetings in March 2026

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AGENDA ITEM NO. 3

Communications and

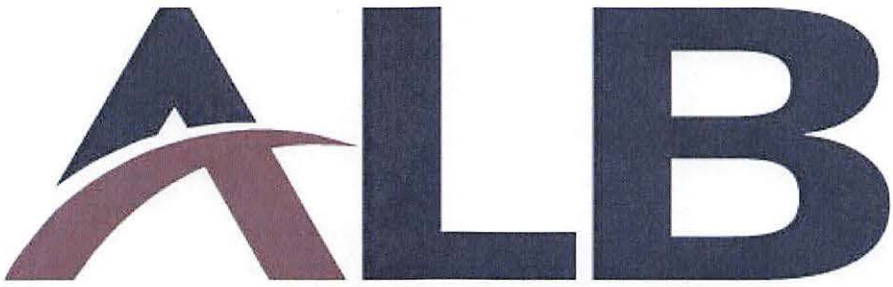
Report of Chief Executive Officer

AGENDA ITEM NO. 4

Chief Operating Officer

AGENDA ITEM NO. 5

Chief Financial Officer



Albany County Airport Authority

Monthly Financial Report

As of January 31, 2026

January 2026 Financial Performance

INTRODUCTION

The attached report includes the Airport's January 2026 statistical highlights, financial information, and operating information. This financial information is presented for the purposes of comparing budget to actual results and for indicating generally how revenues and expenses have compared to budgeted revenues and expenses through January 2026. The financial information presented herewith is prepared on the Albany County Airport Authority's budgetary basis of accounting. The information provided in this report does not include a forecast of the effects of the final settlement based upon the calculation provided for in the Airport Use and Lease Agreement, which expired on December 31, 2025 (currently in a hold-over state until April 15, 2026), or make any provision for accrual of funds owed to or from the Signatory Airlines. *This report includes preliminary operating and performance statistics and financial forecasts based upon the budgetary basis of accounting estimates that involve uncertainties that could result in actual financial results differing materially from preliminary estimates.* This report is divided into the following sections: Statistical Information, Financial Information, Airline Rates & Charges, Airport Revenues, Combined Management Expenses, Other Revenues and Expenses, Airline Incentives, Million Air FBO Operations, Line of Credit, Federal (FAA) & State Grants and Employee Counts.

STATISTICAL INFORMATION

Below are the key performance indicators for ALB through January 31:

		2026 Budget	2026 Actual	Budget Variance	2025 Actual	% Actual 2026 vs. 2025
Enplanements	Current Month	101,565	109,370	7.1%	108,922	0.4%
	Year-to-Date	101,565	109,370	7.1%	108,922	0.4%
Aircraft Seats	Current Month		143,113		141,296	1.3%
	Year-to-Date		143,113		141,296	1.3%
Load Factor	Current Month		76%		77%	-0.9%
	Year-to-Date		76%		77%	-0.9%
Aircraft Operations	Current Month	3,587	3,798	5.5%	3,887	-2.3%
	Year-to-Date	3,587	3,798	5.5%	3,887	-2.3%
Landed Weight (1,000#)	Current Month	143,731	129,337	-11.1%	129,609	-0.2%
	Year-to-Date	143,731	129,337	-11.1%	129,609	-0.2%
Cargo & Mail (Tons)	Current Month	1,500	1,184	-26.7%	1,431	-17.3%
	Year-to-Date	1,500	1,184	-26.7%	1,431	-17.3%

FINANCIAL INFORMATION

Unrestricted working capital has improved by $251,601 since January 1, 2026. Total unrestricted cash as of January 31, 2026 is $41,831,844, an increase of $1,188,688 since the beginning of 2026.

	1/31/2026	12/31/2025	Change
Cash	$41,831,844	$40,643,156	$ 1,188,688
Accounts Receivable	5,016,443	6,867,441	(1,850,998)
Prepaid Expenses	695,195	1,426,597	(731,402)
Unrestricted Assets	47,543,482	48,937,194	(1,393,712)
Payables from Unrestricted Assets	(13,351,987)	(14,997,300)	1,645,313
Unrestricted Working Capital	$34,191,495	$33,939,894	$ 251,601

The summary of Revenues, Expenses and Net Results shows YTD 2026 results compared to the 2026 budgeted amounts and 2025 actual amounts. The summary shows the YTD net operating results for 2026 are more than the amount budgeted by $454,975. These YTD results do not reflect the adjustments for year-end settlement or reflect other year-end adjustments for 2026 which affect the revenue sharing with the airlines.

	2026 YTD Budget	2026 YTD Actual	2025 YTD Actual	Prior Year Variance
Airport revenues	$ 4,843,843	$ 4,997,599	$ 4,748,194	249,405
FBO revenues less cost of sales	671,308	682,100	738,184	(56,084)
Total operating expenses	(5,732,472)	(5,174,172)	(4,833,403)	(340,769)
Operating results	(217,321)	505,527	652,975	(147,448)
Other revenue and (expenses), net	(331,876)	(599,749)	(321,027)	(278,722)
Net results	$ (549,197)	$ (94,222)	$ 331,948	
Net variances: (2026 Actual to Budget)		$ 454,975		
(2026 Actual to 2025 Actual)				$ (426,170)

Under the revenue sharing formula, the net revenues or deficiency at year-end are split fifty (50) percent to the signatory airlines and fifty (50) percent to the Authority, subject to certain limitations which require the airlines to ensure the Authority's net revenues are not less than 125 percent of its annual debt service requirement.

The summary information above does not reflect the effect of allocating all budget variances in accordance with the Airport Use and Lease Agreement or the potential assessment of charges to meet debt service coverage requirements, and accordingly, does not reflect the amount of an accumulated potential year-end settlement with the signatory airlines.

AIRLINE RATES AND CHARGES

Airline Rates and Charges shown for 2026 are based on the adopted budget and are calculated using the formulas incorporated into the Airline Use and Lease Agreement. Final 2026 rates will be calculated in the final settlement and revenue sharing report. The signatory airlines will be billed or credited for their share of any final variance and the Authority will fund its share of any negative variance from its reserves.

AIRPORT REVENUES

AIRPORT REVENUES for YTD 2026 are $4,997,599 and are $153,756 more than the $4,843,843 budget to date. The main contributor to the increase are parking and rental car revenues.

FBO NET OPERATING REVENUES (revenues less cost of sales) for YTD 2026 are $682,100 and are $10,792 greater than the $671,308 YTD budget.

PUBLIC PARKING REVENUES for YTD 2026 total $1,987,090 compared to $1,781,756 in YTD 2025, a 11.5% increase and are $55,780 higher than budgeted for 2026. Parking revenue per passenger increased from $16.36 in YTD 2025 to $18.17 in YTD 2026.

RENTAL CAR REVENUES for YTD 2026 total $387,745 compared to $344,701 in YTD 2025 and are $73,303 more than budgeted for 2026. Rental car revenue per passenger was $3.55 in YTD 2026 compared to $3.16 in YTD 2025.

FOOD AND BEVERAGE REVENUES for YTD 2026 total $104,700 compared to $108,166 in YTD 2025 and are $3,256 more than budgeted for 2026. Revenue per passenger was $0.96 in YTD 2026, which is a decrease from $0.99 in YTD 2025.

RETAIL REVENUES for YTD 2026 total $69,127 compared to $74,453 in YTD 2025 and are $3,760 less than budgeted. Revenue per passenger was $0.63 in YTD 2026 compared to $0.68 in YTD 2025.

		2026 Budget	2026 Actual	Budget Variance	2025 Actual	% Actual 2026 vs. 2025
Parking	Current Month	$ 1,931,310	$ 1,987,090	2.8%	$ 1,781,756	11.5%
	Year-to-Date	$ 1,931,310	$ 1,987,090	2.8%	$ 1,781,756	11.5%
	YTD Rev/Enp	*$ 19.02*	*$ 18.17*	*-4.7%*	*$ 16.36*	*11.1%*
Rental Cars	Current Month	$ 314,441	$ 387,745	18.9%	$ 344,701	12.5%
	Year-to-Date	$ 314,441	$ 387,745	18.9%	$ 344,701	12.5%
	YTD Rev/Enp	*$ 3.10*	*$ 3.55*	*12.7%*	*$ 3.16*	*12.0%*
Food and Beverage	Current Month	$ 101,444	$ 104,700	3.1%	$ 108,166	-3.2%
	Year-to-Date	$ 101,444	$ 104,700	3.1%	$ 108,166	-3.2%
	YTD Rev/Enp	*$ 1.00*	*$ 0.96*	*-4.3%*	*$ 0.99*	*-3.6%*
Retail	Current Month	$ 72,887	$ 69,127	-5.4%	$ 74,453	-7.2%
	Year-to-Date	$ 72,887	$ 69,127	-5.4%	$ 74,453	-7.2%
	YTD Rev/Enp	*$ 0.72*	*$ 0.63*	*-13.5%*	*$ 0.68*	*-7.5%*

COMBINED MANAGEMENT OPERATING EXPENSES

The airports three operating centers have combined operating expense results (including FBO cost of sales) is as follows:

	2026 YTD Budget	2026 YTD Actual	Budget Variance	2025 YTD Actual	Prior Year Variance
AvPorts	$ 4,174,545	$ 3,864,094	$ (310,451)	$ 3,598,483	$ 265,611
Million Air	1,308,918	1,110,356	(198,562)	1,046,211	64,145
Authority	795,447	709,701	(85,746)	772,889	(63,188)
Total	$ 6,278,910	$ 5,684,151	$ (594,759)	$ 5,417,583	$ 266,568
Variance			-9.5%		4.9%

OTHER REVENUES AND EXPENSES

Other revenues and expenses when netted together for YTD 2026 are $267,873 less than budgeted mainly due to less PFCs collected in January.

AIRLINE INCENTIVES

Airline incentives paid to new entrant carriers or for new route services for YTD through January was $76,765 compared to $21,432 for YTD 2025.

MILLION AIR FBO OPERATIONS

The commercial and retail YTD revenues and cost of sales results are as follows:

	2026 YTD Budget	2026 YTD Actual	Budget Variance	2025 YTD Actual	Prior Year Variance
Revenues	$ 1,217,746	$ 1,192,078	$ (25,668)	$ 1,322,364	$ (130,286)
Cost of Sales	(546,438)	(509,979)	36,459	(584,180)	74,201
Net results before O & M Expenses	$ 671,308	$ 682,099	$ 10,791	$ 738,184	$ (56,085)
			1.6%		-7.6%

2026 YTD Net Results before YTD Operating and Maintenance expenses were $10,791 more than budgeted and $56,085 less than YTD 2025.

		2026 Budget	2026 Actual	Budget Variance	2025 Actual	% Actual 2026 vs. 2025
Jet A	Current Month	94,153	95,607	1.5%	104,712	-8.7%
	Year-to-Date	94,153	95,607	1.5%	104,712	-8.7%
AvGas	Current Month	2,601	3,859	32.6%	4,000	-3.5%
	Year-to-Date	2,601	3,859	32.6%	4,000	-3.5%
Deicing Gallons Sprayed	Current Month	21,030	18,955	-10.9%	21,318	-11.1%
	Year-to-Date	21,030	18,955	-10.9%	21,318	-11.1%
Deicing Gallons Consortium	Current Month	20,253	28,176	28.1%	19,355	45.6%
	Year-to-Date	20,253	28,176	28.1%	19,355	45.6%

Operating expenses, not including the cost of retail sales, for YTD 2026 were $162,103 less than budgeted. A statement of FBO Results is included.

LINE OF CREDIT

On February 28, 2024 the Authority closed on a $30 million line of credit with M&T Bank to provide cash to help fund Authority payments on the terminal connector project until the reimbursements from the NYS DOT and FAA are received. Below is the activity on the line of credit:

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24					
LOC Draw 02	8-Mar-24	761,816.97	2-Apr-24					
LOC Draw 03	20-Mar-24	959,655.24	8-Apr-24					
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24					
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24					
LOC Draw 06	14-Jun-24	2,586,897.15	2-Oct-24					
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24					
LOC Draw 08	22-Aug-24	4,055,372.75	16-Oct-24					
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25					
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70	14-Nov-25	
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72	14-Nov-25	
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25					
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04	14-Nov-25	
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25					
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25					
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25					
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17	14-Nov-25	
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25					
LOC Draw 15	12-May-25	391,933.11	2-Jun-25					
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50	14-Nov-25	
LOC Draw 16	28-May-25	896,225.85	15-Jul-25					
LOC Draw 16	28-May-25	1,099,420.41	14-Nov-25					
LOC Draw 17	23-Jun-25	326,556.42	4-Sep-25					
LOC Draw 17	23-Jun-25	1,442,159.62	14-Nov-25					
LOC Draw 18	4-Aug-25	448,729.65	30-Oct-25					
LOC Draw 18	4-Aug-25	2,761,014.98	14-Nov-25					
LOC Draw 19	22-Sep-25	502,138.65	29-Dec-25					
LOC Draw 19	22-Sep-25	1,712,359.32	14-Nov-25					
LOC Draw 19	22-Sep-25	1,547,250.22	14-Nov-25					
LOC Draw 20	9-Dec-25	788,486.03	2-Feb-26					
LOC Draw 20	9-Dec-25	2,438,083.80						2,438,083.80
LOC Draw 21	14-Jan-26	1,863,455.39						1,863,455.39
LOC Draw 21	14-Jan-26	1,642,515.80						1,642,515.80
	Outstanding							$ 5,944,054.99

The line of credit renewed on February 28, 2025 with a two year term expiring on February 28, 2027.

FEDERAL (FAA) & NYS DOT GRANTS

The Authority accepts various FAA and NYS DOT grants to fund capital improvements at the Airport. Below is the status of the current grants as of January 31, 2026:

FAA Grants:	FAA Grant #	Grant Amount	Balance
Acquire Snow Removal Equipment	147-2021	$ 1,537,635	$ 582,999
American Rescue Plan Act (ARPA)	148-2022	$12,113,224	$ -
Rehabilitate Rwy 10/28 & Taxiway C	150-2022	$ 7,144,824	$ -
Replace ATCT HVAC & Roof	151-2023	$ 2,000,000	$ 228,206
Reconstruct Terminal A & 2 PBBs	152-2025	$10,600,000	$ 1,336,944
Rehabilitate Rwy 1/19 & Perimeter Road	153-2025	$ 9,326,858	$ 1,374,758
Reconstruct 60,000 of Existing Terminal	154-2026	$21,915,184	$21,915,184
Reconstruct General Aviation Apron	155-2026	$12,936,210	$12,675,905

New York State DOT Grants:	State Grant #	Grant Amount	Balance
Rehabilitate Rwy 10/28 & Taxiway C	1A00.30	$ 394,777	$ 394,777
Replace ATCT HVAC & Roof	1A00.31	$ 52,632	$ 52,632
Rehabilitate Rwy 1/19 & Perimeter Road	1A00.32	$ 518,159	$ 518,159
Reconstruct Terminal A & 2 PBBs	1A00.33	$ 278,948	$ 278,948
Reconstruct 60,000 of Existing Terminal	TBD	$ 1,217,510	$ 1,217,510
Rehabilitate Elevators	1A00.94	$ 1,612,560	$ 1,080,009
Terminal Expansion Connector	1A00.95	$60,000,000	$15,866,246

EMPLOYEE COUNTS

	2025 Budget	Dec-25	2026 Budget	Jan-26	Variance Budget vs. Jan-26
AvPorts:					
Airfield	29.5	22.5	31.5	19.5	12.0
Terminal	41.0	33.0	46.0	31.0	15.0
Loading Bridges	3.0	3.0	3.0	3.0	-
Parking	33.0	29.0	40.5	28.5	12.0
Curbside Security	3.0	4.0	3.0	4.0	(1.0)
ARFF	26.0	25.0	26.0	25.0	1.0
Operations	22.0	17.0	22.0	17.0	5.0
Vehicles & Equipment	12.0	9.0	12.0	9.0	3.0
Administration	9.5	7.5	8.7	7.5	1.2
Total AvPorts Positions	179.0	150.0	192.7	144.5	48.2
Million Air:					
Commercial	11.0	11.0	14.0	14.0	-
General Aviation	22.0	22.0	23.0	21.0	2.0
Administration	5.0	4.0	5.0	5.0	-
Total Million Air Positions	38.0	37.0	42.0	40.0	2.0
Authority Positions	22.0	20.0	20.0	20.0	-
Total Positions	239.0	207.0	254.7	204.5	50.2

Albany International Airport
Airline and Direct Market Flights
For the week of March 15, 2026

AIRLINE	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Allegiant	3	3	1		3	3	
American	13	13	12	13	13	13	13
Avelo	1				1		
Breeze	1	2	1	1	1	2	1
Delta	8	8	8	8	8	8	7
Jet Blue	3	3	3	3	3	3	3
Southwest	11	11	11	11	11	11	13
United	7	7	7	7	7	7	7
	47	47	43	43	47	47	44

DIRECT MARKET	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Atlanta	3	3	3	3	3	3	3
Baltimore	5	5	5	5	5	5	5
Charleston		1				1	
Charlotte	3	3	3	3	3	3	3
Charlotte/Concord	1				1		
Chicago-Midway	2	2	2	2	2	2	2
Chicago-O'Hare	6	6	6	6	6	6	6
Detroit	3	3	3	3	3	3	3
Fort Lauderdale	2	3	2	2	2	3	2
Ft. Myers				1			2
Miami							1
Myrtle Beach		1				1	
Nashville	1	1	1	1	1	1	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	3	3	3	3	3	3	4
Orlando/Sanford	1				1		
Philadelphia	4	4	3	4	4	4	4
Punta Gorda	1		1		1		
Raleigh Durham	1	1	1		1	1	
Sarasota Bradenton	1				1		
St. Petersberg		1				1	
Tampa	1	1	1	1	1	1	1
Washington/Dulles	4	4	4	4	4	4	4
Washington/Reagan	3	3	3	3	3	3	2
	47	47	43	43	47	47	44

Albany County Airport Authority
Statements of Net Position

	January 31, 2026	January 31, 2025
ASSETS		
CURRENT ASSETS		
Unrestricted Assets		
Cash and Cash Equivalents	$ 9,841,205	$ 6,752,129
Development Fund	31,990,639	28,030,450
Accounts Receivable	2,031,124	2,575,289
Leases	2,985,319	2,483,902
Prepaid Expenses	695,195	730,444
Total Unrestricted Assets	47,543,482	40,572,214
Restricted Assets		
Operating and Renewal Reserves	9,906,103	9,437,347
CFC Funds	508,264	489,280
Capital Funds	17,724,083	20,061,245
PFC Funds	4,707,961	8,164,528
Revenue Bond Funds	7,291,422	8,129,890
FAA Restricted Funds	230,329	221,726
Concession Improvement Funds	789,586	760,094
Total Restricted Assets	41,157,748	47,264,110
Total Current Assets	88,701,230	87,836,324
NON-CURRENT ASSETS		
Capital Assets	337,033,935	298,615,633
Lease Receivable	9,766,831	13,832,941
Prepaid Expenses	147,926	163,361
Total Non-Current Assets	346,948,692	312,611,935
Total Assets	435,649,922	400,448,259
DEFERRED OUTFLOWS OF RESOURCES		
Refunding	205,262	386,207
OPEB Expenses	324,737	622,429
Pension Expenses	731,279	930,867
Total Deferred Outflows of Resources	1,261,278	1,939,503
TOTAL ASSETS AND DEFERRED OUTFLOWS	436,911,200	402,387,762
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Payable from Unrestriced Assets	13,351,987	9,571,330
Payable from Restricted Assets	22,846,348	20,145,213
Total Current Liabilities	36,198,335	29,716,543
NON-CURRENT LIABILITIES		
Bonds and other debt obligations	33,835,564	42,683,796
Net OPEB Liability	5,581,253	5,838,172
Net Pension Liability - proportionate share	741,155	689,076
Total Non-Current Liabilities	40,157,972	49,211,044
Total Liabilities	76,356,307	78,927,587
DEFERRED INFLOWS OF RESOURCES		
Concession Improvement Funds	1,212,952	1,066,651
OPEB Expenses	603,874	725,677
Pension Expenses	53,781	379,064
Leases	11,860,890	15,194,017
Total Deferred Inflows of Resources	13,731,497	17,365,409
NET POSITION		
Invested in Capital Assets, net of Related Debt	280,623,591	236,278,714
Restricted	40,301,857	46,398,131
Unrestricted	25,897,948	23,417,921
Net Position	346,823,396	306,094,766
TOTAL LIABILITES, DEFERRED INFLOWS AND NET POSITION	$ 436,911,200	$ 402,387,762

Albany County Airport Authority
2026 Summary of Revenues, Expenses and Net Results
For the one month ended January 31, 2026

	2026 Adopted FY Budget	January 2026 Budget YTD	Actual YTD	Variance YTD	Variance %	January 2025 YTD Unaudited	2026 Actual/ Prior Year Variance %
AIRPORT OPERATING REVENUES							
Airline	$ 14,191,203	$ 1,754,732	$ 1,754,806	$ 74	0.0%	$ 1,753,298	0.1%
Non-Airline	43,420,569	3,089,111	3,242,793	153,682	5.0%	2,994,896	8.3%
Total Revenues	57,611,772	4,843,843	4,997,599	153,756	3.2%	4,748,194	5.3%
	69,967,306	6,061,589	6,189,677			6,070,558	
AIRPORT OPERATING EXPENSES							
Personal Services	15,047,390	1,261,365	1,180,180	(81,184)	-6.4%	993,847	18.7%
Employee Benefits	7,316,856	683,049	603,808	(79,242)	-11.6%	559,825	7.9%
Utilities & Communications	2,865,614	478,897	456,080	(22,816)	-4.8%	405,060	12.6%
Purchased Services	9,084,020	1,533,589	1,386,479	(147,111)	-9.6%	1,583,027	-12.4%
Material & Supplies	6,631,003	642,337	729,662	87,326	13.6%	526,516	38.6%
Office	1,168,560	267,612	101,584	(166,028)	-62.0%	122,528	-17.1%
Administration	1,181,471	103,143	107,144	4,001	3.9%	123,681	-13.4%
Non-Capital Equipment	18,000	0	8,858	8,858	0.0%	56,888	-84.4%
Total Expenses	43,312,914	4,969,992	4,573,795	(396,196)	-8.0%	4,371,372	4.6%
AIRPORT OPERATING RESULTS	14,298,858	(126,149)	423,804	549,952	-436.0%	376,822	12.5%
FBO OPERATING RESULTS	1,836,297	(91,172)	81,723	172,894	-189.6%	276,154	-70.4%
TOTAL OPERATING RESULTS	16,135,155	(217,321)	505,527	722,846	-332.6%	652,976	-22.6%
OTHER REVENUES (EXPENSES)							
Interest Earnings	2,241,000	186,750	170,070	(16,680)	-8.9%	189,019	-10.0%
Passenger Facility Charges	3,648,084	304,007	25,254	(278,753)	-91.7%	303,456	-91.7%
ACAA Debt Service	(9,940,000)	(828,333)	(828,333)	-	0.0%	(826,355)	0.2%
Insurance Recoveries	-	-	14,872	14,872	0.0%	-	#DIV/0!
Line of Credit Interest	(200,000)	(25,000)	(12,312)	12,688	-50.8%	(17,847)	0.0%
Grant Income	-	-	-	-	0.0%	-	#DIV/0!
Improvement Charges	368,400	30,700	30,700	-	0.0%	30,700	0.0%
Total Other Revenues(Expenses)	(3,882,516)	(331,876)	(599,749)	(267,873)	80.7%	(321,027)	86.8%
INCOME/(LOSS) BEFORE CAPITAL CONTRIBUTIONS	12,252,639	(549,197)	(94,222)	454,973	-82.8%	331,949	-128.4%
AIRLINE INCENTIVES	(400,000)	(33,333)	(76,765)	(43,432)	130.3%	(21,432)	258.2%
CAPITAL CONTRIBUTIONS	-	-	-	-	0.0%	-	0.0%
INCREASE (DECREASE) IN NET POSITION	$ 11,852,639	$ (582,531)	$ (170,987)	411,543	-70.6%	310,517	-155.1%
NET POSITION, BEGINNING OF PERIOD			346,994,383			305,784,249	
NET POSITION, END OF PERIOD			$ 346,823,396			$ 306,094,766	
RECONCIATION TO AIRLINE FUNDS REMAINING:							
NET RESULTS BEFORE CAPITAL CONTRIBUTION	12,252,639	(549,197)	(94,222)	454,973	-82.8%	331,949	-128.4%
Less: Capital Improvements	(6,000,000)	(500,000)	(500,000)	-	0.0%	(4,044,255)	-87.6%
Less: Reserve Requirements	66,020	5,502	5,502	-	0.0%	(650,670)	-100.8%
NET RESULTS	6,318,659	(1,043,696)	(588,721)	454,973	-43.6%	(4,362,976)	-86.5%
Revenue Sharing:							
Transfer to/from Airlines (50%)	3,159,330	(521,848)	(294,360)	227,487	-43.6%	(2,181,488)	-86.5%
Authority Share (50%)	3,159,330	(521,848)	(294,360)	227,487	-43.6%	(2,181,488)	-86.5%
Less: Airline Incentives	(400,000)	(33,333)	(76,765)	(43,432)	130.3%	(21,432)	258.2%
Net Authority Share	$ 2,759,330	$ (555,181)	$ (371,125)	$ 184,055	-33.2%	$ (2,202,920)	-83.2%

Albany County Airport Authority
Operating Revenues
For the one month ended January 31, 2026

	2026 Adopted FY Budget	January 2026 Budget YTD	Actual YTD	Variance YTD	Variance %	January 2025 YTD Unaudited	2026 Actual/ Prior Year Variance %
AIRLINE REVENUES							
COMMERCIAL							
Landing Fees-Signatory	$ 7,550,919	$ 650,075	$ 621,562	$ (28,513)	-4.4%	$ 614,559	1.1%
Airline Apron Fees	1,138,138	94,845	99,886	5,041	5.3%	83,653	19.4%
Glycol Disposal Fee	317,500	95,000	108,316	13,316	14.0%	93,293	16.1%
CARGO							
Landing Fees-Signatory	854,000	61,564	57,418	(4,146)	-6.7%	61,466	-6.6%
TERMINAL							
Loading Bridges	745,324	62,110	54,347	(7,764)	-12.5%	69,441	-21.7%
Space Rental	3,585,322	791,138	803,044	11,906	1.5%	821,825	-2.3%
Non-Signatory Per Turn Fee	0	0	10,233	10,233	0.0%	9,062	12.9%
TOTAL AIRLINE REVENUES	14,191,203	1,754,732	1,754,806	74	0.0%	1,753,298	0.1%
NON-AIRLINE REVENUES							
AIRFIELD							
Tenant Maintenance	43,708	3,642	0	(3,642)	-100.0%	9,112	-100.0%
Total Airfield	43,708	3,642	0	(3,642)	-100.0%	9,112	-100.0%
TERMINAL							
Utility Reimbursement	44,155	3,388	3,527	139	4.1%	2,839	24.2%
Tenant Maintenance	24,000	2,000	0	(2,000)	-100.0%	0	0.0%
Space Rent - Non Airline	196,915	16,410	20,136	3,727	22.7%	21,197	-5.0%
Space Rent - Fixed Non Airline	565,554	47,130	47,130	0	0.0%	47,130	0.0%
Food & Beverage	1,596,810	101,444	104,700	3,256	3.2%	108,166	-3.2%
Retail	1,059,270	72,887	69,127	(3,760)	-5.2%	74,453	-7.2%
ATM	14,480	1,207	1,206	0	0.0%	1,209	-0.2%
Operating Permits	395,253	34,671	45,944	11,273	32.5%	33,482	37.2%
Vending Machines	19,800	1,650	1,779	129	7.8%	1,849	-3.8%
Baggage Cart Rentals	15,000	1,250	967	(283)	-22.7%	1,246	-22.4%
Total Terminal	3,931,237	282,035	294,515	12,481	4.4%	291,570	1.0%
GROUND TRANSPORTATION							
Parking	25,731,850	1,931,310	1,987,090	55,780	2.9%	1,781,756	11.5%
Rental Cars	6,988,020	314,441	387,745	73,303	23.3%	344,701	12.5%
Access Fees	0	0	0	0	0.0%	14,044	-100.0%
TNCs	408,000	34,000	33,499	(501)	-1.5%	32,731	2.3%
Garage Space Rent	93,294	7,774	7,774	0	0.0%	7,475	4.0%
Garage Kiosk Rent	21,600	1,800	1,800	0	0.0%	1,800	0.0%
Total Ground Transportation	33,242,764	2,289,326	2,417,808	128,582	5.6%	2,182,508	10.8%
OTHER AIRPORT							
Telephone System - Tenants	45,916	3,826	3,743	(83)	-2.2%	3,855	-2.9%
Building Rental	105,752	6,353	6,353	0	0.0%	6,415	-1.0%
Control Tower Rental	824,812	68,549	68,549	0	0.0%	65,887	4.0%
Air Cargo Facility	1,315,376	109,615	108,733	(882)	-0.8%	109,615	-0.8%
State Executive Hangar	1,247,083	103,924	103,924	0	0.0%	103,924	0.0%
T Hangars	195,960	16,330	13,816	(2,514)	-15.4%	12,950	6.7%
Tie Downs	1,680	140	384	244	174.6%	140	174.2%
Industrial Park	627,302	51,246	57,571	6,325	12.3%	51,328	12.2%
Land Rental	391,994	32,318	32,318	0	0.0%	35,491	-8.9%
Hangar Rental	1,013,693	83,166	83,106	(60)	-0.1%	79,626	4.4%
Antenna Space Rental	86,006	7,157	7,157	0	0.0%	7,044	1.6%
Internet and Cable Access	2,660	555	55	(500)	-90.1%	555	-90.1%
Fingerprinting	45,600	3,800	2,787	(1,013)	-26.7%	3,230	-13.7%
Tenant Maintenance	998	83	0	(83)	-100.0%	0	0.0%
Ebay/Scrap/Equipment Sales	5,000	417	0	(417)	-100.0%	11,062	-100.0%
Utility Reimbursement	176,030	20,629	28,899	8,269	40.1%	20,578	40.4%
Reimbursement of Property Taxes	45,000	0	11,598	11,598	0.0%	0	0.0%
Other	72,000	6,000	1,378	(4,622)	-77.0%	6	21426.4%
Total Other Airport	6,202,860	514,109	530,370	16,262	3.2%	511,707	3.6%
TOTAL NON AIRLINE REVENUES	43,420,569	3,089,111	3,242,793	153,682	5.0%	2,994,896	8.3%
TOTAL REVENUES	$ 57,611,772	$ 4,843,844	$ 4,997,599	$ 153,756	3.2%	$ 4,748,194	5.3%

Albany County Airport Authority
FBO Results
For the one month ended January 31, 2026

	2026 Adopted FY Budget	January 2026 Budget YTD	Actual YTD	Variance YTD	Variance %	January 2025 YTD Unaudited	2026 Actual/ Prior Year Variance %
REVENUES							
Retail Fuel							
Jet A Fuel Sales	$ 6,167,000	$ 404,522	$ 335,662	$ (68,860)	-17.0%	$ 478,969	-29.9%
AvGas Fuel Sales	462,400	12,879	19,873	6,994	54.3%	21,937	-9.4%
Commercial AvGas Fuel Sales	18,000	1,500	925	(575)	-38.3%	1,739	-46.8%
Auto & Diesel Fuel Sales	290,000	45,210	47,650	2,440	5.4%	42,995	10.8%
Retail Fuel Sales	6,937,400	464,111	404,110	(60,001)	-12.9%	545,640	-25.9%
Into Plane Fees	875,000	63,406	57,620	(5,786)	-9.1%	62,130	-7.3%
Fuel Farm Fees	1,230,000	96,909	84,271	(12,638)	-13.0%	90,565	-6.9%
General Aviation Landing Fees	482,500	25,000	32,231	7,231	28.9%	33,761	-4.5%
Aircraft Parking Fees	650,000	35,000	52,020	17,020	48.6%	36,408	42.9%
Deicing Services	1,603,790	466,163	499,660	33,497	7.2%	480,872	3.9%
FBO Properties	441,344	58,657	51,780	(6,876)	-11.7%	63,281	-18.2%
FBO Services	135,500	8,500	10,386	1,886	22.2%	9,707	7.0%
TOTAL REVENUES	12,355,534	1,217,746	1,192,078	(25,667)	-2.1%	1,322,364	-9.9%
COST OF SALES							
Fuel Costs - Jet A	2,107,000	147,588	98,554	(49,034)	-33.2%	227,745	-56.7%
Fuel Discounts - Jet A	150,000	8,535	8,980	445	5.2%	23,847	-62.3%
Fuel Costs - SAF	0	0	0	0	0.0%	0	0.0%
Fuel Costs - AvGas	330,400	8,890	13,447	4,556	51.3%	15,126	-11.1%
Fuel Discounts - AvGas	12,000	397	686	288	72.6%	496	38.1%
Fuel Costs - Commercial AvGas	13,000	1,083	741	(342)	-31.6%	1,397	-47.0%
Fuel Costs - Auto & Diesel	228,000	32,000	38,337	6,337	19.8%	35,115	9.2%
Total Fuel Costs	2,840,400	198,494	160,744	(37,750)	-19.0%	303,726	-47.1%
Deicing Costs - Type I & IV	1,180,590	342,612	342,623	11	0.0%	280,021	22.4%
Customs Garbage, Oil & Other	64,000	5,332	6,612	1,280	24.0%	432	1429.8%
Total Cost of Sales	4,084,990	546,438	509,979	(36,459)	-6.7%	584,180	-12.7%
Net Operating	8,270,544	671,308	682,100	10,792	1.6%	738,184	-7.6%
OPERATING EXPENSES BY CATEGORY							
Personal Services							
Salaries	2,585,398	217,929	209,778	(8,152)	-3.7%	160,296	30.9%
Overtime	232,878	19,640	37,206	17,565	89.4%	13,298	179.8%
Total Personal Services	2,818,276	237,570	246,984	9,414	4.0%	173,594	42.3%
Employee Benefits	860,516	96,562	99,521	2,960	3.1%	62,687	58.8%
Utilities & Communications	116,800	11,859	20,703	8,844	74.6%	12,623	64.0%
Purchased Services	812,592	232,883	110,332	(122,552)	-52.6%	115,475	-4.5%
Materials & Supplies							
Buildings	221,500	56,274	4,362	(51,913)	-92.2%	5,245	-16.8%
Grounds	37,500	3,000	850	(2,150)	-71.7%	0	0.0%
Vehicles	991,744	81,315	93,389	12,074	14.8%	62,039	50.5%
Total Materials & Supplies	1,250,744	140,589	98,601	(41,989)	-29.9%	67,284	46.5%
Admistrative Expenses	425,319	43,017	24,237	(18,780)	-43.7%	21,129	14.7%
Non-Capital Equipment	150,000	0	0	0	0.0%	9,238	-100.0%
TOTAL EXPENSES	6,434,247	762,480	600,377	(162,103)	-21.3%	462,031	29.9%
FBO Net Direct Cost	$ 1,836,297	$ (91,172)	$ 81,723	$ 172,894	-189.6%	$ 276,154	-70.4%

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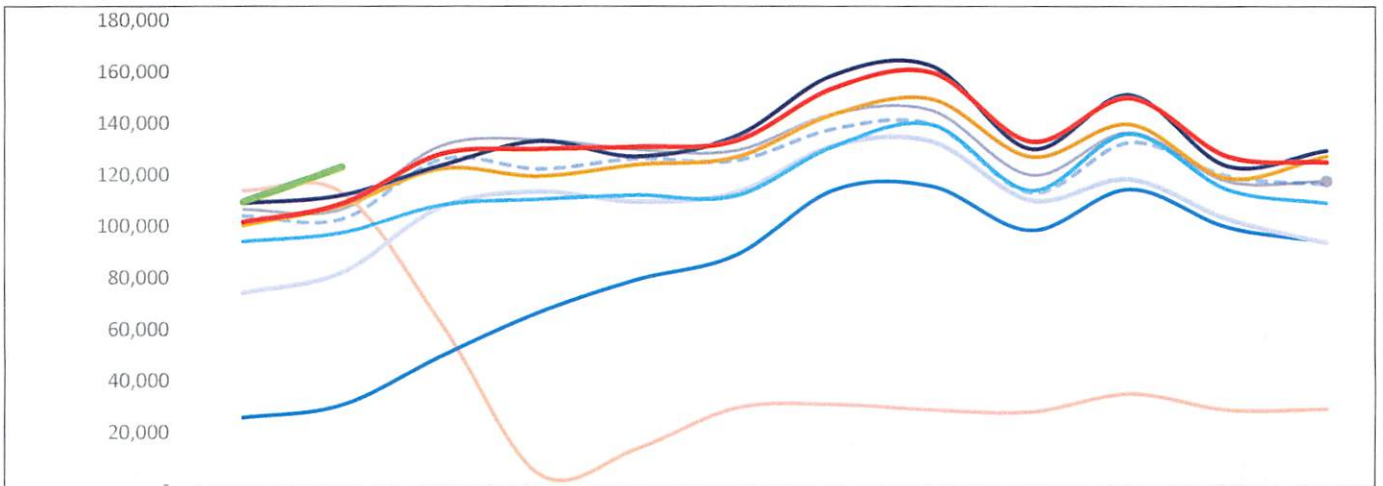
INTERNATIONAL AIRPORT

FINANCIAL REPORT

January 2026

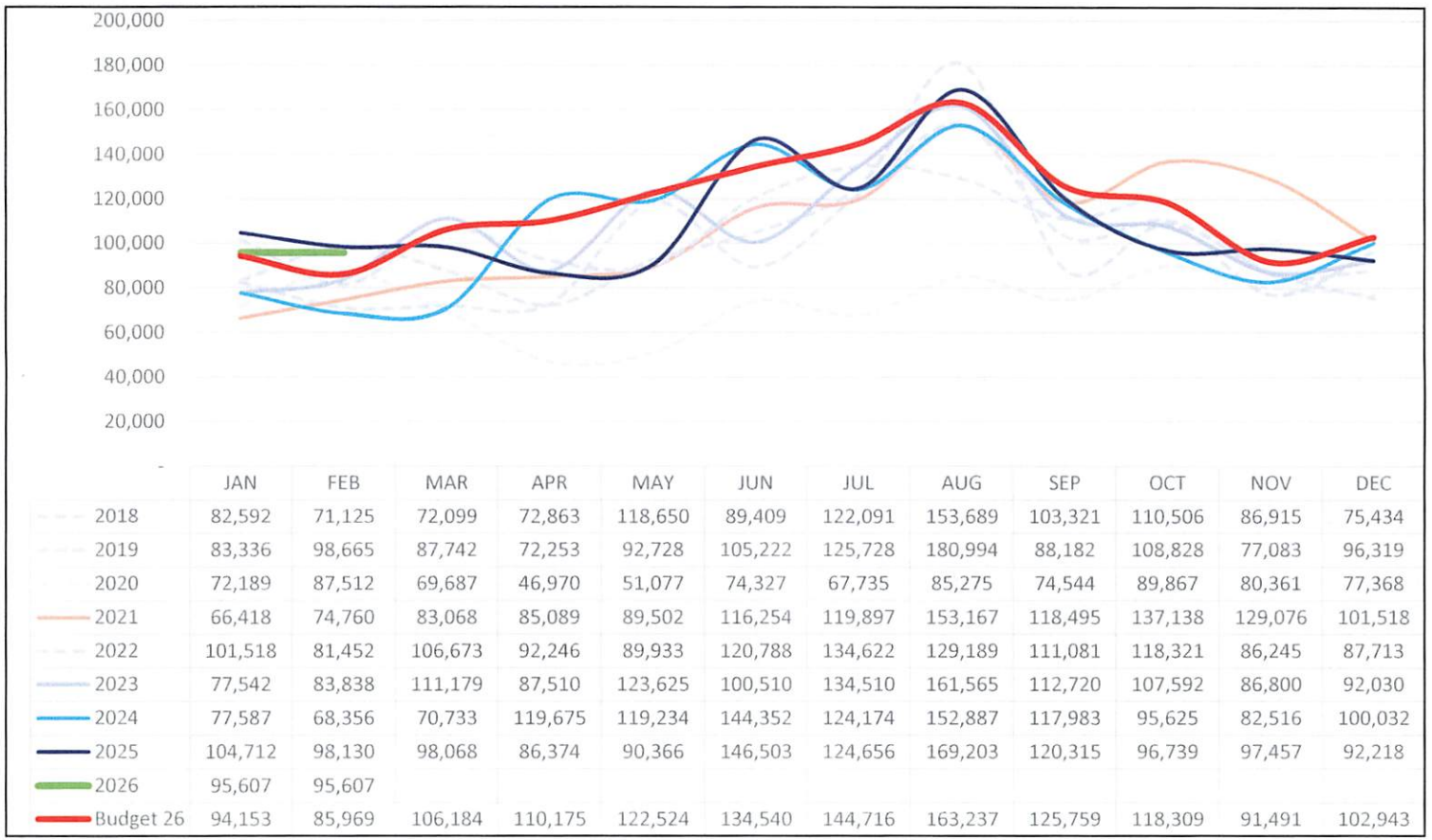
March 23, 2026

Monthly Enplanements



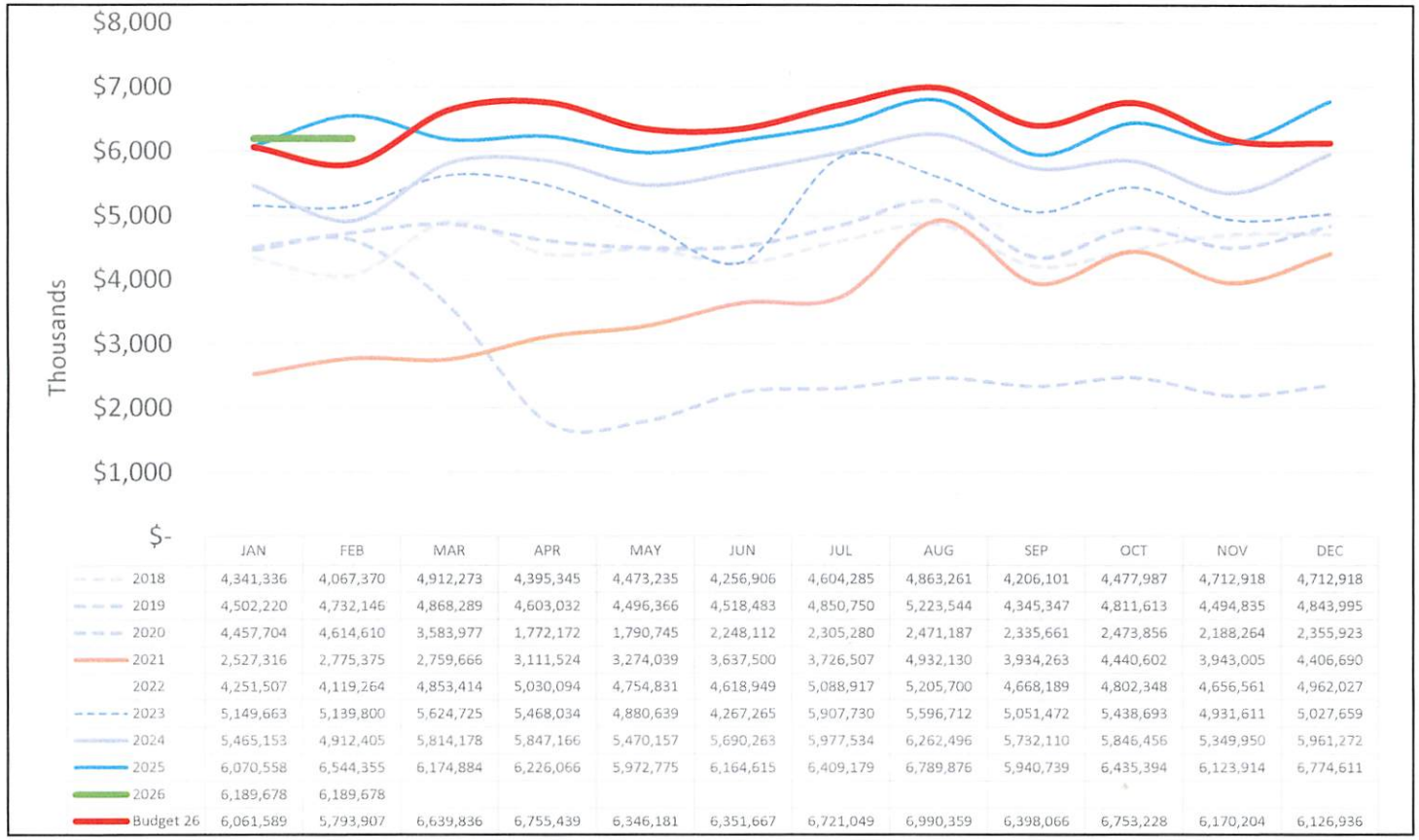
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2018	104,011	102,852	126,052	122,342	126,345	125,618	137,983	139,520	113,139	132,723	119,639	116,482	1,466,706
2019	106,622	106,760	131,398	133,722	129,868	129,585	143,957	144,967	120,058	136,558	117,662	117,812	1,518,969
2020	114,119	113,232	62,622	4,147	13,968	29,752	31,092	29,022	28,257	35,274	29,089	29,455	520,029
2021	25,665	30,538	49,504	66,433	79,125	88,614	114,106	115,469	98,456	114,335	99,723	93,971	975,939
2022	74,020	82,020	107,454	113,430	109,543	113,139	131,337	132,892	110,178	118,321	102,991	93,607	1,288,932
2023	93,882	97,311	108,087	110,378	111,996	111,736	131,035	139,302	113,844	135,785	114,293	108,990	1,376,639
2024	100,258	108,129	122,407	119,477	123,993	126,907	143,652	149,279	127,013	139,688	118,826	127,341	1,507,130
2025	108,922	111,997	123,488	132,964	127,066	134,902	158,852	162,126	130,051	150,836	123,530	129,343	1,594,077
2026	109,370	123,015											
Budget 26	101,565	108,874	127,997	130,018	130,869	133,236	153,780	159,631	132,953	149,753	127,361	124,963	

Monthly Jet A FBO only (gallons)



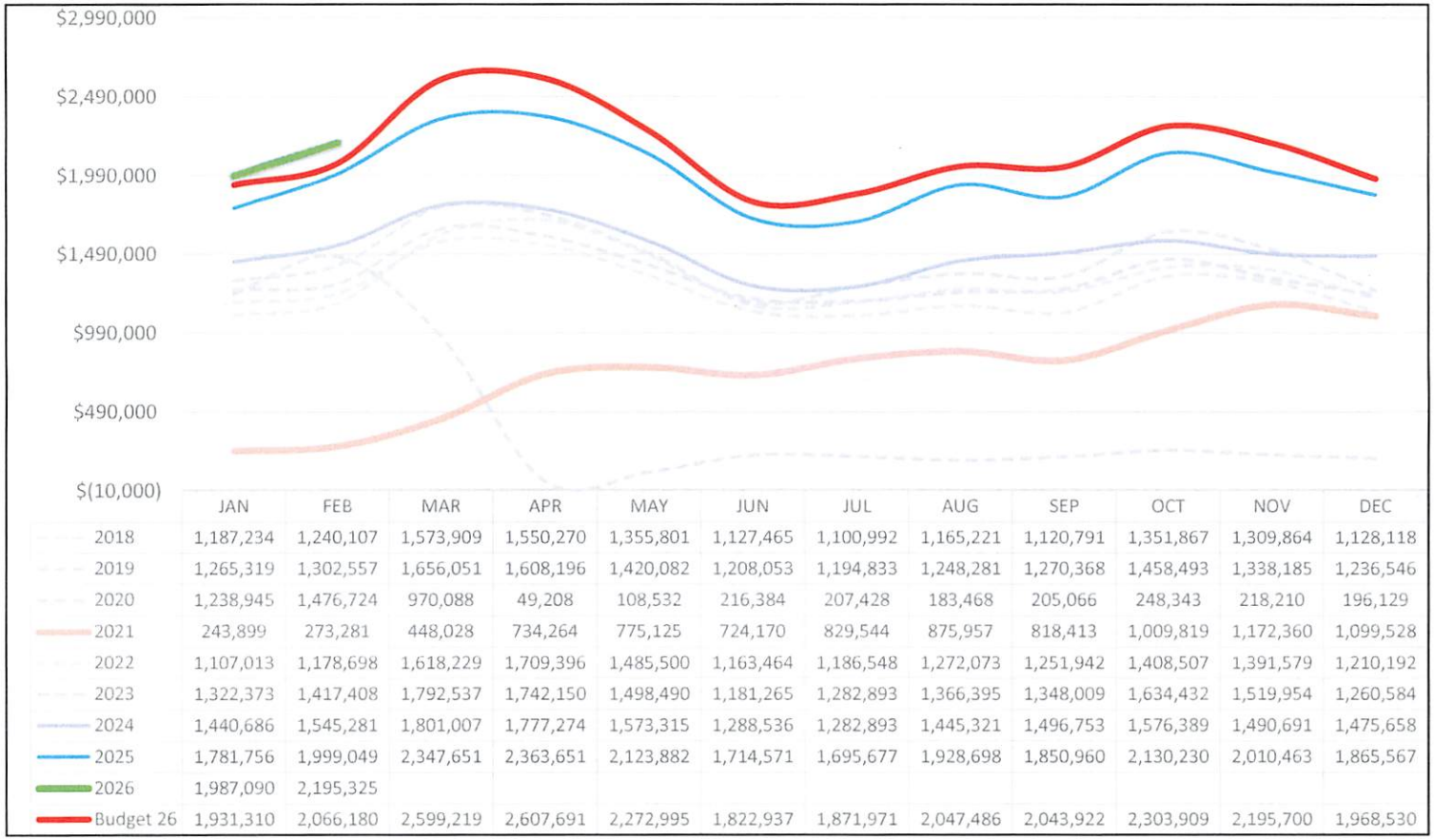
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2018	82,592	71,125	72,099	72,863	118,650	89,409	122,091	153,689	103,321	110,506	86,915	75,434	996,302
2019	83,336	98,665	87,742	72,253	92,728	105,222	125,728	180,994	88,182	108,828	77,083	96,319	1,158,694
2020	72,189	87,512	69,687	46,970	51,077	74,327	67,735	85,275	74,544	89,867	80,361	77,368	1,217,080
2021	66,418	74,760	83,068	85,089	89,502	116,254	119,897	153,167	118,495	137,138	129,076	101,518	876,912
2022	101,518	81,452	106,673	92,246	89,933	120,788	134,622	129,189	111,081	118,321	86,245	87,713	1,274,382
2023	77,542	83,838	111,179	87,510	123,625	100,510	134,510	161,565	112,720	107,592	86,800	92,030	1,259,781
2024	77,587	68,356	70,733	119,675	119,234	144,352	124,174	152,887	117,983	95,625	82,516	100,032	1,279,421
2025	104,712	98,130	98,068	86,374	90,366	146,503	124,656	169,203	120,315	96,739	97,457	92,218	1,266,446
2026	95,607	95,607											1,324,744
Budget 26	94,153	85,969	106,184	110,175	122,524	134,540	144,716	163,237	125,759	118,309	91,491	102,943	

Operating Revenue (including FBO)



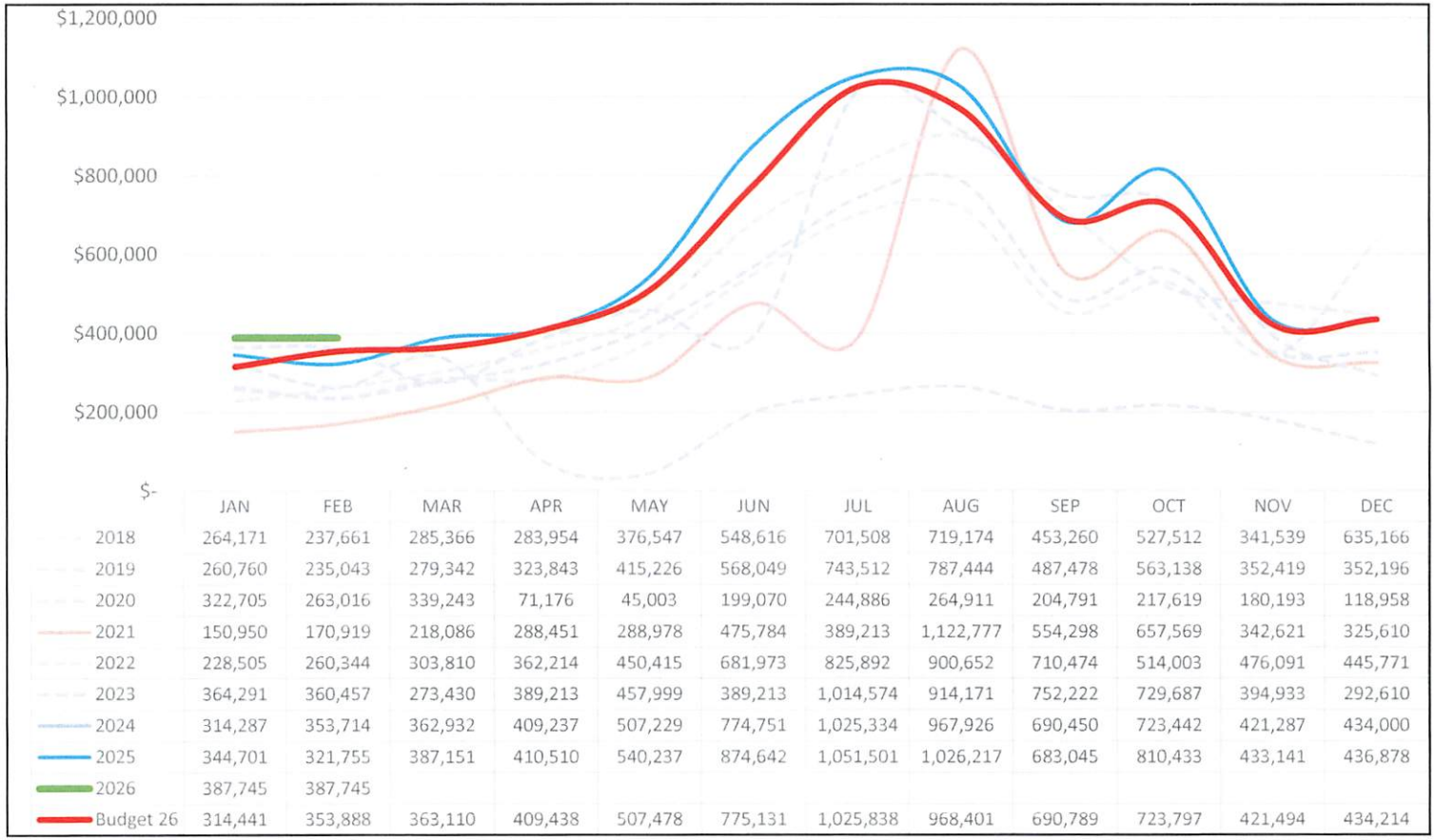
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	4,341,336	4,067,370	4,912,273	4,395,345	4,473,235	4,256,906	4,604,285	4,863,261	4,206,101	4,477,987	4,712,918	4,712,918
2019	4,502,220	4,732,146	4,868,289	4,603,032	4,496,366	4,518,483	4,850,750	5,223,544	4,345,347	4,811,613	4,494,835	4,843,995
2020	4,457,704	4,614,610	3,583,977	1,772,172	1,790,745	2,248,112	2,305,280	2,471,187	2,335,661	2,473,856	2,188,264	2,355,923
2021	2,527,316	2,775,375	2,759,666	3,111,524	3,274,039	3,637,500	3,726,507	4,932,130	3,934,263	4,440,602	3,943,005	4,406,690
2022	4,251,507	4,119,264	4,853,414	5,030,094	4,754,831	4,618,949	5,088,917	5,205,700	4,668,189	4,802,348	4,656,561	4,962,027
2023	5,149,663	5,139,800	5,624,725	5,468,034	4,880,639	4,267,265	5,907,730	5,596,712	5,051,472	5,438,693	4,931,611	5,027,659
2024	5,465,153	4,912,405	5,814,178	5,847,166	5,470,157	5,690,263	5,977,534	6,262,496	5,732,110	5,846,456	5,349,950	5,961,272
2025	6,070,558	6,544,355	6,174,884	6,226,066	5,972,775	6,164,615	6,409,179	6,789,876	5,940,739	6,435,394	6,123,914	6,774,611
2026	6,189,678	6,189,678										
Budget 26	6,061,589	5,793,907	6,639,836	6,755,439	6,346,181	6,351,667	6,721,049	6,990,359	6,398,066	6,753,228	6,170,204	6,126,936

Parking Revenues



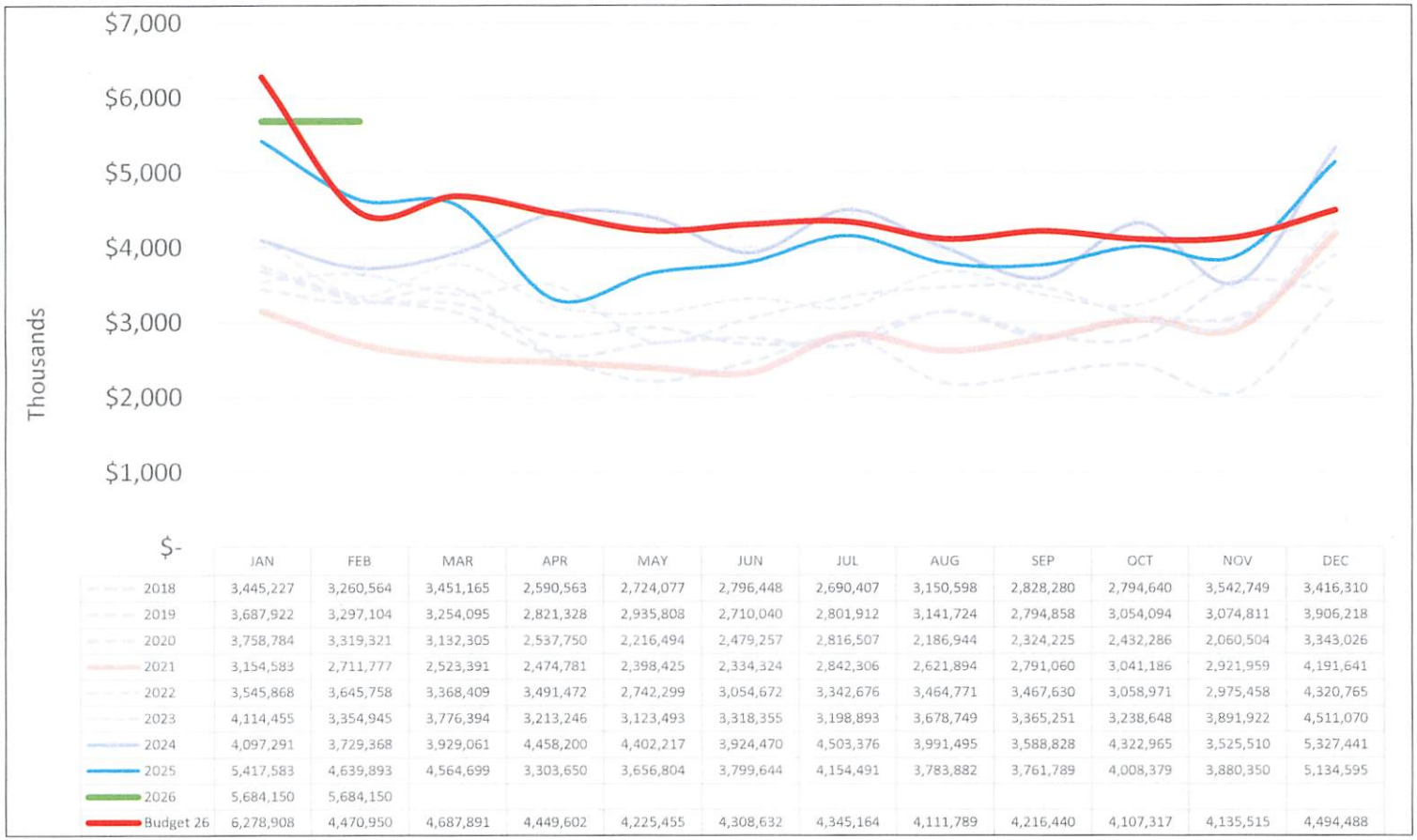
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	1,187,234	1,240,107	1,573,909	1,550,270	1,355,801	1,127,465	1,100,992	1,165,221	1,120,791	1,351,867	1,309,864	1,128,118
2019	1,265,319	1,302,557	1,656,051	1,608,196	1,420,082	1,208,053	1,194,833	1,248,281	1,270,368	1,458,493	1,338,185	1,236,546
2020	1,238,945	1,476,724	970,088	49,208	108,532	216,384	207,428	183,468	205,066	248,343	218,210	196,129
2021	243,899	273,281	448,028	734,264	775,125	724,170	829,544	875,957	818,413	1,009,819	1,172,360	1,099,528
2022	1,107,013	1,178,698	1,618,229	1,709,396	1,485,500	1,163,464	1,186,548	1,272,073	1,251,942	1,408,507	1,391,579	1,210,192
2023	1,322,373	1,417,408	1,792,537	1,742,150	1,498,490	1,181,265	1,282,893	1,366,395	1,348,009	1,634,432	1,519,954	1,260,584
2024	1,440,686	1,545,281	1,801,007	1,777,274	1,573,315	1,288,536	1,282,893	1,445,321	1,496,753	1,576,389	1,490,691	1,475,658
2025	1,781,756	1,999,049	2,347,651	2,363,651	2,123,882	1,714,571	1,695,677	1,928,698	1,850,960	2,130,230	2,010,463	1,865,567
2026	1,987,090	2,195,325										
Budget 26	1,931,310	2,066,180	2,599,219	2,607,691	2,272,995	1,822,937	1,871,971	2,047,486	2,043,922	2,303,909	2,195,700	1,968,530

Rental Car Revenues



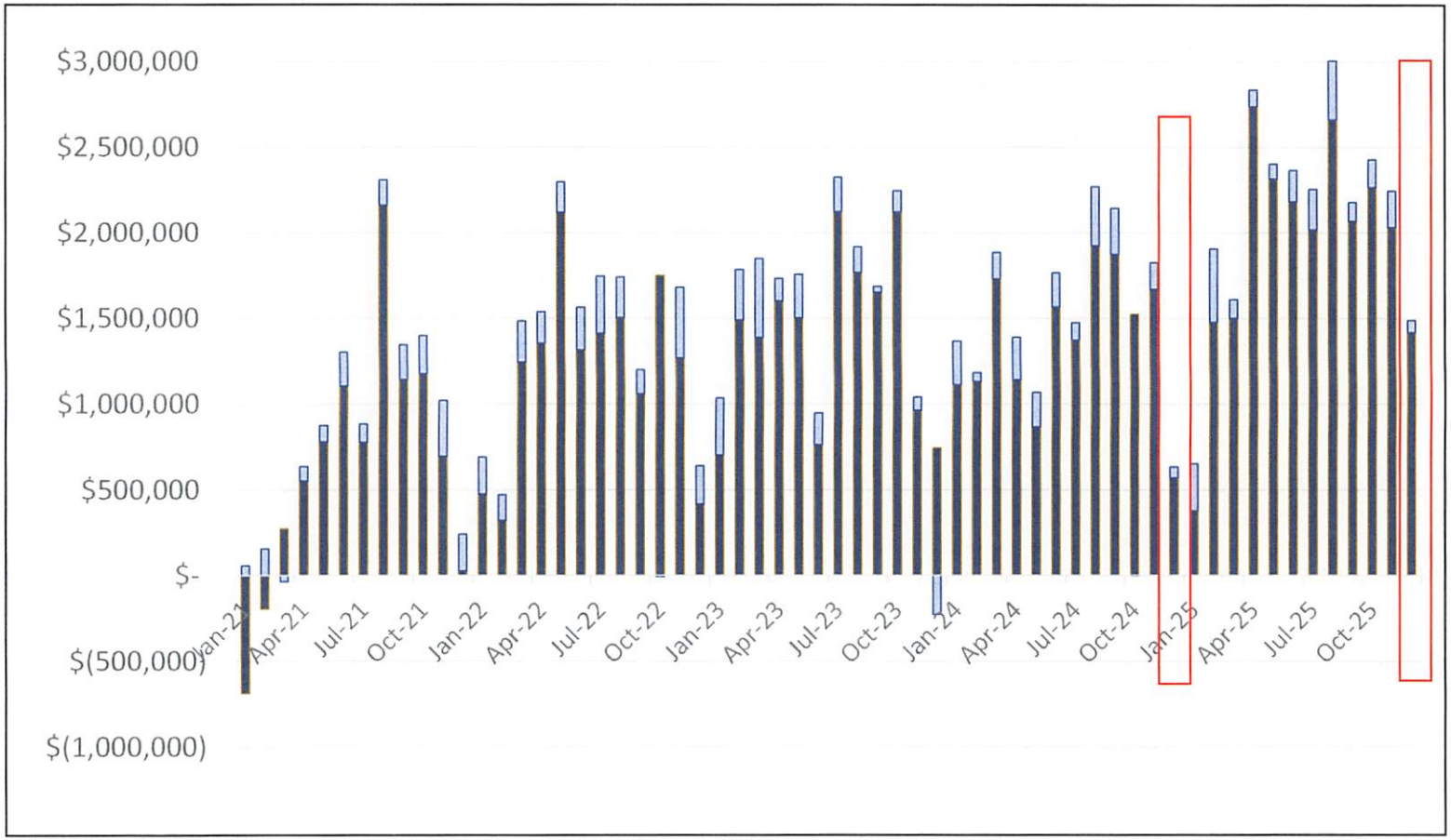
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	264,171	237,661	285,366	283,954	376,547	548,616	701,508	719,174	453,260	527,512	341,539	635,166
2019	260,760	235,043	279,342	323,843	415,226	568,049	743,512	787,444	487,478	563,138	352,419	352,196
2020	322,705	263,016	339,243	71,176	45,003	199,070	244,886	264,911	204,791	217,619	180,193	118,958
2021	150,950	170,919	218,086	288,451	288,978	475,784	389,213	1,122,777	554,298	657,569	342,621	325,610
2022	228,505	260,344	303,810	362,214	450,415	681,973	825,892	900,652	710,474	514,003	476,091	445,771
2023	364,291	360,457	273,430	389,213	457,999	389,213	1,014,574	914,171	752,222	729,687	394,933	292,610
2024	314,287	353,714	362,932	409,237	507,229	774,751	1,025,334	967,926	690,450	723,442	421,287	434,000
2025	344,701	321,755	387,151	410,510	540,237	874,642	1,051,501	1,026,217	683,045	810,433	433,141	436,878
2026	387,745	387,745										
Budget 26	314,441	353,888	363,110	409,438	507,478	775,131	1,025,838	968,401	690,789	723,797	421,494	434,214

Operating Expense (including FBO)

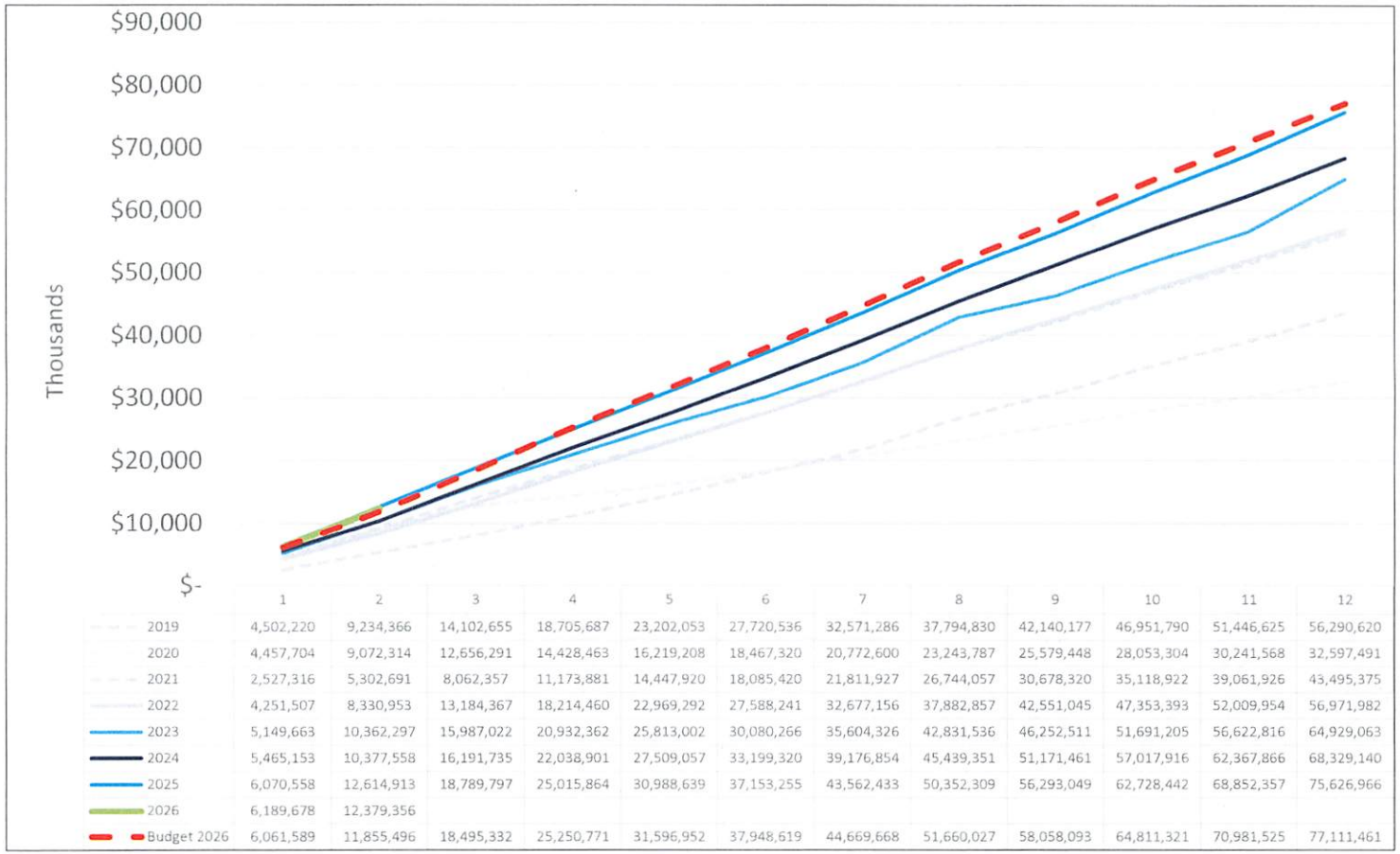


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2018	3,445,227	3,260,564	3,451,165	2,590,563	2,724,077	2,796,448	2,690,407	3,150,598	2,828,280	2,794,640	3,542,749	3,416,310
2019	3,687,922	3,297,104	3,254,095	2,821,328	2,935,808	2,710,040	2,801,912	3,141,724	2,794,858	3,054,094	3,074,811	3,906,218
2020	3,758,784	3,319,321	3,132,305	2,537,750	2,216,494	2,479,257	2,816,507	2,186,944	2,324,225	2,432,286	2,060,504	3,343,026
2021	3,154,583	2,711,777	2,523,391	2,474,781	2,398,425	2,334,324	2,842,306	2,621,894	2,791,060	3,041,186	2,921,959	4,191,641
2022	3,545,868	3,645,758	3,368,409	3,491,472	2,742,299	3,054,672	3,342,676	3,464,771	3,467,630	3,058,971	2,975,458	4,320,765
2023	4,114,455	3,354,945	3,776,394	3,213,246	3,123,493	3,318,355	3,198,893	3,678,749	3,365,251	3,238,648	3,891,922	4,511,070
2024	4,097,291	3,729,368	3,929,061	4,458,200	4,402,217	3,924,470	4,503,376	3,991,495	3,588,828	4,322,965	3,525,510	5,327,441
2025	5,417,583	4,639,893	4,564,699	3,303,650	3,656,804	3,799,644	4,154,491	3,783,882	3,761,789	4,008,379	3,880,350	5,134,595
2026	5,684,150	5,684,150										
Budget 26	6,278,908	4,470,950	4,687,891	4,449,602	4,225,455	4,308,632	4,345,164	4,111,789	4,216,440	4,107,317	4,135,515	4,494,488

Operating Net Profit, Airport and FBO

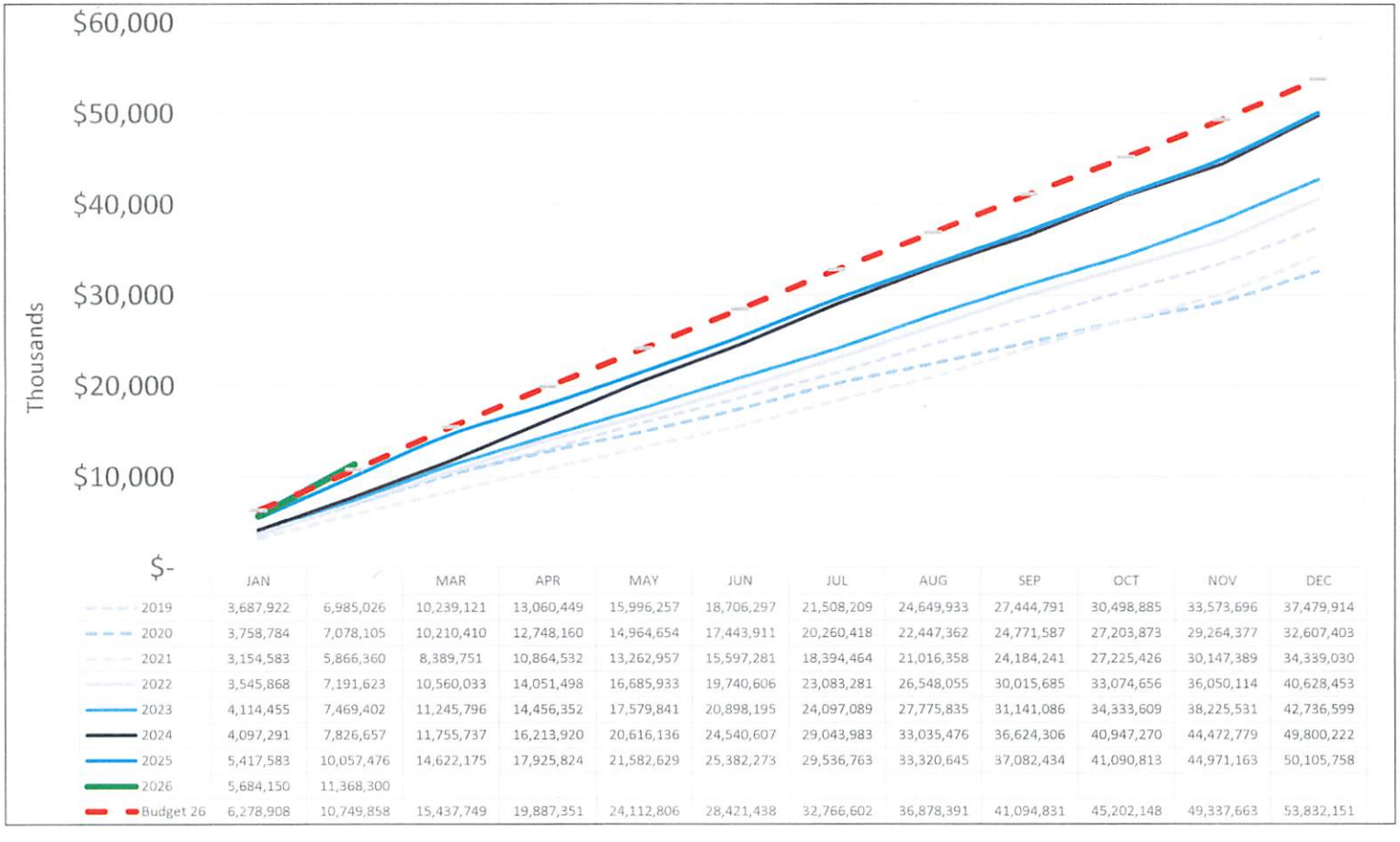


YTD Operating Revenue (excluding CARES) vs. YTD Budget (including FBO)



	1	2	3	4	5	6	7	8	9	10	11	12
2019	4,502,220	9,234,366	14,102,655	18,705,687	23,202,053	27,720,536	32,571,286	37,794,830	42,140,177	46,951,790	51,446,625	56,290,620
2020	4,457,704	9,072,314	12,656,291	14,428,463	16,219,208	18,467,320	20,772,600	23,243,787	25,579,448	28,053,304	30,241,568	32,597,491
2021	2,527,316	5,302,691	8,062,357	11,173,881	14,447,920	18,085,420	21,811,927	26,744,057	30,678,320	35,118,922	39,061,926	43,495,375
2022	4,251,507	8,330,953	13,184,367	18,214,460	22,969,292	27,588,241	32,677,156	37,882,857	42,551,045	47,353,393	52,009,954	56,971,982
2023	5,149,663	10,362,297	15,987,022	20,932,362	25,813,002	30,080,266	35,604,326	42,831,536	46,252,511	51,691,205	56,622,816	64,929,063
2024	5,465,153	10,377,558	16,191,735	22,038,901	27,509,057	33,199,320	39,176,854	45,439,351	51,171,461	57,017,916	62,367,866	68,329,140
2025	6,070,558	12,614,913	18,789,797	25,015,864	30,988,639	37,153,255	43,562,433	50,352,309	56,293,049	62,728,442	68,852,357	75,626,966
2026	6,189,678	12,379,356										
Budget 2026	6,061,589	11,855,496	18,495,332	25,250,771	31,596,952	37,948,619	44,669,668	51,660,027	58,058,093	64,811,321	70,981,525	77,111,461

YTD Operating Expense vs. YTD Budget (including FBO)



	JAN		MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019	3,687,922	6,985,026	10,239,121	13,060,449	15,996,257	18,706,297	21,508,209	24,649,933	27,444,791	30,498,885	33,573,696	37,479,914
2020	3,758,784	7,078,105	10,210,410	12,748,160	14,964,654	17,443,911	20,260,418	22,447,362	24,771,587	27,203,873	29,264,377	32,607,403
2021	3,154,583	5,866,360	8,389,751	10,864,532	13,262,957	15,597,281	18,394,464	21,016,358	24,184,241	27,225,426	30,147,389	34,339,030
2022	3,545,868	7,191,623	10,560,033	14,051,498	16,685,933	19,740,606	23,083,281	26,548,055	30,015,685	33,074,656	36,050,114	40,628,453
2023	4,114,455	7,469,402	11,245,796	14,456,352	17,579,841	20,898,195	24,097,089	27,775,835	31,141,086	34,333,609	38,225,531	42,736,599
2024	4,097,291	7,826,657	11,755,737	16,213,920	20,616,136	24,540,607	29,043,983	33,035,476	36,624,306	40,947,270	44,472,779	49,800,222
2025	5,417,583	10,057,476	14,622,175	17,925,824	21,582,629	25,382,273	29,536,763	33,320,645	37,082,434	41,090,813	44,971,163	50,105,758
2026	5,684,150	11,368,300										
Budget 26	6,278,908	10,749,858	15,437,749	19,887,351	24,112,806	28,421,438	32,766,602	36,878,391	41,094,831	45,202,148	49,337,663	53,832,151

Line of Credit Draws

Line of Credit Activity

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24					
LOC Draw 02	8-Mar-24	761,816.97	2-Apr-24					
LOC Draw 03	20-Mar-24	959,655.24	8-Apr-24					
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24					
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24					
LOC Draw 06	14-Jun-24	2,586,897.15	2-Oct-24					
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24					
LOC Draw 08	22-Aug-24	4,055,372.75	16-Oct-24					
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25					
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70	14-Nov-25	
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72	14-Nov-25	
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25					
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04	14-Nov-25	
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25					
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25					
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25					
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17	14-Nov-25	
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25					
LOC Draw 15	12-May-25	391,933.11	2-Jun-25					
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50	14-Nov-25	
LOC Draw 16	28-May-25	896,225.85	15-Jul-25					
LOC Draw 16	28-May-25	1,099,420.41	14-Nov-25					
LOC Draw 17	23-Jun-25	326,556.42	4-Sep-25					
LOC Draw 17	23-Jun-25	1,442,159.62	14-Nov-25					
LOC Draw 18	4-Aug-25	448,729.65	30-Oct-25					
LOC Draw 18	4-Aug-25	2,761,014.98	14-Nov-25					
LOC Draw 19	22-Sep-25	502,138.65	29-Dec-25					
LOC Draw 19	22-Sep-25	1,712,359.32	14-Nov-25					
LOC Draw 19	22-Sep-25	1,547,250.22	14-Nov-25					
LOC Draw 20	9-Dec-25	788,486.03	2-Feb-26					
LOC Draw 20	9-Dec-25	2,438,083.80						2,438,083.80
LOC Draw 21	14-Jan-26	1,863,455.39						1,863,455.39
LOC Draw 21	14-Jan-26	1,642,515.80						1,642,515.80
	Outstanding							$ 5,944,054.99

Airline Schedules

Albany International Airport
Airline and Direct Market Flights
For the week of March 15, 2026

AIRLINE	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Allegiant	3	3	1		3	3	
American	13	13	12	13	13	13	13
Avelo	1				1		
Breeze	1	2	1	1	1	2	1
Delta	8	8	8	8	8	8	7
Jet Blue	3	3	3	3	3	3	3
Southwest	11	11	11	11	11	11	13
United	7	7	7	7	7	7	7
	47	47	43	43	47	47	44

DIRECT MARKET	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Atlanta	3	3	3	3	3	3	3
Baltimore	5	5	5	5	5	5	5
Charleston		1				1	
Charlotte	3	3	3	3	3	3	3
Charlotte/Concord	1				1		
Chicago-Midway	2	2	2	2	2	2	2
Chicago-O'Hare	6	6	6	6	6	6	6
Detroit	3	3	3	3	3	3	3
Fort Lauderdale	2	3	2	2	2	3	2
Ft. Myers				1			2
Miami							1
Myrtle Beach		1				1	
Nashville	1	1	1	1	1	1	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	3	3	3	3	3	3	4
Orlando/Sanford	1				1		
Philadelphia	4	4	3	4	4	4	4
Punta Gorda	1		1		1		
Raleigh Durham	1	1	1		1	1	
Sarasota Bradenton	1				1		
St. Petersberg		1				1	
Tampa	1	1	1	1	1	1	1
Washington/Dulles	4	4	4	4	4	4	4
Washington/Reagan	3	3	3	3	3	3	2
	47	47	43	43	47	47	44

- Thank You

ALB
ALBANY
INTERNATIONAL AIRPORT

ACAA 2025
Final Audited Results

ACAA 2025
Final Audited Results

CHANGE IN UNRESTRICED WORKING CAPITAL

	12/31/2025	12/31/2024	Change
Cash	$ 40,643,156	$ 36,254,409	$ 4,388,747
Accounts Receivable	6,867,441	6,198,375	669,066
Prepaid Expenses	1,426,597	709,984	716,613
Unrestricted Assets	48,937,194	43,162,768	5,774,426
Payables from Unrestricted Assets	(14,997,300)	(10,863,721)	(4,133,579)
Unrestricted Working Capital	$ 33,939,894	$ 32,299,047	$ 1,640,847

Net working capital improved by $1,640,847 in 2025

ACAA 2025
Final Audited Results

OPERATING REVENEUS

	2025	2024	Variance
Airfield Revenues	$ 7,761,335	$ 8,084,030	$ (322,695)
Fixed Based Operations	11,478,244	12,580,220	(1,101,976)
Terminal	6,620,756	7,986,439	(1,365,683)
Concessions	10,169,467	9,899,079	270,388
Ground Transportation	24,358,385	18,733,652	5,624,733
Other Revenue	5,389,138	5,155,121	234,017
Total	$ 65,777,325	$ 62,438,541	$ 3,338,784

Airfield Revenues and Terminal Revenues *decreased from 2024 due to higher revenue sharing that is an offset to revenues.*

Concessions and Ground Transportation *increased due higher enplanements and a parking rate increase that was effective January 1, 2025.*

FBO Revenues *decreased due higher number of Jet gallons sold on a contract basis thus reducing the fuel sale price to just the Authority margin and not the full retail price of fuel.*

ACAA 2025
Final Audited Results

OPERATING EXPENSES

	2025	2024	Variance
Personal Services	$ 15,327,867	$ 14,879,522	$ 448,345
Employee Benefits	6,691,432	6,151,625	539,807
Utilities	2,798,852	2,408,312	390,540
Purchased Services	11,016,147	10,834,742	181,405
Materials & Supplies	11,405,936	11,923,816	(517,880)
Administration/Office	3,495,825	3,561,083	(65,258)
Non-capital Equipment	573,405	549,030	24,375
Total	$ 51,309,464	$ 50,308,130	$ 1,001,334

Personal Services and Employee benefits *increased due to higher costs for salaries, overtime and benefits.*

Utilities *increased to an increase in both usage and cost per Kwh.*

ACAA 2025
Final Audited Results

NON-OPERATING REVENUES, EXPENSES, DEPRECIATION AND CAPITAL CONTRIBUTIONS

	2024	2024	Variance
Results before depreciation	$ 14,467,861	$ 12,130,411	$ 2,337,450
Depreciation	(20,646,395)	(20,164,229)	(482,166)
Loss before Non-Op items	(6,178,534)	(8,033,818)	1,855,284
Passenger Facility Charges	6,405,101	6,275,661	129,440
Grant Income/Expense	59,217	(177,474)	236,691
Improvement Charges	368,400	368,400	-
Interest Income	2,679,186	3,043,592	(364,406)
Insurance Recoveries	6,297	32,201	(25,904)
Interest Expense	(2,056,782)	(2,083,566)	26,784
Total	1,282,885	(575,004)	1,857,889
Capital Contributions	39,927,246	35,641,166	4,286,080
Increase in Net Position	41,210,131	35,066,162	6,143,969

ACAA 2025
Final Audited Results

- *The increase in net position as compared to the 2024 increased $6.1 million due primarily to an increase in capital contributions (FAA & State grants) of $4.3 million and a $2.3 million increase in net operating results.*
- *Par amount of bonds outstanding declined by $7.6 million. Par amount of bonds outstanding is $40.4 million.*
- *Debt service coverage ratio calculated under the master bond resolution was 2.63 (net revenues to net debt service).*
- *Capital assets, after depreciation, increased by $38.0 million.*

ACAA 2025 Final Audited Airline Year-End Settlement

- ***Net Revenues to share between the Airport and the Signatory Airlines equaled $12,752,185 - $6,376,092 credited to the Airlines and $6,376,092 to the Authority Development fund less the airline incentives of $1,186,402.***
- ***Settlement of the rates resulted in $2,993,075 in credits back to the airlines. The majority of this is due to a lower landing fee requirement due to lower than budgeted expenses and higher landed weights.***
- ***Total credit to the Airlines the revenue share and rates & charges adjustments is $9,369,167.***

AGENDA ITEM NO. 6

Project Development

AGENDA ITEM NO. 7

Counsel

AGENDA ITEM NO. 8

Concessions/Ambassador Program

ALB ALBANY
INTERNATIONAL AIRPORT

March 23, 2026

Concessions & Ambassador Program Report

Minority Percentages in the Concessions Workforce

Date 2026	HMSHost	Paradies	Chick fil A (OHM)	Dunkin	Uncommon Grounds	Minority/Total %
January	21/55=38%	10/19=53%	23/30=77%	3/7=43%	14/25=56%	71/136=52%
February	27/53=51%	11/22=50%	23/30=77%	4/6=67%	14/21=67%	79/132=60%
March						
April						
May						
June						
July						
August						
September						
October						
November						
December						

ALB ALBANY
INTERNATIONAL AIRPORT

Revenue

Date 2026	HMSHost	OHM Chick fil A	Paradies	Uncommon Grounds	Total	$/Enp
January	545,399	194,850	345,633	151,806	1,237,688	$11.32/enp
February						
March						
April						
May						
June						
July						
August						
September						
October						
November						
December						
Total						

January 2026 Enplanements – 109,370

ALB ALBANY
INTERNATIONAL AIRPORT

Ambassador Program

2026 Totals

Tours

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
-												

Canines

3091	4014											7,105

Ambassador Hours

649	707											1,356

Guests Served

5789	4839											10,628

Ambassador Shifts

229	245											474

AGENDA ITEM NO. 9

Public Affairs

AGENDA ITEM NO. 10

Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

AGENDA ITEM NO. 10.1

Service Contract: Authorization to enter a two-year Service Agreement, Contract No. SC-1269, with the Capital District Transportation Authority (CDTA). The term of the agreement will be from January 1, 2026 through December 31, 2027

AGENDA ITEM NO: 10.1
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT: *Legal/Concessions Department*

Contact Person: *Christine C. Quinn, Esq., Authority Counsel*
Helen Chadderdon, Concessions & Marketing Manager

PURPOSE OF REQUEST:

Service Contract: *Authorization to enter a two-year Service Agreement, Contract No. SC-1269, with the Capital District Transportation Authority (CDTA). The term of the agreement will be from January 1, 2026 through December 31, 2027*

CONTRACT AMOUNT:

Total Contract Amount: *Year One – 2026 Capped at - $50,000.00*
Year Two – 2027 Capped at - $60,000.00

BUDGET INFORMATION:

Anticipated in Current Budget: Yes ✓ No ___ NA ___
Funding Account No.:

AWARD CONDITIONS MET:

Apprenticeship N/A DBE N/A MWBE N/A

Service Disabled Veteran Owned Business (SDVOB) N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal ___ State ___ Airport ___ NA ✓
Funding Source: ***Airport Operating Budget***

JUSTIFICATION:

To provide bus services for airport employees reliant upon public transportation. Access to CDTA bus routes will be gained through tapping a provided valid Navigator identification card into the bus farebox. Farebox counts will be provided in ridership reports to the Authority.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 10.1
MEETING DATE: March 23, 2026

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES __✓___ NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **Yes__✓__ NA_____**

BACK-UP MATERIAL:

1) Service Agreement

December 22, 2025

Helen M. Chadderdon
Concessions & Marketing Manager
Director, Airport Volunteer Ambassador Program
Albany International Airport
737 Albany Shaker Road
Admin. Bldg. # 117 Ste. 200
Albany, NY 12211

Dear Ms. Chadderdon:

This letter will serve as an agreement between the Capital District Transportation Authority ("CDTA") and the Albany County Airport Authority ("ACAA") for universal access to CDTA's route network for specified employees. The term of the agreement will be from January 1, 2026 – December 31, 2027. Please sign two copies of this agreement and return one to us. We will provide a fully executed copy for your file. Jonathan Scherzer will be your contact and can be reached at (518) 437-6165 or via email at jonathans@cdta.org.

Universal Access:
CDTA will provide universal access to its entire route network for ACAA employees. The service options include CDTA's regular fixed route, STAR paratransit, *FLEX* On Demand and Northway and Thruway Xpress commuter services. Access to CDTA bus routes will be gained through tapping a valid *Navigator* identification card into the bus farebox.

Reports:
The farebox will count every trip taken by an approved ACAA employee and CDTA will provide monthly ridership reports with totals by route.

Billing and Payments:
Payment for access will be based on a per-ride fee. This fee will be calculated based on the cost per ride of each service multiplied by the documented ridership figures. The cost per ride for standard services will be $1.25, the cost for paratransit rides will be $2.50, *FLEX* trips will be $1.50 each while the Northway Xpress (NX) will be $4.50. The ridership costs will be capped annually and ACAA will be billed monthly for these services until that maximum has been met. CDTA agrees that payments will be made consistent with all applicable federal, state, and local laws.

CDTA is pleased to offer the following capped pricing for the term of the agreement:
2026: $50,000
2027: $60,000

Cancellation:
Either party may cancel this agreement with 90 days written notice via certified mail to the other party. In the event ACCA terminates this agreement, payment shall be made through the end of the 90-day notice period.

Signatures:

Frank Annicaro Chief Executive Officer CDTA	Date	Peter F. Stuto, Esq Chief Executive Officer Albany County Airport Authority	Date

AGENDA ITEM NO. 10.2

Purchase Order: Purchase of one (1) Ground Power Unit for the Fixed Base of Operations from Aero Specialties, Inc. per their quote AS0000544

AGENDA ITEM NO: 10.2
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY`
REQUEST FOR AUTHORIZATION

ACAA Approved 03/23/2026

DEPARTMENT: *Finance*

Contact Person: *Margaret Herrmann, Acting Chief Financial Officer*

PURPOSE OF REQUEST:

Purchase Order: *Purchase of one (1) Ground Power Unit for the Fixed Base of Operations from Aero Specialties, Inc. per their quote AS0000544*

CONTRACT AMOUNT:

Contract Amount:	*$51,960.00*
Freight:	*+ 4,200.00*
Total:	*$56,160.00*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ No___ NA ____

FISCAL IMPACT – FUNDING * (Dollars or Percentages)

Federal *0%* **State** *0%* **Airport** *100%* **NA _____**
Funding Source: *2290-Capital Equipment*

JUSTIFICATION:

This request is to purchase a new JetGo Ground Power Unit to be used at the Fixed Base of Operations. This unit is requested by the FBO for use this summer with anticipated increase in business`. Three comparable quotes were obtained and the attached quote reflects the best available price for the unit the Million Air General Manager, Brian King, has requested.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES_____ NA__√_

- *Standard purchase order will be issued.*

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has approved. **YES√_____ NA___**

BACK-UP MATERIAL: *Quote from Aero Specialties.*

AERO SPECIALTIES
GROUND SUPPORT EQUIPMENT

Quotation	Quotation Date	Expiry Date
AS0000544	2025-12-23	2026-02-21

Sold-to
ALBANY INTERNATIONAL AIRPORT

16 JETWAY DRIVE - MILLION AIR
ALBANY, NY 12211
UNITED STATES OF AMERICA

Ship-to
ALBANY INTERNATIONAL AIRPORT

16 JETWAY DRIVE - MILLION AIR
ALBANY, NY 12211
UNITED STATES OF AMERICA

Sales Representative
AERO SPECIALTIES

11175 W. EMERALD
BOISE, ID 83713
UNITED STATES OF AMERICA

Tony CALE
+1-208-378-9888
tonyc@aerospecialties.com

LEAN & GREEN

Brian King <bking@millionair.com>
O. 518.242.2444 | C. 845.709.0171

Item	Description	Lead Time	Quantity	Unit Price	Total USD
JETGO	JETGO GPU	120 days	1EA	51,960.00	51,960.00



AERO Specialties JetGo 900 28V DC aircraft ground power unit
Fuel-efficient diesel-hybrid design will run ~25 hours at 50% load
EPA Tier 4 Final compliant Deutz 2.9TD engine (does not require DEF)
Fully galvanized heavy-duty trailer with torsional suspension system and fifth-wheel steering with towbar
Protective galvanized steel bumpers
800 amps continuous and 2,000 amps peak performance (>2,000 amps in conjuntion with standard hybrid battery system)
Integrated digital GCM2 generator controller with digital display allows for monitoring of engine and generator parameters
OptiTune™ feature allows for fine adjustment of output voltage from a nominal 27.0-29.0V
Blue "Hi-Viz" running lights
Overhead cable tray lighting
Single standard LED adjustable flood light

Standard low fuel "Hi Viz" warning beacons
Integrated USB charger
Turbine start redundancy utilizing unique hybrid battery design"

Model Type	JETGO 900
Emission Rating	Tier 4f / Stage 4

SELECTED OPTIONS
AERO Additional Tariff Surchar
Corner Bumpers
Cable Asm, Banded,28V, Hardtip

TOTAL UNIT PRICE	**51,960.00 USD**
TOTAL SELLING PRICE	**51,960.00 USD**
Freight	4,200 USD

Inco Terms	Payment Terms	Tax Amount	Grand Total USD
DAP	Net 30 Days		56,160.00

AGENDA ITEM NO. 10.3

Authorization to Award: Contract No. S-1261 Professional Engineering Services for the Design of Wayfinding & Signage Improvements Phase 1 with Creighton Manning.

AGENDA ITEM NO: 10.3
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT:

Contact Person: *John LaClair, P.E. Chief Engineer*

PURPOSE OF REQUEST:

Authorization to Award: Contract No. S-1261 Professional Engineering Services for the Design of Wayfinding & Signage Improvements Phase 1 with Creighton Manning.

CONTRACT AMOUNT:

Base Amount: *$306,000.00*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes *J* **No___ NA**
Funding Account No.: *N/A*

AWARD CONDITIONS MET:

Apprenticeship N/A *DBE Y* *MWBE N/A*

Service Disable Veteran Owned Business (SDVOB) N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *N/A* **State** *N/A* **Airport** *100%* **NA _____**
Term of Funding: *2026-2027*
Grant No.: *<pending>* **State PIN:** *<pending>*

JUSTIFICATION:

Authorization is requested to award Professional Services Contract S-1261 for the Design of Wayfinding & Signage Improvements – Phase 1 to Creighton Manning of Albany, New York. Creighton Manning was selected to perform the design services through the Request for Qualifications (RFQ) process. This Phase 1 contract will include the design and bid documents for the approach into and guidance through the Airport Terminal for vehicular traffic to be able to locate parking, drop-off areas, pick up areas, rideshare pick up and rental car access. The signage will include digital and static hi-viz signs (per MUTCD) both overhead and ground mounted.

AGENDA ITEM NO: 10.3
MEETING DATE: March 23, 2026

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓ NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES ✓ NO____.**

BACK-UP MATERIAL:

Creighton Manning scope and fee.



Professional Engineering Services For Design of Wayfinding & Signage Improvements (Revised Scope)

Albany County Airport Authority

Creighton Manning
a GAI Company

PHASE 1 SCOPE OF WORK

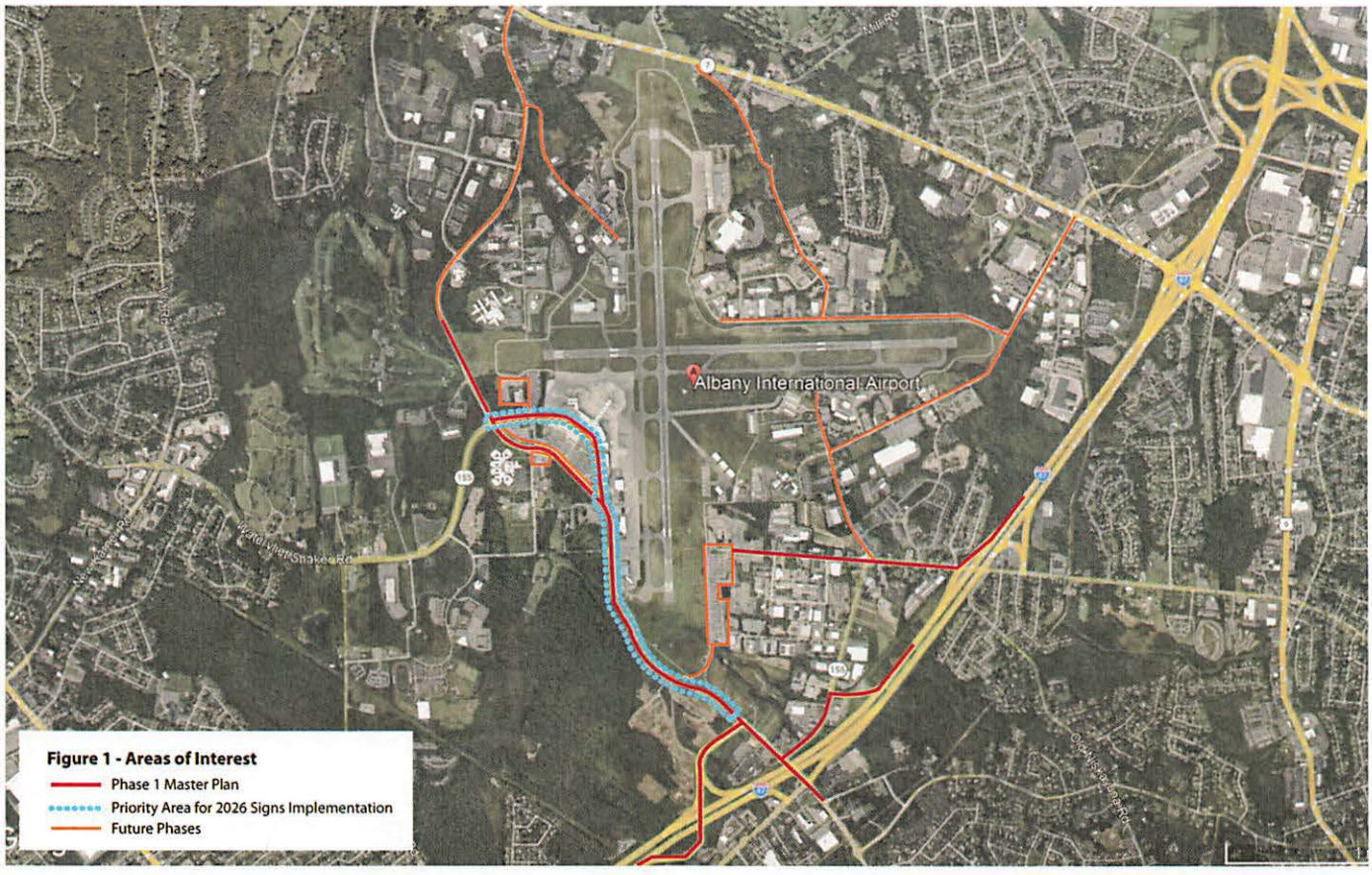
WAYFINDING MASTER PLAN – PHASE 1 (MAJOR VEHICULAR ROUTES)

Executive Summary

Creighton Manning Engineering is helping the Airport undertake a comprehensive, multi phase Wayfinding and Signage Master Plan focused on improving the vehicular navigation experience across all primary roads leading into, circulating within, and exiting airport property. This initiative establishes a unified, intuitive, and brand aligned system that supports safer, more efficient driver decision making while preparing the Airport for future growth and roadway changes.

The complete Wayfinding Master Plan is structured into four coordinated phases:

- **Phase 1 – Major Vehicular Routes and Priority Signs:** Establishes the master plan for primary roadway wayfinding system, supported by GIS-based sign inventory, circulation analysis, schematic design, and a design intent package for signs in the key areas highlighted below to be implemented in 2026.
- **Phase 2 – Remaining Major Vehicular Route Signs, Secondary Roads & Northern Airport Lands:** Extends the system to non priority roads, tenant parcels, and northern development areas.
- **Phase 3 – Parking Lots & Garage Interior Signage:** Standardizes and modernizes signage across all public and employee parking facilities.
- **Phase 4 – Exterior Pedestrian Wayfinding:** Creates a comprehensive pedestrian directional system guiding travelers from parking, transit, and curbside areas to terminal entrances.



SCOPE OF WORK - PHASE 1

This proposed Scope and Fee is for Phase 1. Supplemental Agreements will be needed for future phases.,

Phase 1 includes a full GIS based inventory, circulation and route analysis, and the development of a strategic wayfinding framework supported by schematic signage concepts. These components will culminate in a coordinated Vehicular Wayfinding Master Plan that identifies recommended sign locations, message schedules, and high level implementation priorities.

While the overall planning effort for Phase 1 covers primary airport roadways, the detailed design effort during Phase 1 (Task 3 below) will focus on key priority signs intended for installation in the current year. These signs will serve as an initial implementation segment and a design benchmark for subsequent phases. The final deliverables will support immediate improvements while positioning the Airport to efficiently implement the broader, four phase system over time. The general area of interest is shown in Figure 1.

Phase 1 of the Albany International Airport Wayfinding Master Plan will focus on the vehicular experience; guiding drivers into, through, and out of airport property, including navigation to parking areas, rental car facilities, hotel shuttles, and passenger drop-off/pick-up locations. The scope includes assessment, planning, design, and preparation of a detailed design intent package suitable for fabrication bidding.

TASK 1 — PREDESIGN & ANALYSIS

Task 1.1 – Project Kickoff & Data Collection

- Conduct a kickoff meeting with Airport stakeholders.
- Review existing master plans, traffic engineering reports, branding guidelines, sign standards, previous wayfinding efforts, and any current and future developments that may affect wayfinding.
- Confirm project goals, constraints, timelines, and key decision-makers.

Task 1.2 – GIS-Based Sign Inventory

- Perform a comprehensive GIS-enabled field inventory of all existing vehicular wayfinding signs on airport-owned property and adjacent roadway approaches. Include Phase 1 and future phase data collection.
- Capture:
  - Geolocation and orientation
  - Sign type, message content, and panel configuration
  - Retroreflective condition (Good, Fair, Poor)
  - Structural condition (visible evaluation only)
  - Visibility and legibility context (obstructions, lighting, etc.)
- Photograph each sign and attach images to the GIS dataset.
- Every inventoried sign will receive a standardized condition rating:
  - Below Expectation
  - Meets Expectation
  - Exceeds Expectation
- Criteria will include:
  - Physical condition (panel wear, fading, damage)
  - Structural integrity
  - Compliance with MUTCD standards where applicable
  - Visibility and placement
  - Relevancy and accuracy of messaging

Task 1.3 – Web Dashboard Development

- Develop a secure, interactive web-based dashboard to present inventory findings.
- Dashboard features:
  - Map-based visualization of all sign assets
  - Filters by condition, sign type, location, and relevance
  - Photo library linking to each sign location
  - Summary statistics and condition heat maps
- Provide user training for Airport staff.
- Transfer GIS Data and dashboard to Airport.

Task 1.4 – Circulation & Route Analysis

- Review regional access routes, airport approach roads, and on-site roadway networks.
- Analyze and determine:
  - Primary and secondary traffic flows
  - Gateways and arrival portals
  - Decision points, conflict points, and areas of driver confusion
  - Parking access routes (short-term, long-term, employee, rental return)
  - Integration with parking management system
  - Curbside drop-off/pick-up patterns
- Document opportunities and deficiencies

Task 1 Deliverables

- Vehicular Circulation Diagrams
- Gateway & Decision-Point Mapping
- Analysis summary report

TASK 2 — SCHEMATIC DESIGN & MASTER PLAN FOUNDATION

Task 2.1 – Wayfinding Strategy Development

- Establish a hierarchy of decision points and message-grouping logic.
- Determine primary, secondary, and tertiary destinations.
- Outline communication sequences from regional roads to terminal frontage.

Task 2.2 – Schematic Design of Vehicular Signage

- Develop schematic design options (up to 5) including:
  - Sign family typologies
  - Panel layouts and message hierarchy
  - Color, typography, and airport brand integration
  - Materials, lighting, and technology considerations (reflective, external illumination, etc.)
- Provide traffic engineering analysis and concept design of South Garage entry and rental car entry/exit points.
- Present concepts to stakeholders for review and iterate up to two rounds.

Task 2.3 – Draft Vehicular Wayfinding Master Plan

- Integrate all findings and concepts into a comprehensive master plan. The findings will be drafted in a report document and will include:
  - Recommended sign placement plans
  - Message schedules
  - Removal/relocation lists
  - New sign requirements
  - High-level cost estimates
- Provide one presentation and facilitated review workshop.

TASK 3 — DETAILED DESIGN (DESIGN INTENT PACKAGE)

Task 3.1 – Design Intent Documentation

Develop a complete set of Design Intent Documents for signs on key locations to be implemented this calendar year (2026). The document will be suitable for competitive bidding by fabrication vendors and include:

- Survey and Mapping for sign design
- Assume reuse of existing overhead sign structure adjacent to garage (short-term) with potential replacement of overhead sign structure as part of a future phase (long term)
- Assume analysis and reuse of existing overhead sign structure entering garage
- Assume ~ 60 hours of ITS design support to integrate electronic message signs
- Assume coordination with Albany Co regarding signs in their jurisdiction. Contractor will be responsible for permitting.

The team will prepare a priority signage package for review with the awarded fabricator to determine the best approach for implementing and enhancing key area signage. Some locations may require temporary solutions—like replacing panels instead of full structures—but the final strategy and schedule will be set once a fabricator is onboard.
Key signs for review appear on the following pages. Final sign locations will be defined during the Master Planning phase (Task 2), which may include additional supplemental signs. Recommendations for temporary or long-term solutions will be coordinated with the fabricator during this phaser (Task 3).



Need for directional information on Albany Shaker Rd. after passing Albany Airport Gateway sign for main terminal and different parking



New sign replacing airline directory. Could guide users to improved cellphone lot



Cellphone will expand to the tree line, this sign will be removed. Need for digital kiosks to display real time arrival times + connection to cellphone lot to go back to Jetway Dr and economy parking



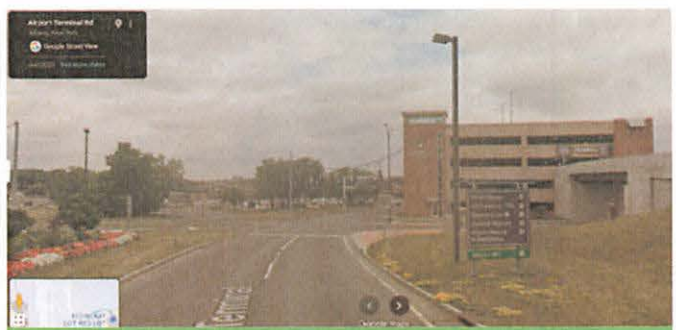
Need for signage at this location. The fork split ahead creates confusion as drivers often realize too late where they must turn for parking and/or where the terminal lane is.



Sign alignment at this location is challenging, and the messaging must clearly distinguish between the North and South Garages. This is a critical intersection, and the current sign is not effective. A full replacement will ultimately be required to improve alignment and visibility, but an interim sign panel update will be needed to address immediate circulation needs.



Need a sign in this location to route user to enforce Main Terminal lane



Simplify sign prioritizing parking instructions



South Parking needs to be more visible, possibility of creating large channel illuminated letter on the top of the building



Recommend a new structure, with a temporary sign panel replacement solution until a future phase.



The North Garage needs to be identified on the building in a manner consistent with the South Garage. The sign panels on the sign should be replaced to improve legibility and better support wayfinding.



The rental car entrance needs a larger, more visible sign. While the airport works on traffic improvements at the facility, the team will focus on enhancing the sign on the right.



Improve signage on rental facility exit coordinating with the changes happening to improve traffic flow



Currently employe staff, will become paid parking (credit card only) and signage should reflect the changes to lot



The sign for traffic coming from Route 7 needs to be revisited for functionality, and the top banner should be replaced to align with the new brand and system.

Drawings

- Overall site plans with all sign locations
- Sign location plans per roadway/area
- Elevations for each sign type
- Message schedules
- Structural and mounting intent (not final engineering where fabricator is responsible
- Materials, finishes, and reflectivity specifications
- Foundation guidelines (where applicable)

Specifications

- Performance-based materials specifications
- Fabrication quality requirements
- Installation standards and tolerances
- Illumination/reflectivity guidelines
- MUTCD compliance requirements

Bid Instructions Assistance

- Scope narrative for fabricators
- Deliverable requirements
- Submittal expectations

Task 3.2 – Coordination with Fabricators (Optional, may be added through supplemental)

- Respond to fabricator RFIs.
- Participate in design–build kickoff meetings.
- Review shop drawings for compliance with the design intent package.
- Construction inspection oversight of installations

PHASE 1 DELIVERABLES

- GIS sign inventory database
- Photo and condition assessment
- Interactive web dashboard
- Pre-Design Analysis Report
  - Research
  - Circulation and gateway analysis
- Schematic signage designs
  - In person Master Plan and Design workshop
- Draft and final vehicular wayfinding master plan
- Design intent (bid) package for fabrication

FEE PROPOSAL

Task	Title															Total
	Senior Project Manager / Senior Engineer	Project Manager / Group Leader	Project Manager	Project Engineer / Planner	Assistant Project Engineer	Junior Project Engineer	CADD Manager	CADD Designer	Engineering Technician	Planner IV	Planner I	Chief of Survey	Survey Analyst	Party Chief	Admin	
Hourly Rate	$235	$215	$195	$155	$115	$100	$150	$130	$95	$195	$90	$210	$155	$115	$95	
Task 1 Pre-Design & Analysis																
Task Hours Phase 1	22	74	68	88	22	168	4	16	80	80	80	0	0	0	0	702
Task Cost Phase 1	$5,170	$15,910	$13,260	$13,640	$2,530	$16,800	$600	$2,080	$7,600	$15,600	$7,200	$0	$0	$0	$0	$100,390
Task 2 Schematic Design & MP																
Task Hours Phase 2	20	144	104	120	70	256	0	0	0	0	0	0	0	0	0	714
Task Cost Phase 2	$4,700	$30,960	$20,280	$18,600	$8,050	$25,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$108,190
Task 3 Detailed Design																
Task Hours Phase 3	38	104	44	116	48	160	4	24	16	0	0	12	24	32	12	634
Task Cost Phase 3	$8,930	$22,360	$8,580	$17,980	$5,520	$16,000	$600	$3,120	$1,520	$0	$0	$2,520	$3,720	$3,680	$1,140	$95,670
Total Hours	80	322	216	324	140	584	8	40	96	80	80	12	24	32	12	2,038
Total Cost	$18,800	$69,230	$42,120	$50,220	$16,100	$58,400	$1,200	$5,200	$9,120	$15,600	$7,200	$2,520	$3,720	$3,680	$1,140	$304,250
															Expenses	$1,750
															Total	**$306,000**

AGENDA ITEM NO. 10.4

INTENTIONALL LEFT BLANK

AGENDA ITEM NO. 10.5

Purchase and Installation of Replacement Digital Sign at West Entrance of Airport – Vendor: Top Line Ltd. Inc. DBA AJ Signs under Sourcewell Contract

AGENDA ITEM NO: 10.5
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT:

Contact Person: *John A. O'Donnell, Chief Operating Officer*
Matt Mokey, P.E. Airport Engineer

PURPOSE OF REQUEST:

Purchase and installation of Replacement Digital Sign at West Entrance of Airport
Vendor: Top Line Ltd. Inc. DBA AJ Signs under Sourcewell Contract

PURCHASE ORDER AMOUNT:

Purchase Order: $133,484.00

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal _____ State_____ Airport *100%* NA _____
Funding Source: *52080-20-0000*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal ___ State_____ Airport ___√___ NA ___

JUSTIFICATION:

The Airport Authority recently requested signage improvements for passengers. The digital sign at the west entrance of the Airport has been out of service and requires replacement. Top Line Ltd. Inc. DBA AJ Signs has provided a price proposal for a Daktronics sign under a Sourcewell Contract. The total amount is $133,484.00. This sign proposal has been reviewed by the Airport's Engineering and IT staff. It will meet the current and future needs for information to be displayed to assist passengers with important information. A purchase order will be issued to Top Line Ltd. Inc. DBA AJ Signs for this purchase.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ___√___ NA___

AGENDA ITEM NO: 10.5
MEETING DATE: March 23, 2026

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES √ NO_____**

BACK-UP MATERIAL:

- *Quote Received from Top Line Ltd. Inc. DBA AJ Signs.*
- *Photograph of existing sign.*

Top Line Ltd. Inc DBA AJ Signs
842 Saratoga Rd.
Burnt Hills, NY 12027 US
5183999291

Your Image. Our Everything.

ADDRESS
Albany Airport

Estimate 55308

DATE 03/18/2026

SALES REP
MP

ACTIVITY	QTY	COST	TOTAL
Digital Sign Daktronics GT6x-450X450-8-RGB-SF. Single sided 8mm pixel pitch Daktronics digital display 12' x 12'. Display to communicate via wire Ethernet. Includes a 5 year parts warranty from Daktonics.	1	114,291.00	114,291.00
Digital Sign Installation of above onto existing posts. Includes removal and disposal of existing displays and installation of new onto existing posts. Sign to be connected to power by customer electrician. Sign to be connected to Ethernet cable brought to sign location by others. Assumes we can get 2 trucks to the backside of the display and a crane to the front. lane closures not included and will be charged accordingly if needed.	1	19,193.00	19,193.00
Permits not included.			
Sourcewell Contract # 030223-DAK			
Assumes Tax Exempt			

This price reflects a cash discount price There will be a 3.5% convenience fee for all bills paid with a credit/debit card.

TOTAL **$133,484.00**

Accepted By

Accepted Date

All Quotes good for 10 Days. Electric to be brought to sign location by others. Estimate pending technical site survey where applicable. Assumes normal digging conditions. AJ Signs must have full access to site with their equipment unless specified otherwise. All overdue accounts will be subject to finance charges in the amount of 1.5% per month.


Albany International Airport
ALBANY SHAKE

AGENDA ITEM NO. 11

Authorization of Change Orders

AGENDA ITEM NO. 11.1

Change Order 19: Authorization to Award Contract Change Order #19 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

AGENDA ITEM NO: 11.1
MEETING DATE: *March 23*, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT: ***Planning and Engineering***

Contact Person: ***John LaClair, P.E., Chief Engineer***

PURPOSE OF REQUEST:

Change Order 19: ***Authorization to Award Contract Change Order #19 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.***

CONTRACT AMOUNT:

Base:	**$32,796,900.00**	
Change Order #1	**49,999.00**	**ACAA Approved 01/23/2024**
Change Order #2	**49,999.00**	**ACAA Approved 01/23/2024**
Change Order #3	**49,999.00**	**ACAA Approved 01/23/2024**
Change Order #4	**113,499.81**	**ACAA Approved 01/23/2024**
Change Order #5	**188,732.19**	**ACAA Approved 01/23/2024**
Change Order #6	**344,659.00**	**ACAA Approved 02/12/2024**
Change Order #7	**No Cost**	**ACAA Approved 03/18/2024**
Change Order #8	**115,765.00**	**ACAA Approved 05/09/2024**
Change Order #9	**273,508.00**	**ACAA Approved 10/15/2024**
Change Order #10	**260,909.00**	**ACAA Approved 04/16/2025**
Change Order #11	**531,855.00**	**ACAA Approved 04/16/2025**
Change Order #12	**98,296.00**	**ACAA Approved 05/12/2025**
Change Order #13	**61,603.00**	**ACAA Approved 06/09/2025**
Change Order #14	**329,753.00**	**ACAA Approved 09/15/2025**
Change Order #15	**50,696.00**	**ACAA Approved 10/20/2025**
Change Order #16	**9,619.00**	**ACAA Approved 11/21/2025**
Change Order #17	**73,861.00**	**ACAA Approved 11/21/2025**
Change Order #18	**(21,105.00)**	**ACAA Approved 02/09/2026**
Change Order #19	**99,880.00***	
Total:	**$35,478,428.00**	

(Total includes total change orders to date of $2,681,528.00.)

***Pending Board Approval at this meeting.**

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes_✓_ No___ NA
Funding Account No.: *CPN 50-2021*

AGENDA ITEM NO: 11.1
MEETING DATE: *March 23*, 2026

AWARD CONDITIONS MET:

Apprenticeship *√* ***DBE*** *√* ***MWBE*** ___

Service Disable Veteran Owned Business (SDVOB) *N/A*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *40%* **State** 60% **Airport** *N/A*
Term of Funding: *2023-2026*
Grant No.: *N/A* **STATE PIN:** *N/A*

JUSTIFICATION:

Request to approve Change Order #19 for Contract # 21-1082-GC for the Pre-TSA Terminal Expansion to qualified low bidder MLB Construction Services, LLC Malta, NY. This Change Order request includes a credit for West Mechanical room "rain wash" analysis and an addition for B-line encasement detail between column lines 9 & 10, as directed by ASI 130.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES *√* **NA**_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** *√* **NA**___

BACK-UP MATERIAL:

Please refer to the attached Change Order #19 backup information compiled by Turner Construction Company.

AIA® Document G731™ – 2019

Change Order, Construction Manager as Adviser Edition

PROJECT: *(name and address)*
Albany Airport

CONTRACT INFORMATION:
Contract For:
General Construction [1082-GC]
Date:
08-28-2023

CHANGE ORDER INFORMATION:
Change Order Number:
019
Date:
03-11-2026

OWNER: *(name and address)*
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211

ARCHITECT: *(name and address)*
CHA Consulting Inc.
3 Winners Circle
Albany, NY 12205

CONTRACTOR: *(name and address)*
MLB Construction Services LLC
One Stone Brook Road
Malta, NY 12020

CONSTRUCTION MANAGER: *(name and address)*
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

THE CONTRACT IS CHANGED AS FOLLOWS:
(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)
01. PCO-267 West Mechanical Room Rain Wash Analysis (CREDIT $2,514.00)
02. PCO-305 ASI-130 B Line Encasement Detail Between Column Line 9 and 10 (Add $102,394.00)

The original Contract Sum was	$	32,796,900.00
Net change by previously authorized Change Orders	$	2,581,648.00
The Contract Sum prior to this Change Order was	$	35,378,548.00
The Contract Sum will be increased by this Change Order in the amount of	$	99,880.00
The new Contract Sum including this Change Order will be	$	35,478,428.00

The Contract time will be unchanged by (0) days.
The Contractor's Work shall be substantially complete on03-28-2025.

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONSTRUCTION MANAGER, CONTRACTOR, AND OWNER.

ARCHITECT *(Signature)*	**CONSTRUCTION MANAGER** *(Signature)*
BY: Anthony Stellato, Sr. Project Manager	BY: Robert Wagner, Project Manager
(Printed name, title, and license number if required)	*(Printed name and title)*
Date	*Date*

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User Notes: (69b176acd218c3ad6312ccc0)

CONTRACTOR *(Signature)*	**OWNER** *(Signature)*
BY: Jeff Lino, Vice President *(Printed name and title)*	BY: Peter Stuto, Chief Executive Officer *(Printed name and title)*
Date	*Date*

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User Notes: (69b176acd218c3ad6312ccc0)

PCO-267

ATLANTIC TESTING LABORATORIES

Remit To: 6431 US Highway 11
Canton, New York 13617
Phone: 315-386-4578

Inquiries To: 22 Corporate Drive
Clifton Park, New York 12065
Phone: 518-383-9144

April 30, 2025

Accounts Payable
Creighton Manning Engineering, LLP
2 Winners Circle
Albany, NY 12205

Client Information

Contact: Brian Jones
Telephone: 518-446-0396*
PO No: 1153-I
Client Project No: 123-214

REQUEST FOR PAYMENT

Special Inspection and Construction Materials Engineering and Testing Services
ALB Airport Terminal Expansion, Albany, Albany County, New York
ATL Project No. AT4105
ATL Contract No. AT998-1474-06-23

Service dates: March 17, 2025 through April 13, 2025

Service	Quantity	Unit Fee	Amount
Atlantic Testing Laboratories			
Technical Personnel - CMET			
Masonry / Soil / Shotcrete / Concrete Technician	0.50	$90.00 / Hour OT	$45.00
Masonry / Soil / Shotcrete / Concrete Technician	15	$580.00 / Day	$8,700.00
Concrete Coring Technician	1	$750.00 / Day	$750.00
Technical Report Review	14	$55.00 / Report	$770.00
Materials Engineer with GPR Equipment	1	$1100.00 / Day	$1,100.00
Mobilization/Demobilization	1	$200.00 Lump Sum	$200.00
Laboratory Testing - CMET			
ASTM C 39: Compressive Strength Test or Hold Cylinder (fabricated by ATL)	38	$17.00 / Cylinder	$646.00
Compressive Strength Test or Hold Cylinder (fabricated by CLIENT)	56	$35.00 / Cylinder	$1,960.00
ASTM C 1019 : Compressive Strength Test (2" x 2") (fabricated by CLIENT)	12	$28.00 / Specimen	$336.00
ASTM C 42/39: Compressive Strength of Cylindrical Concrete Specimens	8	$58.00 / Core	$464.00
TOTAL			**$14,971.00**

An itemized Schedule of Services is attached for your reference.

Highlighted amounts are all credits.
Rain Wash Analysis 3rd Floor West Mech Room
Σ $2514.00 Credit.

Invoice Summary

Previously Invoiced:	$85,372.37
Current Invoice:	$14,971.00
Total Invoiced to Date:	$100,343.37

Invoice No. 257849

Accounts are due when rendered. Accounts 10 days and over are subject to a SERVICE CHARGE, which is computed by a PERIODIC RATE of 1.5% per month or an ANNUAL RATE of 18%. If written response is not received within 10 days of Invoice, the Invoice will be considered correct. Terms Net - Upon Receipt of Invoice.

PCO-305

PCO-305 Rec'd TCCo 02.06.26

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Scott Bridie
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	2/13/26
PROPOSAL NO.	PROPOSAL AMOUNT
140	$ 102,394.00

Per NOC 140 dated 7/8/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-130 has been issued for drawing updates to B-Line Encasment Details between Column Lines 9 & 10.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Temp. Partition	$16,320.26	$2,042.06				$18,362.32
Remove Slabs	$10,630.80					$10,630.80
Stone Bridge Iron & Steel Inc				$67,465.09		$67,465.09
					Subtotal:	$96,458.21
		MLB OH&P (Self-performed)		$28,993.12	10.00%	$2,899.31
		MLB OH&P (Subcontractor)		$60,724.65	5.00%	$3,036.48
					Total:	**$102,394.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN .

Submitted by: 2/13/26
Craig Dittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15497

Charge to PCO # 279 RFI 312 Date 2/2/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: Temp wall for Level 3 B-line conflicts

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Greg Carlisle	C	83.24	10 nights			832	40
Joe Eggleston	C	83.24	10 nights			832	40

Total Labor Cost → 1 | 1664 | 80

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' lift	1					

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel		

Total Trucking Cost → 4

Ed Andrus (ED) 2/4/26
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: _____ % Sales Tax
ADD: _____ % Overhead
ADD: _____ % Profit
TOTAL VALUE of this Work Order

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15493

Charge to PCO # 279 RFI 312 Date 2/3/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: Temp wall for Mezz Level 3 3-Hr Conflicts Demo

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Nick shepard	L	81.11	3 days			243	33
Channing all	L	81.11	3 days			243	33
Adam Fragetta	CF	85.91	8 days			687	28
Josh Phillips	CF	85.91	8 days			687	28
Collin Tyndall	C	75.93	8 days			607	44
Total Labor Cost →					1		2468 66

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' 15/ft	1					
Total Material/Equipment Cost →				2		

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			
Total Subcontractor Cost →				3		

TRUCKING

	Driver	Rate	Pick Up	Fuel			
Total Trucking Cost →					4		

Ed Andres (VTO) 2/4/26
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15496

Charge to PCO # 279 RFI 312 Date 2/3/26 Cost Code: 01-535

Authorized by Turner MLB Job No.

Description of Work: Temp wall for Level 3 B-line Conflicts

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Greg Carlisle	C	83.24	10 nights			852	40
Joe Eggleston	C	83.24	10 nights			852	40
Total Labor Cost →					1	1664	80

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' Lift	1					
Total Material/Equipment Cost →					2	

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			
Total Subcontractor Cost →					3	

TRUCKING

	Driver	Rate	Pick Up	Fuel			
Total Trucking Cost →					4		

E. Andres (VTO) 2/4/26
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD: _____	Small Tools		
	Subtotal		
ADD: _____	% Sales Tax		
ADD: _____	% Overhead		
ADD: _____	% Profit		
TOTAL VALUE of this Work Order			

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15494

Charge to PCO* 279 RFI* 312 Date 2/4/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: Level 3 B-line Conflict Temp wall

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Greg Carlisle	C	83.24	10 nights			832	40
Joe Eggleston	C	83.24	10 nights			832	40

Total Labor Cost → 1 | 1664 | 80

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' Lift	1					

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel		

Total Trucking Cost → 4

Ed Andres (VTO) 2/5/26
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: _____ % Sales Tax
ADD: _____ % Overhead
ADD: _____ % Profit
TOTAL VALUE of this Work Order

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

13902

Charge to PCO # 279 RFI # 312 Date 2/5/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: B-line conflicts Temp wall install

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Todd Phillips	CF	85.91	8 days			687	28
Colin Tyndall	C	75.93	8 days			607	44
Greg Carlisle	C	83.24	10 nights			832	40
Joe Eggleston	C	83.24	10 nights			832	40
Total Labor Cost →					1	2,959	52

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' lift	1					
Total Material/Equipment Cost →				2		

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			
Total Subcontractor Cost →				3		

TRUCKING

	Driver	Rate	Pick Up	Fuel		
Total Trucking Cost →					4	

	Total of Boxes 1, 2, 3 & 4		
	ADD: _____ Small Tools		
	Subtotal		
Customer Supervisor	ADD: _____ % Sales Tax		
	ADD: _____ % Overhead		
	ADD: _____ % Profit		
MLB Supervisor	TOTAL VALUE of this Work Order		

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

13904

Charge to PCO# 279 (RFI 312) Date 2/9/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: Level 3 B line conflicts (Bulk/Tape/paint) Temp wall

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Grey Carlisle	C	83.24	4 nights			332	96
Joe Eggleston	C	83.24	4 nights			332	96
Total Labor Cost →					1	665	92

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other				
Lift	1						
Total Material/Equipment Cost →					2		

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other				
Total Subcontractor Cost →					3		

TRUCKING

	Driver	Rate	Pick Up	Fuel			
Total Trucking Cost →					4		

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

Andreas (VIA) 2/10/26
Customer Supervisor

MLB Supervisor

PCO-305 Rec'd TCCo 02.06.26

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

13907

Charge to PCO # 279 RFI # 312 Date 2/11/26 Cost Code: 01-535

Authorized by Turner MLB Job No. 23-114

Description of Work: B-line Conflicts (Temp wall) Demo

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Todd Phillips	CF	85.91	8 days			687	28
Colin Tyndall	C	75.93	8 days			607	44
Greg Carlisle	C	75.93	4 nights			303	72
Joe Eggleston	C	75.93	4 nights			303	72

Total Labor Cost → 1 | 1,902 | 16

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
19' l.ft	1					

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel		

Total Trucking Cost → 4

Ed Andres (VTO) 2/12/26
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD: _____	Small Tools		
	Subtotal		
ADD: _____	% Sales Tax		
ADD: _____	% Overhead		
ADD: _____	% Profit		
TOTAL VALUE of this Work Order			

PCO-305 Rec'd TCCo 02.06.26

mlb

General Contractors and
Construction Managers

One Stone Break Road
Malta, New York 12020
518.289.1371 – Fax 518.289.1652

Project # 23-110 Date 2/13/26

Project ALBANY AIRPORT

Issue ACT-130 TEMP WALL DEMO

Remarks Prepared By CD

- PER FIELD STAFF, (2) MEN / (2) NIGHT SHIFTS TO DISASSEMBLE THE WALL. *NIGHT SHIFT IS 10-HOURS

40 MAN HOURS x $83.24 = $3,329.60

EL

BUILDING THE FUTURE - TOGETHER

Kamco
SUPPLY CORP OF NEW ENGLAND

Albany
Kamco Supply Corp of NE
36 Railroad Avenue
Albany NY 12205
518-729-1122
Fax: 518-453-9527

PCO-305 Rec'd TCCo 02.06.26

DISPATCH COPY

ORDER

2601-A14222

SOLD TO	JOB ADDRESS
MLB CONSTRUCTION SERVICES LLC One Stone Break Rd Malta NY 12020	Albany Airport Terminal #23110 7387 Shaker Road Albany NY 12211 518-289-1371

ACCOUNT	JOB
09026	97
ORDERED ON	1/28/2026 10:35:22 AM
DELIVER ON	
BRANCH	AL
CUSTOMER PO#	23110
STATION	ALJP
CASHIER	ALJP
SALESPERSON	BRAD
ORDER ENTRY	ALJP
MODIFIED BY	ALJP

We install Commercial Door & Div 10 Specialties Packages. Contact Kamco for a quote.

ST-120.1 ON FILE MIKE 518-378-8477
FRIDAY 1/30 DEL

Yard	Quantity	Remaining	U/M	Item	Description	Location	Notes
	30	30	EA	6X20-16	6"x20' Stud 16GA		Staging: ORDERED FROM C-D. ETA 1/29
	10	10	EA	6TR16	6"x10' Track 16GA		
	20	20	EA	358X10-18	3-5/8"x10' Stud 18GA		
	10	10	EA	358TR18	3-5/8"x10' Track 18GA		

Temp
Wall under TSA glass

Stager	Loader	Driver	Truck	Time	BF	SF	Weight	Cubes	Route
					0	0	1,616.6	0	

Receiver:

Received in Good Condition

PCO-305 Rec'd TCCo 02.06.26

BUILDING THE FUTURE - TOGETHER

Albany
Kamco Supply Corp of NE
36 Railroad Avenue
Albany NY 12205
518-729-1122
Fax: 518-453-9527

CUSTOMER COPY

INVOICE

2601-217280 PAGE 1 OF 1

SOLD TO	SHIP TO
MLB CONSTRUCTION SERVICES LLC One Stone Break Rd Malta NY 12020	Albany Airport Terminal #23110 7387 Shaker Road Albany NY 12211 518-289-1371

ACCOUNT	JOB
09026	97
SOLD ON	1/30/2026 1:21:01 PM
DELIVER ON	1/30/2026
BRANCH	AL
CUSTOMER PO#	23110
STATION	ALAB
CASHIER	ALAB
SALESPERSON	BRAD
ORDER ENTRY	ALJP

We install Commercial Door & Div 10 Specialties Packages. Contact Kamco for a quote.

ST-120.1 ON FILE MIKE 518-378-8477
FRIDAY 1/30 DEL

Quantity	UM	Item	Description	D	T	Price	Per	Amount
			Order: 2601-A14222					
30	EA	6X20-16	6"x20' Stud 16GA		Y	2.1700	LFT	1,302.00
			Staging: ORDERED FROM C-D. ETA 1/29					
10	EA	6TR16	6"x10' Track 16GA		Y	1.8800	LFT	188.00
20	EA	358X10-18	3-5/8"x10' Stud 18GA		Y	1.3300	LFT	266.00
10	EA	358TR18	3-5/8"x10' Track 18GA		Y	1.1100	LFT	111.00

Payment Method(s)

Charge to Acct 1,867.00

NYAL1 8.00% EXE: 04-3747964	SubTotal	1,867.00
	Sales Tax	0.00
	Deposit	
Please Pay This Amount		1,867.00

Remit To: PO Box 530 ,Wallingford, CT 06492
Deduct 1% of the SubTotal if paid by the 10th of next month. Avoid a 1.5% finance charge by paying invoice in full by end of following month.
+No refund or credit for non-stock material.

Signature

BUILDING THE FUTURE - TOGETHER

Albany
Kamco Supply Corp of NE
36 Railroad Avenue
Albany NY 12205
518-729-1122
Fax: 518-453-9527

PCO-305 Rec'd TCCo 02.06.26

DISPATCH COPY

ORDER

2602-A19202 PAGE 1 OF 1

SOLD TO	JOB ADDRESS
MLB CONSTRUCTION SERVICES LLC One Stone Break Rd Malta NY 12020	Albany Airport Terminal #23110 7387 Shaker Road Albany NY 12211 518-289-1371

ACCOUNT	JOB
09026	97
ORDERED ON	2/3/2026 8:59:24 AM
CUST PICKUP	
BRANCH	AL
CUSTOMER PO#	23110
STATION	ALKT
CASHIER	ALKMC
SALESPERSON	BRAD
ORDER ENTRY	ALKMC
MODIFIED BY	ALKMC

We install Commercial Door & Div 10 Specialties Packages. Contact Kamco for a quote.

ST-120.1 ON FILE MIKE 518-378-8477

Yard	Quantity	Remaining	UM	Item	Description	Location	Notes
	8	8	EA	58FC8	5/8" 4x8 F/C Gypsum Drywall		
	2	2	PAIL	PROFORMRED	4.5GAL MULTI-USE READYMIX PROFORM		

for Temp Wall at top of escalators

Stager	Loader	Driver	Truck	Time	BF	SF	Weight	Cubes	Route
					0	256	693.8	0	

Receiver:

Received in Good Condition

Auth Purch. TUCKER

PCO-305 Rec'd TCCo 02.06.26

BUILDING THE FUTURE - TOGETHER

Albany
Kamco Supply Corp of NE
36 Railroad Avenue
Albany NY 12205
518-729-1122
Fax: 518-453-9527

CUSTOMER COPY

INVOICE

2602-221400 PAGE 1 OF 1

SOLD TO	JOB ADDRESS
MLB CONSTRUCTION SERVICES LLC One Stone Break Rd Malta NY 12020	Albany Airport Terminal #23110 7387 Shaker Road Albany NY 12211 518-289-1371

ACCOUNT	JOB
09026	97
SOLD ON	2/5/2026 9:33:34 AM
CUST PICKUP	
BRANCH	AL
CUSTOMER PO#	23110
STATION	ALAB
CASHIER	ALAB
SALESPERSON	BRAD
ORDER ENTRY	ALKMC

We install Commercial Door & Div 10 Specialties Packages. Contact Kamco for a quote.

ST-120.1 ON FILE MIKE 518-378-8477

Quantity	UM	Item	Description	D	T	Price	Per	Amount
			Order: 2602-A19202					
8	EA	58FC8	5/8" 4x8 F/C Gypsum Drywall		Y	0.5100	SQFT	130.56
2	PAIL	PROFORMRED	4.5GAL MULTI-USE READYMIX PROFORM		Y	22.2500	PAIL	44.50

Payment Method(s) Buyer: TUCKER

Charge to Acct 175.06

NYAL1 8.00% EXE: 04-3747964	SubTotal	175.06
	Sales Tax	0.00
	Deposit	
Please Pay This Amount		175.06

Remit To: PO Box 530 ,Wallingford, CT 06492
Deduct 1% of the SubTotal if paid by the 10th of next month. Avoid a 1.5% finance charge by paying invoice in full by end of following month.
+No refund or credit for non-stock material.

Signature TUCKER

- SLAB CONCRETE DEMO ONLY, STEEL REMOVAL IS HANDLED BY MIDWEST STEEL

↳ DEMO: 2MEN FOR 1 WEEK *NIGHTS

80 MAN HOURS ($88.59) = $7,087.20

+

1 MAN ON HAUL-OUT/CLEAN-UP

40 MAN HOURS ($88.59) = $3,543.60

TOTAL = $10,630.80

PCO-305 Rec'd TCCo 02.06.26

LABORERS		J	J OT	J DT	J 2SHIFT	J 3SHIFT	J 3SHIFT OT	F	F OT	F 2SHIFT	F 3SHIFT	F 3SHIFT OT	Super	Super OT	Super DT	Super 2SHIFT	Super 2SHIFT OT	Super 3SHIFT	Super 3SHIFT OT
Base Rate		40.21	60.32	80.42	43.88	45.79	68.69	43.21	64.82	47.62	49.69	74.54	52.63	78.95	105.26	60.52	90.79	63.16	94.73
Union Fringes																			
Welfare		$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16	$ 8.16
Pension		$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05	$ 15.05
Annuity		$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00
Training & Ed		$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32	$ 1.32
Health & Safety		$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10
190 LECET		$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05
LECET		$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15
CIAP		$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38	$ 0.38
Total Fringe Benefits		$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21	$ 27.21
Payroll Taxes & Insurances																			
SOC	6.20%	$ 2.49	$ 3.74	$ 4.99	$ 2.72	$ 2.84	$ 4.26	$ 2.68	$ 4.02	$ 2.95	$ 3.08	$ 4.62	$ 3.26	$ 4.89	$ 6.53	$ 3.75	$ 5.63	$ 3.92	$ 5.87
MED	1.45%	$ 0.58	$ 0.87	$ 1.17	$ 0.64	$ 0.66	$ 1.00	$ 0.63	$ 0.94	$ 0.69	$ 0.72	$ 1.08	$ 0.76	$ 1.14	$ 1.53	$ 0.88	$ 1.32	$ 0.92	$ 1.37
FUTA	1.00%	$ 0.40	$ 0.60	$ 0.80	$ 0.44	$ 0.46	$ 0.69	$ 0.43	$ 0.65	$ 0.48	$ 0.50	$ 0.75	$ 0.53	$ 0.79	$ 1.05	$ 0.61	$ 0.91	$ 0.63	$ 0.95
SUTA	9.90%	$ 3.98	$ 5.97	$ 7.96	$ 4.34	$ 4.53	$ 6.80	$ 4.28	$ 6.42	$ 4.71	$ 4.92	$ 7.38	$ 5.21	$ 7.82	$ 10.42	$ 5.99	$ 8.99	$ 6.25	$ 9.38
WC	15.50%	$ 6.23	$ 6.23	$ 6.23	$ 6.80	$ 7.10	$ 7.10	$ 6.70	$ 6.70	$ 7.38	$ 7.70	$ 7.70	$ 8.16	$ 8.16	$ 8.16	$ 9.38	$ 9.38	$ 9.79	$ 9.79
Vacation - F	1.92%							$ 0.83	$ 0.83	$ 0.83	$ 0.83	$ 0.83							
Vacation - S	3.84%												$ 2.02	$ 2.02	$ 2.02	$ 2.02	$ 2.02	$ 2.02	$ 2.02
Total PR/Insurance		$ 13.69	$ 17.42	$ 21.15	$ 14.94	$ 15.59	$ 19.84	$ 15.54	$ 19.55	$ 17.04	$ 17.75	$ 22.36	$ 19.94	$ 24.82	$ 29.70	$ 22.63	$ 28.24	$ 23.53	$ 29.38
Total Fringe Benefits/PR/Ins		$ 40.90	$ 44.63	$ 48.36	$ 42.15	$ 42.80	$ 47.05	$ 42.75	$ 46.76	$ 44.25	$ 44.96	$ 49.57	$ 47.15	$ 52.03	$ 56.91	$ 49.84	$ 55.45	$ 50.74	$ 56.59
Overhead (Base Rate + Fringes + PR/Ins)	10%	$ 8.11	$ 10.49	$ 12.88	$ 8.60	$ 8.86	$ 11.57	$ 8.60	$ 11.16	$ 9.19	$ 9.46	$ 12.41	$ 9.98	$ 13.10	$ 16.22	$ 11.04	$ 14.62	$ 11.39	$ 15.13
Profit (Base Rate + Fringes + PR/Ins)	5%	$ 4.06	$ 5.25	$ 6.44	$ 4.30	$ 4.43	$ 5.79	$ 4.30	$ 5.58	$ 4.59	$ 4.73	$ 6.21	$ 4.99	$ 6.55	$ 8.11	$ 5.52	$ 7.31	$ 5.69	$ 7.57
Total OHP		$ 12.17	$ 15.74	$ 19.32	$ 12.90	$ 13.29	$ 17.36	$ 12.89	$ 16.74	$ 13.78	$ 14.20	$ 18.62	$ 14.97	$ 19.65	$ 24.33	$ 16.55	$ 21.94	$ 17.08	$ 22.70
*Grand Total (Base Rate+Total Fringes Benefits/PR/Ins+OHP)		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Laborer Differntial			$27.41	$54.84	$5.66	$8.60	$39.81	$5.58	$35.03	$12.38	$15.57	$49.44							
Super Differential													$35.87	$71.75	$12.17	$53.43	$16.23	$59.28	

Journeyman

Foreman $29.45

Super

$81.11

$88.59

CARPENTERS		J	J - OT	J-2SHIFT	J-3SHIFT	J-3SHIFT - OT	F	F - OT	F-2SHIFT	F-3SHIFT	F-3SHIFT OT
Base Rate		36.38	54.57	40.02	41.84	62.76	43.21	64.82	42.77	44.71	67.07
Union Fringes											
Health & Welfare		$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50	$ 8.50
Pension		$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ 11.75
Annuity		$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00
App Training		$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75
Admin & Safety		$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36	$ 0.36
CITF		$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15
Labor Mgmt		$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15
HRA		$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50	$ 1.50
Total Fringe Benefits		$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16	$ 25.16
Payroll Taxes, Ins & Other											
SOC	6.20%	$ 2.26	$ 3.38	$ 2.48	$ 2.59	$ 3.89	$ 2.68	$ 4.02	$ 2.65	$ 2.77	$ 4.16
MED	1.45%	$ 0.53	$ 0.79	$ 0.58	$ 0.61	$ 0.91	$ 0.63	$ 0.94	$ 0.62	$ 0.65	$ 0.97
FUTA	1.00%	$ 0.36	$ 0.55	$ 0.40	$ 0.42	$ 0.63	$ 0.43	$ 0.65	$ 0.43	$ 0.45	$ 0.67
SUTA	9.90%	$ 3.60	$ 5.40	$ 3.96	$ 4.14	$ 6.21	$ 4.28	$ 6.42	$ 4.23	$ 4.43	$ 6.64
WC	15.50%	$ 5.64	$ 5.64	$ 6.20	$ 6.49	$ 6.49	$ 6.70	$ 6.70	$ 6.63	$ 6.93	$ 6.93
Vacation - F	1.92%						$ 0.83	$ 0.83	$ 0.83	$ 0.83	$ 0.83
Total PR/Insurance		$ 12.39	$ 15.76	$ 13.63	$ 14.25	$ 18.13	$ 15.54	$ 19.55	$ 15.39	$ 16.05	$ 20.20
Total Fringe Benefits/PR/Ins		**$ 37.55**	**$ 40.92**	**$ 38.79**	**$ 39.41**	**$ 43.29**	**$ 40.70**	**$ 44.71**	**$ 40.55**	**$ 41.21**	**$ 45.36**
Overhead (Base Rate + Fringes + PR/Ins)	10%	$ 7.39	$ 9.55	$ 7.88	$ 8.12	$ 10.60	$ 8.39	$ 10.95	$ 8.33	$ 8.59	$ 11.24
Profit (Base Rate + Fringes + PR/Ins)	5%	$ 3.70	$ 4.77	$ 3.94	$ 4.06	$ 5.30	$ 4.20	$ 5.48	$ 4.17	$ 4.30	$ 5.62
Total OHP		$ 11.09	$ 14.32	$ 11.82	$ 12.19	$ 15.91	$ 12.59	$ 16.43	$ 12.50	$ 12.89	$ 16.86
*Grand Total (Base Rate+Total Fringes Benefits/PR /Ins+OHP)		$ 85.02	$ 109.82	$ 90.63	$ 93.43	$ 121.95	$ 96.50	$ 125.95	$ 95.82	$ 98.81	$ 129.29
Rate Differential			$24.80	$5.61	$8.41	$36.93	$11.48	$40.93	$10.80	$13.79	$44.27

Journeyman $24.80

Foreman $29.45

81.24 +2 = 83.24

88.91 +2 = 85.91

73.93 +2 = $75.93

#291 Gave Carpenters $2 Raise Effective 1/1/26 (D)

PCO-305 Rec'd TCCo 02.06.26

01/23/2026

Stone Bridge Iron & Steel, Inc. Contract No. 23-005
Albany Airport BP-02
Change Order Request Breakdown Form

Stone Bridge Iron & Steel, Inc.
X055R1

Issue

Changes per ASI-130

Costs

	Add/Deduct	Quantity	Units		Cost/Unit		Total
Detailing / Modeling	Add	21	Hours	X	$95.00		$1,995.00
SBIS Engineering	Add	2	Hours	X	$225.00		$450.00
Material - W,C	Add	1,139	lbs.	X	$0.90		$1,025.10
Material - Tubes	Add	1,416	lbs.	X	$1.00		$1,416.00
Material - Angles	N/C	0	lbs.	X	$0.85		$0.00
Material - Plate	Add	311	lbs.	X	$1.05		$326.55
Material - Grating	N/C	0	Sq.Ft.	X	$40.00		$0.00
Material - Bolts	Add	48	Each	X	$5.00		$240.00
Weld Studs	N/C	0	Each	X	$2.50		$0.00
Paint Material	Add	2	gal.	X	$150.00		$300.00
Galvanize Material	N/C	0	lbs.	X	$0.35		$0.00
Shop Labor	Add	42	Hours	X	$95.00		$3,990.00
Shop Labor - Paint	Add	4	Hours	X	$95.00		$380.00
Freight	Add	1	Load	X	$600.00		$600.00
Freight - Galvanizer	N/C	0	Load	X	$450.00		$0.00
Deck	N/C	0	ls	X	$0.00		$0.00
Joist	N/C	0	ls	X	$0.00		$0.00
Erection	Add	1	ls	X	$48,202.00		$48,202.00
UT Testing	N/C	0	Visit	X	$1,250.00		$0.00
Delegated Connection Design	Add	8	Hours	X	$225.00		$1,800.00
	N/C	0	Hours	X	$0.00		$0.00
						Subtotal	$60,724.65
					SBIS Work OH&P	10.00%	$1,072.27
					Vender Work OH&P	10.00%	$5,000.20
					Bonding (If Required)	1.00%	$667.97
					Tax (If Required)	0.00%	$0.00
						Total	$67,465.09

Add

See Attached Items:	SBIS BOM, CCA-053R1
Excludes:	

Additional Info:	HSS beam to be shop fabricated in (4) pieces. Pieces to be brought up to elevation and field spliced before installation.

PCO-305 Rec'd TCCo 02.06.26

STONE BRIDGE IRON & STEEL, INC.

Stone Bridge Iron & Steel, Inc.

Change Order Bill of Materials

01/23/2026 11:38:56AM

Albany Airport BP-02 CO
Albany, NY

Job: 23-005

Filter:
Sub-Category: X055

Item#	Drawing #	Qty	Shape	Dimensions	Length	Grade	Fin	Weight
Per ASI-130: Modifications between Lines 9 & 10								
1720	S103T	6	C	12 x 20.7	5'-0	A36	UNP	621#
1720	S103T	12	PL	3/8 x 4	0'-9	A36	UNP	46#
1730	S103T	18	WS	3/4 x 5		A108	UNP	14#
1740	S103T	5	C	12 x 20.7	5'-0	A36	UNP	518#
1750	S201	2	HSS	8 x 8 x 1/2	7'-3	A500-Gr C	PNT	708#
1760	S201	2	PL	5/8 x 10	1'-4	A572-50	PNT	57#
1770	S201	4	PL	1/4 x 10	1'-4	A36	PNT	45#
1780	S201	2	PL	5/8 x 16	1'-4	A572-50	PNT	91#
1790	S201	12	HS	7/8 x 0'-3		A325	PNT	9#
1800	S201	4	PL	1/2 x 7	1'-1	A572-50	PNT	52#
1810	S201	2	HSS	8 x 8 x 1/2	7'-3	A500-Gr C	PNT	708#
1820	S201	16	FB	1/4 x 1	0'-6	A572-Gr 50	PNT	7#

Total Field Bolts: 36 **Total Shop Bolts:** 0 **Total Weight:** 2,875 #

MIDWEST STEEL

PCO-305 Rec'd TCCo 02.06.26

2525 E. Grand Blvd. Detroit, MI 48211 · 313-873-2220 · 313-873-2222

January 23, 2026

Stone Bridge Iron & Steel, Inc.
426 Purinton Rd.
Gansevoort, NY 12831

Attn: Mr. Brian Carmer

RE: Airport Terminal Expansion
Albany, NY
BP-02 – CCA-053 – ASI-130, NOC-140
REVISION 1

Dear Mr. Carmer,

We are pleased to submit our quotation for scope changes per the provided ASI-130 for the above referenced project.

Pricing Impact: $48,202.00

Schedule Impact: This work will be completed in (7) 10hr shifts. Because MWS is currently offsite, notification at least 1 week prior to the expected commencement of this work is requested to assemble a crew and equipment.

This quotation is based on the following:

1. The drawings included in the ASI-130 drawing release.
2. The timely notification of at least one week prior to the commencement of the work, to allow MWS the proper time to confirm manpower and equipment.
3. Temporary shoring is included in this quote.
4. Demo of slab and decking is by others. We have included the cutting of bent plate between C12s per detail Step 2 in Detail F/S-513, and cutting and removal of the C12 in Step 3 in the same detail.
5. Hot work and the associated firewatch are included in this proposal.
6. Regarding Stone Bridge Iron & Steel, Inc., piece mark 10B104, this HSS8x8x1/2 member will now arrive in four pieces. Backing bars and

MIDWEST STEEL

PCO-305 Rec'd TCCo 02.06.26

preparations for (3) CJP welds will be installed in the shop by SB. Midwest will perform the welds in the field on the working floor prior to erecting the piece to its final position.

7. This quote is based on all the conditions of the base contract work.

We thank you for the opportunity to submit our quotation, and we look forward to a contract change order for this work.

Sincerely,

Mike Duval
Senior Project Manager
Midwest Steel, Inc.

PCO-305 Rec'd TCCo 02.06.26

MIDWEST STEEL

JOB NO.: 23-017 - Albany Airport Expansion

DESCRIPTION: CCA-053 - ASI-130 - B-Line Encasement R1

DATE: 1/23/2026

DESCRIPTION	QUANTITY	UOM	LABOR UNIT PRICE	LABOR	EQUIPMENT UNIT PRICE	EQUIPMENT QTY	TOTAL
Item #1: ASI-130							
(a) Installation Labor							
(1) Ironworker Journeyman	296	HOURS	$107.82	$31,914.72			$ 31,915
(2) Ironworker Foreman	38	HOURS	$114.55	$4,352.90			$ 4,353
(3) Fire Watch	77	HOURS	$107.82	$8,302.14			$ 8,302
(b) Equipment							$ -
(1) Boom Lift	1	EA / WK			$ 1,816	2	$ 3,632
TOTAL							$ 48,202

AGENDA ITEM NO. 11.2

INTENTIONALL LEFT BLANK

AGENDA ITEM NO. 11.3

Construction Contract: Authorization of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

AGENDA ITEM NO: 11.3
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT: *Planning and Engineering*

Contact Person: *Matthew J. Mokey, P.E., Engineer*

PURPOSE OF REQUEST:

Construction Contract: *Authorization of Change Order No. 11 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.*

CONTRACT AMOUNT:

Base Amount:	**$12,733,787.00**	
Change Order #1:	**$80,789.00**	**ACAA Approved 02/10/2025**
Change Order #2:	**$122,480.00**	**ACAA Approved 03/24/2025**
Change Order #3:	**$78,708.00**	**ACAA Approved 05/12/2025**
Change Order #4:	**$55,205.00**	**ACAA Approved 06/09/2025**
Change Order #5:	**$293,015.00**	**ACAA Approved 07/14/2025**
Change Order #6	**$53,371.00**	**ACAA Approved 08/18/2025**
Change Order #7:	**$143,963.00**	**ACAA Approved 09/15/2025**
Change Order #8:	**$168,936.00**	**ACAA Approved 10/20/2025**
Change Order #9:	**$93,104.00**	**ACAA Approved 12/15/2025**
Change Order #10:	**$60,270.00**	**ACAA Approved 01/12/2026**
Change Order #11:	**$90,351.00***	

Total: **$13,973,979.00 ((Includes total change orders to date of $1,240,192.00)**

***Pending approval at this meeting.**

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes ✓ **No** ___ **NA**
Funding Account No.: *CPN*

AWARD CONDITIONS MET:

Apprenticeship ✓ *DBE* ✓ *MWBE N/A*

Service Disable Veteran Owned Business (SDVOB) N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *85%* **State** *N/A* **Airport** *15%*
Term of Funding: *2024-2026*
Grant No.: *N/A* **STATE PIN:** *N/A*

AGENDA ITEM NO: 11.3
MEETING DATE: March 23, 2026

JUSTIFICATION:

Request to approve Change Order #11 for Contract # 1127-GC Concourse A Rehabilitation to qualified low bidder AOW Construction LLC. of Albany, NY for $90,3351.00. Major components of this change order work includes the furnishing and installation of a new Security Gate to provide a secure location for international diversions for use by US Customs. Additional work includes relocation and raising of existing conduit and wiring to provide necessary clearance of the new ceiling grid design and more modernized stanchions for gates A1 through A6 to help facilitate passenger boarding and deboarding of planes.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓ NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES ✓ NA___**

BACK-UP MATERIAL:

Please refer to the attached Contract 1127-GC Change Order #11 backup.

AIA® Document G731™ – 2019

Change Order, Construction Manager as Adviser Edition

PROJECT: *(name and address)*
Albany Airport

CONTRACT INFORMATION:
Contract For:
General Construction [1127-GC]
Date:
06-10-2024

CHANGE ORDER INFORMATION:
Change Order Number:
011
Date:
03-11-2026

OWNER: *(name and address)*
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211

ARCHITECT: *(name and address)*
Fennick McCredie Architecture, LTD
70 Franklin Street
Boston, MA 02110

CONTRACTOR: *(name and address)*
AOW Construction, LLC
30 Essex Street
Albany, NY 12206

CONSTRUCTION MANAGER: *(name and address)*
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

THE CONTRACT IS CHANGED AS FOLLOWS:
(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

01. PCO-054B Shut Down for the Hydronic Loop Phases 2 and 3 [Add $3,687.00]
02. PCO-056 RFI-084 Level 2 Coulumn Cover Deletion at Column E2 [CREDIT ($3,052.00)]
03. PCO-068B RFI-099 Active Circuits in Conflict with new Ceilings Phase 2 [Add $14,057.00]
04. PCO-068C RFI-099 Active Circuits in Conflict with New Ceilings Phase 3 [Add $7,913.00]
05. PCO-069 RFI-101 Security Gate Relocation at E5-E6 [Add $34,826.00]
06. PCO-110 RFI-174 Motorized Shades Power and Controls [Add $5,887.00]
07. PCO-116 RFI-179 Unforeseen Conditions at ADK Lounge [Add $7,370.00]
08. PCO-130 ASI-037 Stanchion Update [Add $12,038.00]
09. PCO-132 Grinding Down of Floor Slab at Floor Cable Tray Phase 3 [Add $7,625.00]

The original Contract Sum was	$	12,733,787.00
Net change by previously authorized Change Orders	$	1,149,841.00
The Contract Sum prior to this Change Order was	$	13,883,628.00
The Contract Sum will be increased by this Change Order in the amount of	$	90,351.00
The new Contract Sum including this Change Order will be	$	13,973,979.00

The Contract time will be unchanged by (0) days.
The Contractor's Work shall be substantially complete on08-10-2026.

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONSTRUCTION MANAGER, CONTRACTOR, AND OWNER.

ARCHITECT *(Signature)*	**CONSTRUCTION MANAGER** *(Signature)*
BY: Joe Sirkovich, Project Manager	BY: Robert Wagner, Project Manager
(Printed name, title, and license number if required)	*(Printed name and title)*
Date	*Date*

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User Notes: (69b1781ed218c3ad6312ccef)

CONTRACTOR *(Signature)*	**OWNER** *(Signature)*
BY: James Urner, President *(Printed name and title)*	BY: Peter Stuto, Chief Executive Officer *(Printed name and title)*
Date	*Date*

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PCO-054B

Docusign Envelope ID: CA6F9C08-5216-4D0B-A25A-E20D177ABA4C

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Rec'd TCCo 02.13.25

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 054B
Date: 2/11/26
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-054 (Phase 3) Shutdown of the building hydronic loop serving Phases 2 and 3. BPI performed the system shutdown and subsequent re-energization. To avoid a winter shutdown and maintain heating service, AOW provided carpentry labor to cut and install access openings in Phase 3 radiator enclosures to allow required work to proceed while maintaining system operation upon restart.

Pricing Summary

AOW Labor		**$ 720.00**
BPI Piping		**$ 2,719.00**
Subtotal:		**$ 3,439.00**
Bond	**0.50%**	**$ 18.00**
OH&P on AOW Work	**15.00%**	**$ 108.00**
OH&P on Sub Work	**5.00%**	**$ 122.00**
Total:		**$ 3,687.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Burgazoli
Date: 2/13/2026 | 2A4A3FE2455F407...

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS
PA

Docusign Envelope ID: CA6F9C08-5216-4D0B-A25A-E20D177ABA4C

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-054B PCO-054 Tracing of the Hydronic Loop

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)	8		$ 90.00	$ 135.00	$ 720.00
AOW Labor (Carpenter)			$ 88.00	$ 129.00	$ -
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ 720.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**

			AOW Subtotal:	**$ 720.00**

Subcontractors			Subcontractor Costs	10% Mark-up	
BPI			$ 2,446.85	$ 271.87	$ 2,718.72
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 2,446.85**	**$ 271.87**	**$ 2,718.72**

		Subtotal All Categories:	**$ 3,438.72**
15.0%		AOW OH&P on Self-Performed	$ 108.00
5.0%		AOW OH&P on Sub costs	$ 122.34
		Subtotal:	**$ 3,669.06**
0.5%		Bond	$ 18.35
		Grand Total:	**$ 3,687.41**

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A·O·W ASSOCIATES INC.
30 ESSEX ST.
ALBANY, NY 12206
P: (518) 482-3400 F: (518) 482-3444

WORK ORDER

4995

9/11/25
DATE

24-048 CONCOURSE-A
JOB NAME/ NUMBER

P. ANDREWS ASI-09
RECORDED BY REFERENCE

BILL TO:

QTY	MATERIAL	UNIT $	COST
	DELIVERY		
	TOTAL MATERIALS		

DESCRIPTION

MODIFY (8) EXISTING RADIATOR ENCLOSURES (PHASE 3/4) FOR NEW WORK TO BE COMPLETED DURING P-2 SHUT-DOWN

QTY	RENTALS	AMOUNT
	DELIVERY	
	TOTAL RENTALS	

DATE	NAME	TRADE	RATE	HOURS	AMOUNT
9/11	JOHN BICKNESE	C		8	

IS WORK COMPLETE? YES NO

WORK ORDER BY:

AUTHORIZED SIGNATURE:

I acknowledge the completion of the above described work:

TOTAL LABOR	
TOTAL MATERIALS	
TOTAL RENTALS	
TOTAL LABOR	
TAX	
OH&P	
TOTAL ▶	

Docusign Envelope ID: CA6F9C08-5216-4D0B-A25A-E20D177ABA4C

BPI PIPING
95 Hudson River Road, Waterford NY 12188
TEL: 518.238.2383 ext 102 * FAX: 518.233.0123
www.bpipiping.com

INVOICE

INVOICE #: 12092
INVOICE DATE: 10/9/2025
PO#: 24048-21
WO#: WO3648
CUST #: AOWASS

TO: AOW Construction, LLC
30 Essex Street
Albany, NY 12206

JOB: 25-SVWO
2025 Service Work Orders
WO# 3648
Heat loop shut down
Airport Bldg. 79

	Description	Hrs/Qty	Rate	Amount
1	Energize 79 building heat loop, filled, bleed main, filled bleed boilers. [PO# 24048-21]			
2	Labor, ST - Brand, J. (09/17/25)	6.00	115.51 $	693.06
3	Labor, ST - Fairclough, K. (09/17/25)	6.00	111.05 $	666.30
4	Shut the 79 building heat system down. Drained 79 building heat loop.			
5	Labor, ST - Brand, J. (09/08/25)	6.00	115.51 $	693.06
6	Labor, ST - Fairclough, K. (09/08/25)	6.00	111.05 $	666.30

Due Date 11/08/2025

SUBTOTAL	RETAINAGE	TAX RATE	TAX AMOUNT	INVOICE TOTAL
$2,718.72	$0.00	0.00 %	$0.00	$2,718.72

ERMS AND CONDITIONS: This invoice will be considered correct unless notification is received within 5 days from date. Invoices not paid within 30 days will be considered past due. A FINANCE CHARGE of one and one half percent (1.5%) per month thereafter will be charged on the unpaid balance for an annual percentage rate of eighteen percent. (18%) In case of non-payment, cost of collection including reasonable attorney's fee will be charged.

Docusign Envelope ID: CA6F9C08-5216-4D0B-A25A-E20D177ABA4C

WORK REPORT NO. 28570

12092

BPI PIPING

Commercial and Industrial Piping Contractors

OFFICE: 518/238-2383 • FAX: 518/233-0123
Mailing: P.O. Box 311, Waterford, New York 12188
95 Hudson River Road, Waterford, New York 12188
E-Mail: bpi@bpipiping.com

DATE: 9/17/2025 **JOB NO.:** WO-3648

CUSTOMER NAME: AOW / Eckert

STREET ADDRESS: Albany Airport

CITY/STATE/ZIP: RE: 24-048

CHECK ONE:

CONTRACT WORK:	
TIME & MATERIAL:	–

WORK DESCRIPTION & RECOMMENDATIONS:

Energize 79 Building Heat loop, Filled, Bleed Main Filled Bleed Boilers –

LABOR:

Technician's Name	Service Date	REG	Hours OT 1 1/2	2X	Total
JBrow		6			
KFairclough		6			
Utility Truck/Trip Charge					
Equip.:					
SUBS:					

MATERIAL USED	Quantity/Unit $		Price

Docusign Envelope ID: CA6F9C08-5216-4D0B-A25A-E20D177ABA4C

BPI PIPING

Commercial & Industrial Mechanical Contractors

OFFICE: 518/238-2383 • FAX: 518/233-0123
Mailing: P.O. Box 311, Waterford, New York 12188
95 Hudson River Road, Waterford, New York 12188
E-Mail: bpi@bpipiping.com

REGENERON WORK REPORT

DATE: 9/8/2025 **JOB NO.:** WO-3648 **P.O.:**

SPONSOR/JOB REQUESTOR: (AOW) / Air Port

BLDG/RM: 79 Building Heat loop

CHECK ONE:

CONTRACT WORK:	
TIME & MATERIAL:	✓

WORK DESCRIPTION & RECOMMENDATIONS:

Shut the 79 Building Heat system down.
Drained 79 Building Heat loop.

LABOR:

Technician's Name	Service Date	Hours OT REG	1 1/2	2X	Total
J Board	9/8	6			
K Fairclough	9/8	6			

Utility Truck/Trip Charge

Equip:

SUBS:

MATERIAL USED	Quantity/Unit $		Price

SIGNATURE:

PCO-056

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 056
Date: 1/19/26
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-056 - PCO-056 RFI-084 L2 Column Cover at E2 - This change order provides a credit for the column cover at column line E/2 that was removed from the scope in RFI-084.

Pricing Summary

AOW Materials	**$-2,810.00**
AOW Labor	**$-242.00**
Subtotal:	**$-3,052.00**
Total:	**$-3,052.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Burgazoli FAA73FEA455F407...
Date: 1/22/2026

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS
PA

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-056 - PCO-056 RFI-084 L2 Column Cover at E2

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)	-2.25		$ 88.00	$ 129.00	$ (198.00)
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)	-0.5		$ 87.00	$ 129.00	$ (43.50)
			AOW Labor Total:		**$ (241.50)**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
See Estimate Backup Sheet	1	LS	$ (10.00)	$ (10.00)	$ (10.00)
1/2 Column Cover	1	LS	$ (2,800.00)	$ (2,800.00)	$ (2,800.00)
				$ -	$ -
			AOW Material Total:		**$ (2,810.00)**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ (3,051.50)**

Subcontractors	Subcontractor Costs	10% Mark-up	
		$ -	$ -
		$ -	$ -
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ -**	**$ -**	**$ -**
	Subtotal All Categories:		**$ (3,051.50)**

15.0%	AOW OH&P on Self-Performed	$ -
5.0%	AOW OH&P on Sub costs	$ -
	Subtotal:	**$ (3,051.50)**
0.5%	Bond	$ -
	Grand Total:	**$ (3,051.50)**

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

Madsen Overhead Doors, Inc.

673 Route 203
Spencertown, NY 12165

Estimate

Date	Estimate #
9/26/2025	26403

Phone: 518.392.3883
Email: info@madsenoverheaddoors.com

Name / Address	Ship To
AOW Associates, Inc 30 Essex Street Albany,NY 12206	24-048 Albany Airport

PHONE #	SALES REP	EMAIL
	MM	

WE PROPOSE TO FURNISH AND INSTALL

1-- 22'0" x 10'05/8" Side Folding Grille as mfg. by Dynamic Closures

Mounted to wood header
Clear Anodized Finish
SL Prestige Model
Single slide - Pocket on Left - Wall strike on right - from Public side
Lead Post with wall jamb and cylinder on both sides
(2) Intermediate posts with cylinder lock on secure side
(4) Best Compatable cylinder cores - Masterkeyed BY OTHERS
Manual push / pull operation
(2) Dust proof floor sockets
Egress Door
Installed with one year guarantee

Sales tax exempt (Albany Co.) - Prevailing wage rates

Credit Card Total	$19,576.00
Cash / Check Total	$19,576.00

This quotation will become part of any contract or purchase order. All line and low voltage wiring,conduit,disconnects,hook-up of operators,controls and accessories is by others
QUOTES VALID FOR 30 DAYS AND SUBJECT TO ANY PRICE INCREASES

Signature _____

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

A·O·W CONSTRUCTION

SHEET# of

Building: ACAA Concourse-A

Architects: FMA

Estimate Number: 24-00048 - PCO-056

Estimator:

Date:

PCO-056 REMOVAL OF COLUMN COVER @E2

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated Labor Cost
COLUMN COVER @ E2					
½ COLUMN COVER	1 LS	2800	2800 -	-	-
INSTALL BRACKETS	LS	10-	10 -	22-	22 -
INSTALL COLUMN CVR	LS	-	-	176-	176 -
UNLOADS	LS	-	-	47.50	47.50
			2810 -		241 50

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

Gitzen Companies, Inc
6166 Eastern Ave.
Syracuse, NY 13211
Phone 315.434.9294
Fax 315.434.9298

Gitzen Companies, Inc.

QUOTE

To:	AOW Construction	**From:**	Mark Gitzen
Fax:		**Pages:**	1
Phone:		**Date:**	1/8/2026
Re:	Albany Airport	**CC:**	

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Furnishing 1 Alucobond Brushed Stainless CE-04 ½ Column.....$2,800.00

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #084: 2nd Floor Column Cover @ E/2

Status	Closed on 01/28/25		
To	Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Joe Sirkovich (Fennick McCredie Architecture)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Jan 27, 2025	**Due Date**	Feb 16, 2025
Location	Phase 1: Gates A1 + A2>Level 2	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	No
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings	A-102A		
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Monday, Jan 27, 2025 at 08:42 AM EST*

Please provide the dimension and requirements for the column cover at column line E/2. The designation for this cover was removed in the 100% Construction Documents Issued for Construction Set 8/12/24.

Attachments
Screenshot at E2.png

Official Response

Response from Joe Sirkovich Fennick McCredie Architecture *on Monday, Jan 27, 2025 at 04:48 PM EST*

The stainless steel column cover at E/2 has been deleted. The gyp board wall will run past the column at this location with no indication of a column cover or bump-out.
Joe Sirkovich

All Replies

Response from Joe Sirkovich Fennick McCredie Architecture *on Monday, Jan 27, 2025 at 04:48 PM EST*

The stainless steel column cover at E/2 has been deleted. The gyp board wall will run past the column at this location with no indication of a column cover or bump-out.
Joe Sirkovich

Docusign Envelope ID: 848E43C9-8C3D-4DA9-A479-8487044E1C93

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

January 28, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-056 RFI-084 2nd Floor Column Cover at E2

Dear Mr. Andrews,

Please provide credit for PCO-056 RFI-084 2nd Floor Column Cover at E2. See attached RFI-084 2nd Floor Column Cover at E2, for further clarification on scope of changes. Credit to include but not limited to price of column enclosure, installation of column enclosure. Submit credit on this item no later than next Tuesday, February 4th, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

PCO-068B

A·O·W CONSTRUCTION, LLC.

CHANGE ORDER REQUEST
CHANGE PROPOSAL REQUEST

Date: 2/6/2026 (rev 3-6-2026)

Project Name: Albany County Airport Authority - Concourse A Rehab **AOW Job #:** 24-00048

COR Summary: PCO-068b RFI-099 Active Circuits in Conflict with New Ceilings

To: Wagner, Robert C - (NYN) <rwagner@tcco.com> **Project Manager:** Patrick Andrews

Source: PCO-068b RFI-099 Active Circuits in Conflict with New **Source #:**

Detailed Scope:

COR-068 PCO-068 (Phase-II) RFI-099 Active Circuits in Conflict with New Ceilings: Per RFI-099 existing conduit and wiring found to be in conflict with the new ceiling installation was raised or relocated to provide the necessary clearance and coordination with the new ceiling design.

Cost Type*	Description, Vendor, or Sub Name	Units**	Unit Price	AOW Material	AOW Labor	Subcontractor
Sub	DLC	LS	$13,379.00			$13,379.00

** Cost Type - Select*

*** If Lump Sum, Input "LS" under **Units** and the Total Price Under **Unit Price***

COR Total: $14,057.07

Bond Mark-up Applicable: $69.94

Insurance Mark-up Applicable:

GC Mark-up Applicable:

Sub OH & P Applicable: $608.14

AOW OH & P Applicable:

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR68b - PCO-068b RFI-099 Active Circuits in Conflict with New Ceilings

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)			$ 88.00	$ 129.00	$ -
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ -**

Subcontractors			Subcontractor Costs	10% Mark-up	
			$ 12,162.73	$ 1,216.27	$ 13,379.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 12,162.73**	**$ 1,216.27**	**$ 13,379.00**
			Subtotal All Categories:		**$ 13,379.00**
		15.0%	AOW OH&P on Self-Performed		$ -
		5.0%	AOW OH&P on Sub costs		$ 608.14
				Subtotal:	**$ 13,987.14**
		0.5%	Bond		$ 69.94
			Grand Total:		**$ 14,057.07**

DLC Electric, LLC
79 State Route 40
Troy, NY 12182
518-326-8130

Change Order Proposal

To:	AOW Construction	Project	Albany Airport Concourse A
Address:	30 Essex St	Date	9/26/2025 Rev 2/11/26 REV 3/6/26
	Albany, NY 12206	Client #	PCO-68B
Attn:	Patrick Andrews	DLC#	027

Work Scope

habse 2 conduit and cable tray relocations to allow for ceiling installation.

Cost					Notes
	Qty	Unit	Rate	Total	
W	27	Hrs	$ 107.08	$2,891.16	
pprentice		Hrs	$ 92.03	$0.00	
oreman	61	Hrs	$ 118.37	$7,220.57	
laterial	1	LS	$ 700.96	$700.96	
quipment	9	LS	$ 150.00	$1,350.00	
H & Profit			10%	$1,216.27	
ubtotal				$13,378.96	
ubcontractors	1	LS		$0.00	
ub OHP			5%	$0.00	
ond			0.0%	$0.00	
Total			**ADD**	**$13,379**	

teve Mohan
roject Manager
18-478-3813
nohan@dlcelectric.net

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

March 18, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-068 RFI-099 Active Conduit Interfering with Ceiling

Dear Mr. Andrews,

Please provide pricing for PCO-068 RFI-099 Active Conduit Interfering with Ceiling. Refer to RFI-099 Active Conduit Interfering with Ceiling for further clarification on this change. Price to include but not limited to removal of active conduit and installation of new junction boxes. Submit pricing on this item no later than next Tuesday, March 25, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

PCO-068C

Rec'd TCCo 03.04.26

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 068C
Date: 3/3/26
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-068c PCO-068c (Phase-III) RFI-099 Active Circuits in Conflict with New Ceilings: Per RFI-099 existing conduit and wiring found to be in conflict with the new ceiling installation was raised or relocated to provide the necessary clearance and coordination with the new ceiling design.

Pricing Summary

DLC Electric		**$**	**7,531.00**
Subtotal:		**$**	**7,531.00**
Bond	**0.50%**	**$**	**39.00**
OH&P on Sub Work	**5.00%**	**$**	**342.00**
Total:		**$**	**7,913.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Approved by AOW CONSTRUCTION, LLC.	Approved by ARCHITECT:	Approved by OWNER:
Approved: _____	Approved: _____	Approved: _____
Date: _____	Date: _____	Date: _____

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR68c - PCO-068c RFI-099 Active Circuits in Conflict with New Ceilings

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)			$ 88.00	$ 129.00	$ -
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ -**

Subcontractors	Subcontractor Costs	10% Mark-up	
	$ 6,846.36	$ 684.64	$7,531
		$ -	$ -
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ 6,846.36**	**$ 684.64**	**$ 7,531.00**
		Subtotal All Categories:	**$ 7,531.00**

15.0%	AOW OH&P on Self-Performed	$ -
5.0%	AOW OH&P on Sub costs	$ 342.32
	Subtotal:	**$ 7,873.32**
0.5%	Bond	$ 39.37
	Grand Total:	**$ 7,912.68**

)LC Electric, LLC
79 State Route 40
roy, NY 12182
18-326-8130

Change Order Proposal

o:	AOW Construction	Project	Albany Airport Concourse A
ddress:	30 Essex St	Date	2/23/2026
	Albany, NY 12206	Client #	PCO-68C
ttn:	Patrick Andrews	DLC#	038

Work Scope

ıabse 3 conduit and cable tray relocations to allow for ceiling installation.

Cost					Notes
	Qty	Unit	Rate	Total	
V	13	Hrs	$ 107.08	$1,392.04	
ɔprentice		Hrs	$ 92.03	$0.00	
ɔreman	37	Hrs	$ 118.37	$4,379.69	
aterial	1	LS	$ 25.00	$25.00	
ıuipment	7	LS	$ 150.00	$1,050.00	
H & Profit			10%	$684.67	
ıbtotal				$7,531.40	
ıbcontractors	1	LS		$0.00	
ıb OHP			5%	$0.00	
ɔnd			0.0%	$0.00	
Total			**ADD**	**$7,531**	

ɜve Mohan
ɔject Manager
8-478-3813
ohan@dlcelectric.net

Item	Qty	Cost	Ext Cost
Ticket 17007			
4" Square Boxes	2	$ 5.00	$ 10.00
MC Connectors	2	$ 1.50	$ 3.00
12/2 MC Cable	15	$ 0.60	$ 9.00
Wirenuts	12	$ 0.25	$ 3.00
Total			$ 25.00

	MATERIAL	PRICE	AMOUNT	
1	LIFT			
2x	4sq boxes			
2	connectors			
15'	MC			
12'	wire nuts			

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

JOB PHONE	DATE OF ORDER
	11/6/25

JOB NAME / LOCATION
Albany Airport
PCO - ~~686~~ 100
Builders 79

TO: AOW

PHONE

ORDER TAKEN BY

TERMS:

	DESCRIPTION OF WORK	AMOUNT
>	moved and assembled Exit light closer to door on A-3 stairwell removed part of box light and modified it to work for future. Changed location for card reader on A-4, disassembled, repulled wire and reterminated card reader	

LABOR	HOURS	RATE	AMOUNT	TOTAL MATERIAL	
Scott Tech	8			TOTAL LABOR	
>					
WORK ORDERED BY		DATE COMPLETED		TAX	

SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work).

Thank You!
PAY THIS AMOUNT →

QTY.	MATERIAL	PRICE	AMOUNT	
1	LIFT			

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

INVOICE NO.

JOB PHONE	DATE OF ORDER
	11/14/25

JOB NAME / LOCATION
PCO - ~~68~~ 68c
Building ~~7~~ 8
Albany Airport

TO: AOW

PHONE

ORDER TAKEN BY

TERMS:

	DESCRIPTION OF WORK	AMOUNT
>	removing pipe (conduit) from ceiling To accomodate new Height of ceiling	

LABOR	HOURS	RATE	AMOUNT	TOTAL MATERIAL	
Igwe				TOTAL LABOR	
> Scott Tyler	6hr				
WORK ORDERED BY		DATE COMPLETED		TAX	
SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work.)				Thank You! PAY THIS AMOUNT →	

QTY.	MATERIAL	PRICE	AMOUNT	
2	LIFTS			

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

INVOICE NO.

JOB PHONE	DATE OF ORDER
	11-17-25

JOB NAME / LOCATION
PCO ~~686~~ 68c
building 79
Albany Airport

TO: AOW

PHONE

ORDER TAKEN BY

TERMS:

	DESCRIPTION OF WORK	AMOUNT
>	removing conduit from ceiling + walls to accomadate new ceiling height + new walls	

LABOR	HOURS	RATE	AMOUNT	TOTAL MATERIAL	
Luke Fane	8hr			TOTAL LABOR	
> Scott Tate	8hr				

WORK ORDERED BY

DATE COMPLETED

TAX

SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work).

Thank You!
PAY THIS AMOUNT →

QTY.	MATERIAL	PRICE	AMOUNT	
2	LIFTS			

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

INVOICE NO.

JOB PHONE	DATE OF ORDER
	9/18/25
JOB NAME / LOCATION	
PCO ~~686~~ 686c	
Building 79	
Albany Airport	

TO: ADW

PHONE

ORDER TAKEN BY

TERMS:

	DESCRIPTION OF WORK	AMOUNT	
>	removing pipe (conduit) To ~~accomodate~~		
	accomodate To New ceiling height		

LABOR	HOURS	RATE	AMOUNT		TOTAL MATERIAL		
Luke Ford	7				TOTAL LABOR		
> Scott Tate	5						
WORK ORDERED BY		DATE COMPLETED			TAX		

SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work).

Thank You!
PAY THIS AMOUNT →

		PRICE	AMOUNT	
1	LIFT			

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

JOB PHONE	DATE OF ORDER
	12-17-25

JOB NAME / LOCATION
Albany Airport
PCO ~~686~~ 068c

TO: AOW

PHONE

ORDER TAKEN BY

TERMS:

DESCRIPTION OF WORK	AMOUNT
Removed 540' of conduit from SoFit Area to accomadate new ceiling Height & for ductwork removal	

LABOR	HOURS	RATE	AMOUNT	TOTAL MATERIAL	
Scott Tetu	8			TOTAL LABOR	
WORK ORDERED BY		DATE COMPLETED		TAX	
SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work).				Thank You! PAY THIS AMOUNT →	

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

March 18, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-068 RFI-099 Active Conduit Interfering with Ceiling

Dear Mr. Andrews,

Please provide pricing for PCO-068 RFI-099 Active Conduit Interfering with Ceiling. Refer to RFI-099 Active Conduit Interfering with Ceiling for further clarification on this change. Price to include but not limited to removal of active conduit and installation of new junction boxes. Submit pricing on this item no later than next Tuesday, March 25, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

File 00 3100

PCO-069

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 069
Date: 12/15/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-069 / PCO-069 RFI-101 Security Gate at E5-E6 - This change order includes the furnishing and installation of one (1) side-folding grille security gate at column line M/5, per RFI-101 and the approved shop drawings. The gate is a Dynamic Closures SL Prestige model, clear anodized finish, single-slide with egress door.AOW will provide a security escort to support installation activities, including facilitating access, drilling holes for the gate pins and latch, and assisting with the overall installation.

Pricing Summary

AOW Materials		**$ 1,904.00**
AOW Materials		**$ 665.00**
AOW Labor		**$ 7,648.00**
Atlantic Contracting		**$ 2,340.00**
Madsen Overhead		**$ 19,567.00**
Subtotal:		**$ 32,124.00**
Bond	**0.50%**	**$ 173.00**
OH&P on AOW Work	**15.00%**	**$ 1,533.00**
OH&P on Sub Work	**5.00%**	**$ 996.00**
Total:		**$ 34,826.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Burgazoli EAA73FEA455F407...
Date: 12/15/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS PA

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-069 - PCO-069 RFI-101 Security Gate at E5-E6

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)	35.5		$ 88.00	$ 129.00	$ 3,124.00
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)	36		$ 87.00	$ 129.00	$ 3,132.00
AOW Labor (Security Escort)	16		$ 87.00	$ 129.00	$ 1,392.00
			AOW Labor Total:		**$ 7,648.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
See attached estimate	1	LS	$ 754.18	$ 754.18	$ 754.18
Millwork Panel Door	1	LS	$ 1,150.00	$ 1,150.00	$ 1,150.00
			AOW Material Total:		**$ 1,904.18**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
Scissor Lift (MWEP)	5	Days	$ 133.00	$ 665.00	$ 665.00
				$ -	$ -
			AOW Tool Rental Total:		**$ 665.00**

AOW Subtotal:	**$ 10,217.18**

Subcontractors	Subcontractor Costs	10% Mark-up	
Atlantic Contracting	$ 2,127.23	$ 212.72	$ 2,339.95
Madsen Overhead Doors, Inc.	$ 17,788.18	$ 1,778.82	$ 19,567.00
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ 19,915.41**	**$ 1,991.54**	**$ 21,906.95**

Subtotal All Categories:		**$ 32,124.13**
15.0%	AOW OH&P on Self-Performed	$ 1,532.58
5.0%	AOW OH&P on Sub costs	$ 995.77
	Subtotal:	**$ 34,652.48**
0.5%	Bond	$ 173.26
Grand Total:		**$ 34,825.74**

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A·O·W CONSTRUCTION

SHEET# of

Building: ACAA CONCOURSE - A

Architects: FMH

Estimate Number: 24-000418 PCO-069

Estimator: R ANDREADIS

Date: 11/20/25

REMOVAL OF EXISTING SECURITY GATE

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated LaborCost
PHASE - 1 TICKETMAKER					
LABORER 3-12-25	4	-	-	87	348
LABORER 3-13-25	8	-	-	87	696
(15'-0" REMOVALS) CARPENTER 3-13-25	8	-	-	88	704
LABORER 3-14-25	6	-	-	87	522
PHASE-2 ESTIMATED WORK					
(15'-0" REMOVALS) LABORER	18	-	-	87	1566
CARPENTER	8	-	-	88	704
					4540 -

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A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

03-14-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — RFI -101
Recorded By — **COR/ICOR #**

Bill To:

QTY	Material	Unit $	Cost	Description
				Remove existing security gate between column E5 and E6
				on 2nd floor

QTY	Rentals/ Tools	Amount
1	20' PLATFORM LIFT	
	Dumpster	
	Delivery	
	Total Rentals	

			Delivery		
			Total Materials		

Date	Name	Trade	Rate	Hours	Amount
03/14/25	Matt Jordan	L		6	

Is Work Complete? ☐ Yes ☑ No

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Total Labor	
Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

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A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

03-13-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — RFI -101
Recorded By — **COR/ICOR #**

Bill To:

QTY	Material	Unit $	Cost	Description
				Remove existing security gate between column E5 and E6
				on 2nd floor

QTY	Rentals/ Tools	Amount
1	20' PLATFORM LIFT	
	Dumpster	
	Delivery	
	Total Rentals	

Delivery					
Total Materials					

Date	Name	Trade	Rate	Hours	Amount
03/13/25	Matt Jordan	L		8	
03/13/25	Matt Olocki	C		8	

Is Work Complete? ☐ Yes ☑ No

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Total Labor	
Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

03-12-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — RFI -101
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				Remove existing security gate between column E5 and E6
				on 2nd floor

QTY	Rentals/ Tools	Amount
1	20' PLATFORM LIFT	
	Dumpster	
	Delivery	
	Total Rentals	

Delivery					
Total Materials					

Date	Name	Trade	Rate	Hours	Amount
03/12/25	Matt Jordan	L		4	

Is Work Complete? ☐ Yes ☑ No

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Total Labor	
Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

A·O·W CONSTRUCTION

SHEET# of

Building: ACAA Concourse - A

Architects: FMA

Estimate Number: 24-0004-B- PCO-069

Estimator: P. Andrews

Date: 10/1/25

COR-069 - PCO-069 RFI-101 SECURITY GATE @ MS

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated Labor Cost
FRAMING					
3 5/8" TRACK	54 LF	.59	31 86	3 —	162 —
3 5/8" STUDS	260 LF	.59	153 40	1 —	260 —
7/8" FURRING	48 LF	.42	20 16	2 —	96 —
1 5/8" TRACK	22 LF	.42	9 24	3 —	66 —
2x6" FT. LUMBER	64 LF	1 43	91 52	3 60	230 40
3/8" THREADED ROD	108 LF	1 30	140 40	1 25	81 —
2x2 UTILITY ANGLE	112 LF	.75	84 —	2 —	224 —
FASTENERS	1 SWL	5 —	50 —	—	— —
FINISH					
5/8" GWB	280 SF	.62	173 60	1 50	420 —
PLAIN DOOR	1 EA	—	RECEIVED	176 —	176 —

1 of

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

IREX Atlantic CONTRACTING

SUBCONTRACTOR PROPOSAL
or / SUB of SUBCONTRACTOR

Subcontractor Name: Atlantic Contracting & Specialties, LLC
Address: 1 Harrison Street, Troy, NY 12180
Telephone No.: (518) 275-2715

Date: 10/1/2025
Field Order No: ALB concourse A: Added Security Gate
Change Proposal No.: PCO-069

A. LABOR					**Notes**
WORK DESCRIPTION	Trade	Hours	Total Rate	Labor Cost	
Tape and Finish 260sf. 3 Corners, Tie in Soffit	Taper	16.0	$ 75.37	$ 1,205.92	
Paint 260sf. Wall at added gate	Painter	8.0	$ 75.37	$ 602.96	
				$ -	
.					
TOTAL SUBCONTRACTOR LABOR				$ 1,808.88	
B. MATERIAL / EQUIPMENT RENTAL					
MATERIAL DESCRIPTION	Quantity	Unit	Unit Cost	Material Cost	
Joint compound	2.0	pail	$ 25.81	$ 51.62	
Primer	1.0	gallon	$ 20.93	$ 20.93	
Paint	2.0	gallon	$ 56.40	$ 112.80	
			$ -	$ -	
			$ -	$ -	
			$ -	$ -	
Total from additional Material Worksheet Extension(s) if required					
TOTAL SUBCONTRACTOR MATERIAL				$ 185.35	
C. EQUIPMENT (From Equipment Expense Proposal)					
EQUIPMENT DESCRIPTION	Quantity	Unit	Unit Cost	Equipment Cost	
19' Scissor Lift Rental	3	Day		$ 133.00	
Total from additional Equipment Worksheet Extension(s) if required					
TOTAL SUBCONTRACTOR EQUIPMENT				$ 133.00	
D. SUMMARY			Total Labor, Material, Equipment (A+B+C)	$ 2,127.23	
			No Mark-up on Sub Of Sub 10%	$ 212.72	
			Total Premium Portion of O.T.	$ -	
			TOTAL SUBCONTRACTOR PROPOSAL	$ 2,339.95	

Brendan Weinstein
Subcontractor Signature

Brendan Weinstein - Account Manager
Name & Title (Please type or print.)

10/1/2025
Date

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

March 27, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-069 RFI-101 Security Gate at E5-E6

Dear Mr. Andrews,

Please provide pricing for RFI-101 Security Gate at E5-E6. Refer to RFI-101 Security Gate at E5-E6 for further clarification on this change. Price to include but not limited to removal of security gate and provide new security gate and enclosure per ASI-023. Submit pricing on this item no later than next Thursday, April 3, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6

Change Order Form

Ridge Cabinet and Showcase
1545 Mt Read Blvd.
Rochester, NY 14606
ph. (585) 663-0560
fx (585) 663-1445
(866) 991-3175
e-mail Karl@ridgecabinets.com
OfficeAdmin@ridgecabinets.com

Change Order Request Date:	12/1/2025
Change Order Accept Date:	1/0/1900
CO Requestor:	Patrick Andrews
Change Order #:	5

If accepted, please return this page along with Change Order Approval to Karl@ridgecabinets.com, aparker@ridgecabinets.com and Office Admin: OfficeAdmin@ridgecabinets.com

24206 Albany Airport

CO Description: Add for 3/4" x 9" x 132" PLAM on Plywood Door; Includes Continuous Hinge and Recessed Pull

Impact Description: 0

Internal Information

Departments Notified:	*Finance*	*Engineering*	*Manufacturing*	*Purchasing*
(Mark box with an "x")	0	0	0	0

Add(+)$; Deduct(-)$	**$1,150**

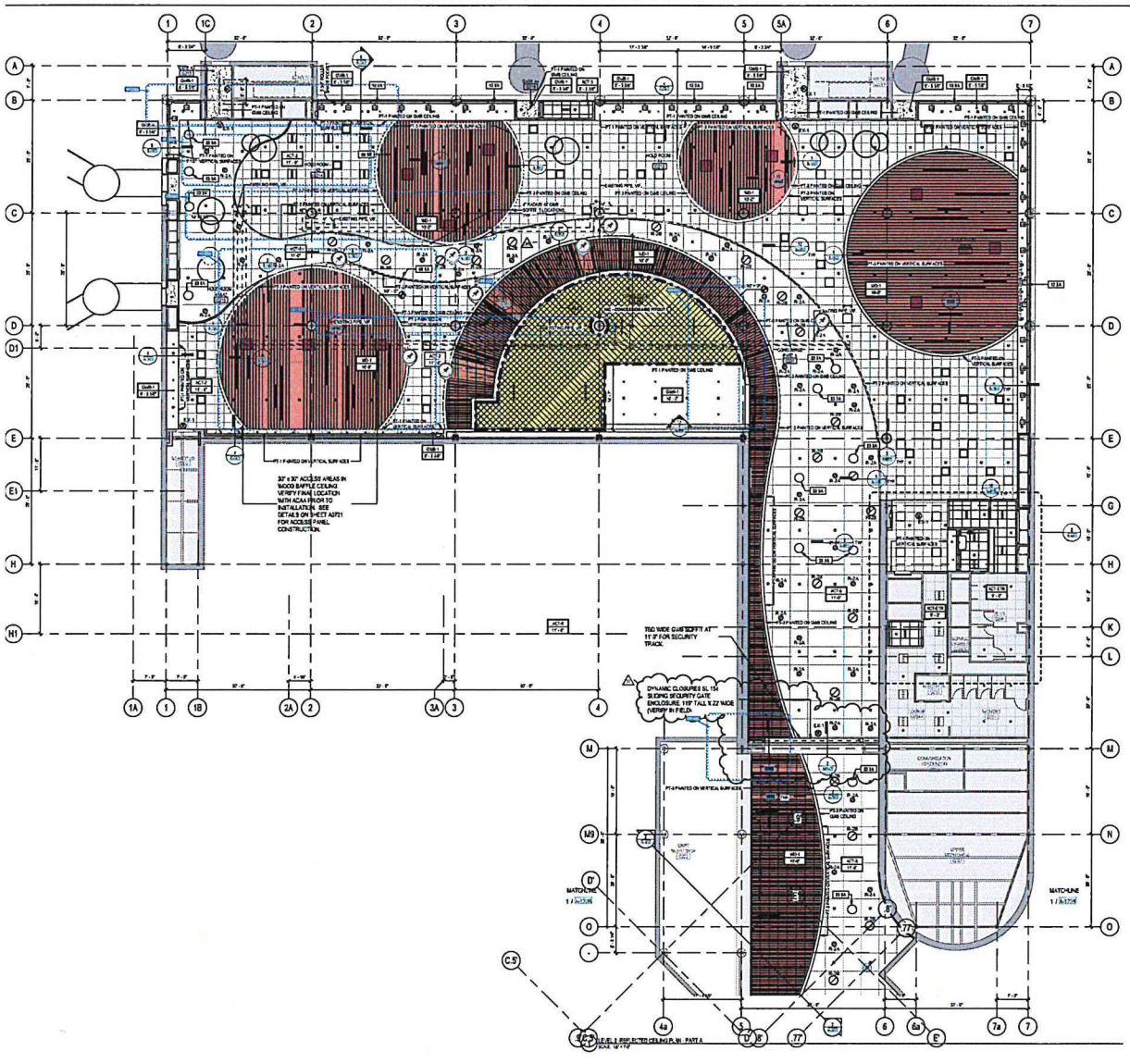
Ridge Cabinet & Showcase, Inc.'s estimate is based on the best interpretation of this project, (architectural drawings, sketches or plan) requirements as they conform to our standard process/manufacturing/ construction techniques. Lead time & due date is based on current production schedules commencing at the time of order. Delivery dates to be determined at time of returned approved submittals .

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Tax Exemption forms must be submitted to be tax exempt

Accepted: _____ By: _____ Date: _____

Accepted: **Ridge Cabinet & Showcase, Inc** By: _____ Date: _____

cusign Envelope ID: 52CCB1A6-0614-4FD9-B58B-F0A7FD9766C6



REFLECTED CEILING NOTES

1. REVIEW ADMINISTRATION FOR LOCATION OF CEILING GRID WITH ARCHITECT PRIOR TO COMMENCING WORK. ALL GRIDS ARE CENTERED IN ROOMS UNO.
2. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ENGINEERING DRAWINGS. REFER TO ENGINEERS DRAWINGS FOR CEILING COMPONENTS & SUPPORT LOCATIONS.
3. FOR GYPSUM BOARD AND WALL LOCATIONS AND SPACE SEE MEP DRAWINGS.
4. ALL DIFFUSERS AND RETURNS SHALL HAVE FRAMES COMPATIBLE WITH CEILING SYSTEM FOR FLUSH FIT.
5. ALL MULTIPLE LIGHTING SWITCHES SHALL BE SET IN COMMON GANG PLATE WITH 2 GANG BOX IN PARTITIONS.
6. ALL LIGHTING SWITCHES SHALL BE SET AT 4'-0" A.F.F. UNO
7. FOR LIGHTING FIXTURES, HVAC AND OTHER DEVICES, IN WHICH ROOMS AND DISTRIBUTION, INCLUDE SEE ENGINEERING DRAWINGS.
8. REFER TO DRAWING A 101, A102 FOR SUSPENDED CEILING DETAILS.
9. VERIFY LIGHT FIXTURE TRIM FRAMES ARE COMPATIBLE WITH CEILING SYSTEM FOR FLUSH FIT.
10. ALL DIM CEILING TO BE PAINTED, TYP.
11. ALL MECHANICAL DIFFUSERS AND GRILLES, FIRE ALARM DEVICES, SPRINKLER HEADS AND RECESSED LIGHT FIXTURES ARE TO BE CENTERED IN CEILING TILE UNLESS NOTED OTHERWISE.
12. COMPLETE ALLOCATION OF MECHANICAL DIFFUSERS AND GRILLES, FIRE ALARM DEVICES, SPRINKLER HEADS AND/OR LIGHT FIXTURES ARE TO BE COORDINATED WITH ARCHITECT BEFORE PROCEEDING.
13. ALL ACCESS PANEL TYPES, SIZES, AND LOCATIONS TO BE COORDINATED AND VERIFIED IN MEETING WITH ARCHITECT PRIOR TO INSTALLATION.
14. ALL FIELD CONDITIONS ARE TO BE REVIEWED SO THAT NO ACOUSTIC CEILING TILE IS CUT TO A DIMENSION OF LESS THAN 2".
15. ALL DIMENSIONS ARE TO BE CENTERLINE OF FIXTURE AND FACE OF FINISH UNLESS OTHERWISE NOTED.
16. ALL EXIT SIGNS, MECHANICAL DIFFUSERS AND GRILLES, FIRE ALARM DEVICES ETC. NOT SHOWN ON R.C.P., ARE TO BE LOCATED IN FIELD WITH ARCHITECT.

CEILING LEGEND

- ACOUSTICAL CEILING TILE
- WOOD SLAT CEILING
- GYPSUM CEILING
- EXISTING ACOUSTICAL CEILING TILE TO REMAIN
- EXISTING GYPSUM CEILING TO REMAIN
- ACT 2 (IN CONCESSIONS AREA)
- ACT-5 (2'-0" x 4' ACOUSTICAL CEILING TILE)
- WS - MOTORIZED WINDOW SHADE TYPE 1

KEY VALUE	KEYNOTE TEXT
9.5A	
9.5B	
9.7A	
9.8A	

ADD ALTERNATE LEGEND

- ADD ALTERNATE #1: PAINTED GYPSUM BOARD SOFFITS WITH WOOD SLAT ACCENTS TO REPLACE ACT IN SLAB AREA OR NEW WORK ON LEVEL 2
- ADD ALTERNATE #2: PAINTED FLOORING AND CEILINGS AT CONCESSION AREA
- ADD ALTERNATE #3: WOOD SLAT CEILING

FLOOR BOX ASSEMBLY, QUAD

FLOOR BOX ASSEMBLY, DUPLEX

SEE E-SERIES FOR ADDITIONAL INFORMATION

Project:
Concourse A Rehabilitation

ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architectu

Team:

Architect:
Fennick McCredie Architecture
70 Franklin Street
Boston, Ma 02110
t. 617.350.7900

Structural/MEP/FP/Aviatio
McFarland Johnson, Inc.
49 Court Street Suite 240
Binghampton, NY 13901
t. 607 723 9421

Code Consultant:
Code Red Consultants, LLC
154 Turnpike Road, Suite 20
Southborough, MA 01772
t. 617.500.7533

Cost Estimating:
Ellana Construction Consulta
32 Broadway, Suite 801
New York, NY 10004
t. 212 971 0936

100% CONSTRUCTION DOCUMENTS

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

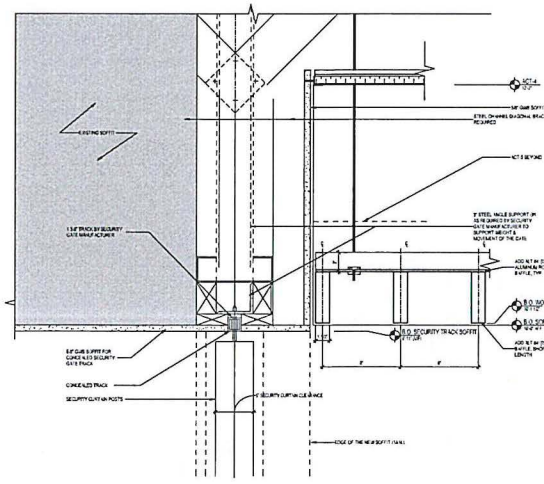
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No.	Date	Remarks
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23B	04.01.2025	ASI 23 REV
31	07.01.2025	ASI 031 RE

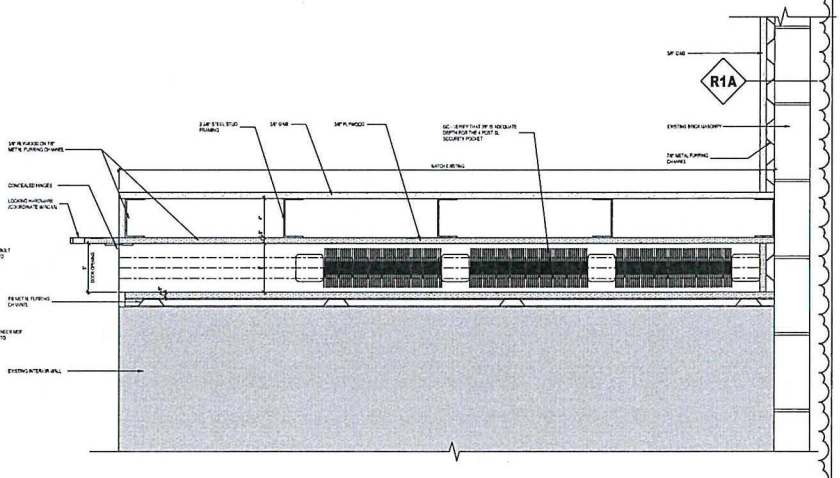
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Checked By: DP
Date: 05/23/24
Scale: As indicated

Drawing Title:
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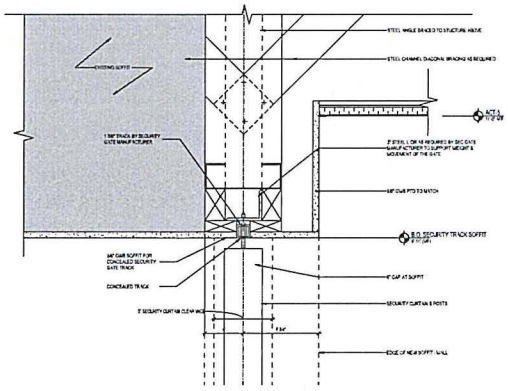
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A-122A



3 SECTION DETAIL - GATE @COLUMN L - W/ BATTLE & ACT 4
SCALE: 3"=1'-0"



1 PLAN DETAIL - ANGLE POCKET INSTALLATION ON BRICK WALL
SCALE: 3"=1'-0"



2 SECTION DETAIL - GATE @COLUMN L - ACT 5
SCALE: 3"=1'-0"

Project:
Concourse A Rehabilitation
ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architectu

Team:
Architect:
Fennick McGredie Architectu
70 Franklin Street
Boston, Ma 02110
t. 617.350.7900

Structural/MEPFP/Aviati
M&F Arland Johnson, Inc.
49 Court Street Suite 240
Binghamton, NY 13901
t. 607 723 9421

Code Consultant:
Code Red Consultants, LLC
154 Turnpike Road, Suite 20
Southborough, MA 01772
t. 617.500.7633

Cost Estimating:
Eliane Construction Consultar
32 Broadway, Suite 501
New York, NY 10004
t. 212.971.0936

100% CONSTRUCTION DOCUMENTS

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

Stamp:

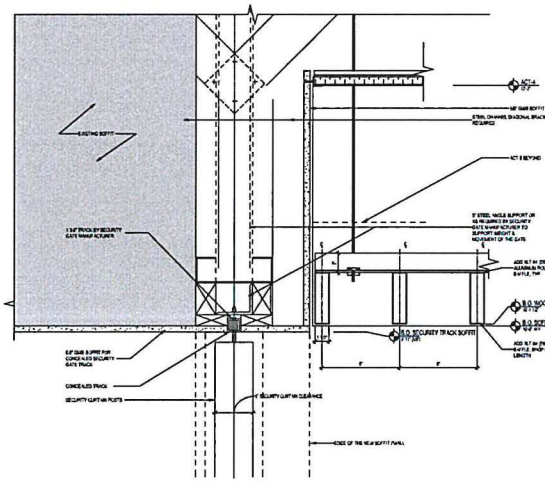
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31	07.01.2025	ASI 031 RE

Job No.: 1230
Drawn By: Author
Checked By: Checker
Date: 08/12/24

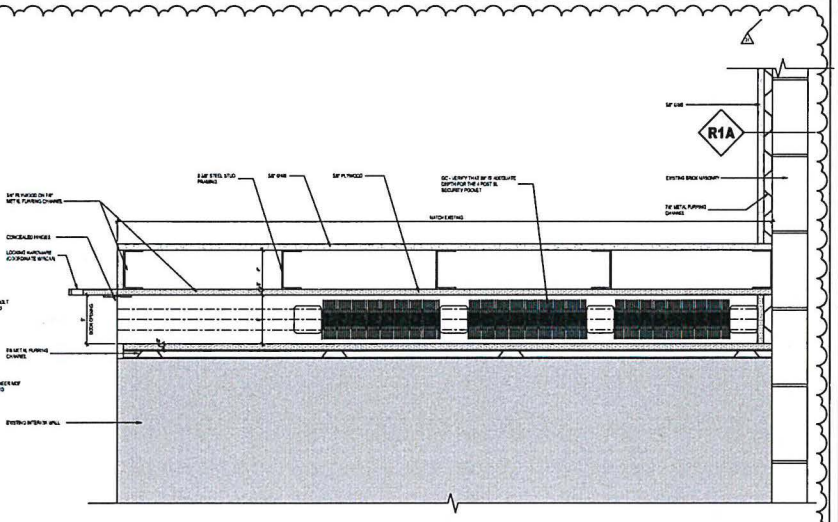
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INTERIOR DETAILS

Drawing No.:
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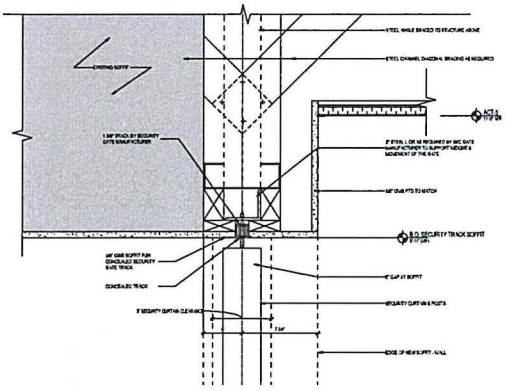
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3 SECTION DETAIL - GATE @COLUMN L - W/O BAFFLE & ACT 4
SCALE: 1" = 1'-0"



1 PLAN DETAIL - ANGLE POCKET INSTALLATION ON BRICK WALL
SCALE: 3" = 1'-0"



2 SECTION DETAIL - GATE @COLUMN L - ACT 3
SCALE: 3" = 1'-0"

Project:
Concourse A Rehabilitation
ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architectu

Team:
Architect:
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70 Franklin Street
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t. 617.332.7900

Structural/MEP/FP/Aviatic
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49 Court Street Suite 240
Binghampton, NY 13901
t. 607 723 9421

Code Consultant:
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154 Turnpike Road, Suite 2
Southborough, MA 01772
t. 617.300.7533

Cost Estimating:
Ellana Construction Consulta
32 Broadway, Suite 601
New York, NY 10004
t. 212.971.0936

100% CONSTRUCTION DOCUMENTS

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

Stamp:

No.	Date	Issue
1	07.01.2025	ASI 031 RE

Job No.: 1736
Drawn By: Author
Checked By: Checker
Date: 08/12/24

Drawing Title:
INTERIOR DETAILS

Drawing No.:
A-563

PCO-110

ocusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 110
Date: 2/11/26
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-110 - PCO-110 RFI 174 Motorized Shades - Power and Controls - Provide additional circuit wiring at three (3) added motorized shade locations per RFI-174.

Pricing Summary

DLC Electric		**$ 5,603.00**
Subtotal:		**$ 5,603.00**
Bond	**0.50%**	**$ 29.00**
OH&P on Sub Work	**5.00%**	**$ 255.00**
Total:		**$ 5,887.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Burgazoli EAA73FEA455F407...
Date: 2/11/2026

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS
PA

Docusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-110 - PCO-110 RFI 174 Motorized Shades - Power and Controls

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)			$ 88.00	$ 129.00	$ -
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ -**

Subcontractors			Subcontractor Costs	10% Mark-up	
			$ 5,093.64	$ 509.36	$ 5,603.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 5,093.64**	**$ 509.36**	**$ 5,603.00**
			Subtotal All Categories:		**$ 5,603.00**
		15.0%	AOW OH&P on Self-Performed		$ -
		5.0%	AOW OH&P on Sub costs		$ 254.68
				Subtotal:	**$ 5,857.68**
		0.5%	Bond		$ 29.29
			Grand Total:		**$ 5,886.97**

Docusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

DLC Electric, LLC
79 State Route 40
Troy, NY 12182
518-326-8130

Change Order Proposal

To:	AOW Construction	Project	Albany Airport Concourse A
Address:	30 Essex St	Date	12/30/2025
	Albany, NY 12206	Client #	PCO-110
Attn:	Patrick Andrews	DLC#	31

Work Scope

Furnish and install wiring to motorized shades per RFI-174.

Cost

	Qty	Unit	Rate	Total
Direct Labor	15	Hrs	$ 103.07	$1,546.05
Foreman	17	Hrs	$ 113.91	$1,936.47
Material	1	LS	$ 1,310.75	$1,310.75
Equipment	1	LS	$ 300.00	$300.00
OH & Profit			10%	$509.33
Subtotal				$5,602.60
Subcontractors	1	LS		$0.00
Sub OHP			5%	$0.00
Bond			0.0%	$0.00
Total			**ADD**	**$5,603**

Notes

Steve Mohan
Project Manager
518-478-3813
smohan@dlcelectric.net

Docusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

Item	Qty	Cost	Ext Cost
Ticket 17002			
Crimps	8	$ 0.25	$ 2.00
J-Hooks	5	$ 3.45	$ 17.25
CAT 6 Cable	250	$ 0.64	$ 160.00
18/4 Cable	225	$ 0.76	$ 171.00
Ticket 17003			
J-Hooks	11	$ 3.45	$ 37.95
18/4 Cable	480	$ 0.76	$ 364.80
CAT 6 Cable	570	$ 0.64	$ 364.80
Crimps	18	$ 0.25	$ 4.50
Ticket 17245			
CAT6 Jacks	10	$ 0.64	$ 6.40
4" Square Boxes	6	$ 5.00	$ 30.00
MC Connectors	6	$ 0.75	$ 4.50
Wire Nuts	12	$ 0.25	$ 3.00
4" Covers	6	$ 1.00	$ 6.00
MC Straps	8	$ 0.65	$ 5.20
CAT6 Cable	120	$ 0.64	$ 76.80
MC Cable	65	$ 0.87	$ 56.55
			$ 1,310.75

Docusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

September 04, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-110 RFI-174 Motorized Shades Power and Control

Dear Mr. Andrews,

Please provide pricing for RFI-174 Motorized Shades Power and Control. Pricing to include but not limited to installation of manual override switches for shades. Submit pricing on this item no later than next Thursday, September 11, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: AF23DEB5-07DA-4422-9129-23D59993573E

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #174: Motorized Shades - Power and Controls

Revision	0	**Status**	Closed on 08/28/25
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Turner Bradford, PE (McFarland-Johnson Inc) Chris Perry (McFarland-Johnson Inc)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Aug 13, 2025	**Due Date**	Sep 2, 2025
Location	Phase 2: Gates A3 + A4	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Steve Mohan (DLC Electric LLC)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Tuesday, Aug 12, 2025 at 04:04 PM EDT*

Please advise on the following regarding the motorized shades:
1) Please confirm shade zone locations shown on the attachment (West, North, East)
2) Please confirm locations of sun sensors in the proposed zones
3) In the proposed West zone please advise what is the power requirement at the clouded motor locations "X".
4) In the proposed North zone please advise if the clouded motor locations "X" can be daisy chained off of the adjacent motor.
5) Shades are controlled from the central controller. Please confirm no manual override switches are required at the gate walls.

Attachments
24-00048 - ACAA Concourse-A - Motorized Shades.pdf

Official Response

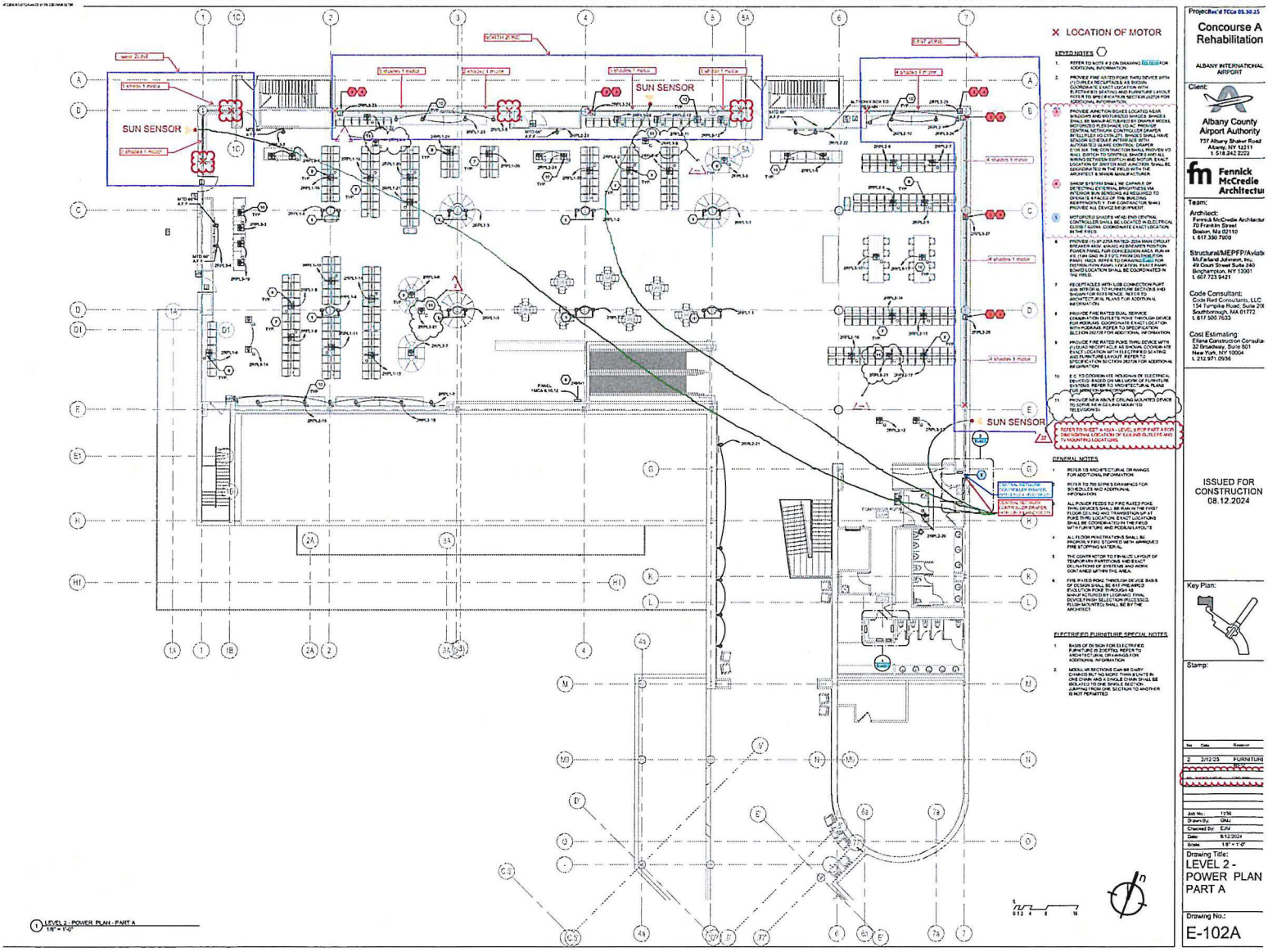
Response from Chris Perry McFarland-Johnson Inc *on Friday, Aug 15, 2025 at 10:41 AM EDT*

1. Confirmed, coordinate final placement with Shade manufacturer.
2. Confirmed, coordinate final placement with Shade manufacturer.
3. Provide a new circuit from a new 20A/1P breaker from panel 2RPL3 to provide power for the (3) west zone shade motors.
4. Coordinate with Shade manufacturer on ability to daisy chain # of motors.
5. Refer to keynote #3, coordinate with Architect and Shade manufacturer.

All Replies

Response from Chris Perry McFarland-Johnson Inc *on Friday, Aug 15, 2025 at 10:41 AM EDT*

1. Confirmed, coordinate final placement with Shade manufacturer.
2. Confirmed, coordinate final placement with Shade manufacturer.
3. Provide a new circuit from a new 20A/1P breaker from panel 2RPL3 to provide power for the (3) west zone shade motors.
4. Coordinate with Shade manufacturer on ability to daisy chain # of motors.
5. Refer to keynote #3, coordinate with Architect and Shade manufacturer.



1 LEVEL 2 - POWER PLAN - PART A
1/8" = 1'-0"

Projected TCOs 05.30.25

Concourse A Rehabilitation

ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architecture

Team:

Architect:
Fennick McCredie Architecture
70 Franklin Street
Boston, Ma 02110
t. 617.330.7900

Structural/MEPFP/Aviation:
McFarland Johnson, Inc.
49 Court Street Suite 240
Binghamton, NY 13901
t. 607.723.9421

Code Consultant:
Code Red Consultants, LLC
154 Turnpike Road, Suite 2X
Southborough, MA 01772
t. 617.500.7533

Cost Estimating:
Eliana Construction Consultants
32 Broadway, Suite 501
New York, NY 10004
t. 212.971.0936

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

Stamp:

No.	Date	Revision
2	2/12/25	FURNITURE

Job No.: 1236
Drawn By: GNJ
Checked By: EJM
Date: 8/12/2024
Scale: 1/8" = 1'-0"

Drawing Title:
LEVEL 2 - POWER PLAN PART A

Drawing No.:
E-102A

PCO-116

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 116
Date: 12/24/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-116 - PCO-116 RFI-179 Unforeseen Conditions at ADK Lounge - This PCO covers the removal of the undocumented steel structure, security gate, brick work, located in the Adirondack lounge as clarified in RFI-179

Pricing Summary

AOW Labor		**$ 5,616.00**
AOW Materials		**$ 225.00**
AOW Materials		**$ 536.00**
Subtotal:		**$ 6,377.00**
Bond	**0.50%**	**$ 37.00**
OH&P on AOW Work	**15.00%**	**$ 957.00**
Total:		**$ 7,370.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Burgazoli
EAA73FEA455F407...
Date: 12/28/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS
PA

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-116 - PCO-116 RFI-179 Unforeseen Conditions at ADK Lounge

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)	48		$ 88.00	$ 129.00	$ 4,224.00
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)	16		$ 87.00	$ 129.00	$ 1,392.00
			AOW Labor Total:		**$ 5,616.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
C&D Dumpster	1	LS	$ 225.00	$ 225.00	$ 225.00
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ 225.00**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
19'-0" Scissor Lift	2	Week	$ 268.00	$ 536.00	$ 536.00
				$ -	$ -
			AOW Tool Rental Total:		**$ 536.00**

		AOW Subtotal:	**$ 6,377.00**

Subcontractors	Subcontractor Costs	10% Mark-up	
		$ -	$ -
		$ -	$ -
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ -**	**$ -**	**$ -**

		Subtotal All Categories:	**$ 6,377.00**
15.0%		AOW OH&P on Self-Performed	$ 956.55
5.0%		AOW OH&P on Sub costs	$ -
		Subtotal:	**$ 7,333.55**
0.5%		Bond	$ 36.67
		Grand Total:	**$ 7,370.22**

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W ASSOCIATES INC.
30 ESSEX ST.
ALBANY, NY 12206
P: (518) 482-3400 F: (518) 482-3444

BILL TO:

WORK ORDER

4997

9/15/25
DATE

24-048 Concourse-A
JOB NAME/ NUMBER

P. Andrews
RECORDED BY REFERENCE

QTY	MATERIAL	UNIT $	COST
	DELIVERY		
	TOTAL MATERIALS		

DESCRIPTION

Remove steel @ lounges
CL 6.5, Remove security
Gate, Cut to sections
Dispose material

QTY	RENTALS	AMOUNT
1	19' LIFT	
1	MATERIAL LIFT	
	DELIVERY	
	TOTAL RENTALS	

DATE	NAME	TRADE	RATE	HOURS	AMOUNT
9/15	Matt Jordan	L		8	
9/15	George Blaz	C		8	
9/16	Matt Jordan	L		8	

IS WORK COMPLETE? YES NO

WORK ORDER BY:

AUTHORIZED SIGNATURE:

I acknowledge the completion of the above described work:

TOTAL LABOR	
TOTAL MATERIALS	
TOTAL RENTALS	
TOTAL LABOR	
TAX	
OH&P	
TOTAL ▶	

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

11/26/25
Date

24-00048 - ACAA Concourse-A
Job Name/Number

Patrick Andrews PCO- 116
Recorded By COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				ADK DEMO

QTY	Rentals/ Tools	Amount
	Delivery	
	Total Rentals	

Delivery					
Total Materials					

Date	Name	Trade	Rate	Hours	Amount
11/26	EVAN TEMPLE	CARP		8	
11/26	MATT JORDAN	CARP		8	

Is Work Complete? ☐ Yes ☐ No

Total Labor

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

11/28/25
Date

24-00048 - ACAA Concourse-A
Job Name/Number

Patrick Andrews PCO- 160
Recorded By COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				ADK DEMO

QTY	Rentals/ Tools	Amount
	Delivery	
	Total Rentals	

				Delivery	
				Total Materials	

Date	Name	Trade	Rate	Hours	Amount
11/28	EVAN TEMPLE	CARP	8		
11/28	MATT JORDAN	LABOR	8		

Is Work Complete? ☐ Yes ☐ No		Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature:		Tax	
		OH&P	
I acknowledge the completion of the above described work		Total	

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

12/1/25
Date

24-00048 - ACAA Concourse-A
Job Name/Number

Patrick Andrews — PCO 16
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				ADK DEMO

QTY	Rentals/ Tools	Amount
	Delivery	
	Total Rentals	

Delivery					
Total Materials					

Date	Name	Trade	Rate	Hours	Amount
12/1	EVAN TEMPLE	CARP	8		

Is Work Complete? ☐ Yes ☐ No	Total Labor	
	Total Materials	
Work Order By:	Total Rentals	
	Total Labor	
Authorized Signature:	Tax	
	OH&P	
I acknowledge the completion of the above described work	**Total**	

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

September 30, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-116 RFI-179 Unforeseen Conditions at ADK Lounge

Dear Mr. Andrews,

Please provide pricing for RFI-179 Unforeseen Conditions at ADK Lounge. Pricing to include but not limited to demolition of ADK Lounge equipment not shown on drawings per RFI-179. Submit pricing on this item no later than next Tuesday October 7, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: 221A05B9-E412-4A1E-B784-80A25A43433B

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #179: Unforeseen Conditions at Adirondack Lounge

Revision	0	**Status**	Closed on 09/30/25
To	Chris Zarrelli (McFarland-Johnson Inc) Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Turner Bradford, PE (McFarland-Johnson Inc) Chad Phillips (McFarland-Johnson Inc)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Sep 10, 2025	**Due Date**	Sep 30, 2025
Location		**Project Stage**	
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Tuesday, Sep 9, 2025 at 09:15 AM EDT*

During demolition at the Adirondack Lounge, we have encountered several unforeseen conditions that will affect the installation of new finishes. Please advise how we should proceed with the following:

- At column line D, there is a security shutter not shown.
- Between column lines D–E, there is a 2" diameter black steel pipe not shown on the mechanical or fire protection drawings.
- At the old lounge bar, there is a steel beam supported by columns independent of the shutter not shown.
- Along column line G, there is an existing brick wall not shown.

Please provide direction on whether these items are to be removed, modified, or incorporated into the new work.

Attachments
24-00048 - RFI -Unforeseen Conditions at Adirondack Lounge.pdf

Official Response

Response from Joe Sirkovich Fennick McCredie Architecture *on Tuesday, Sep 30, 2025 at 09:22 AM EDT*

The existing security shutter is to be demolished.
All abandoned and disconnected piping is to be demolished.
All non-structural item and appurtenances are to be demolished.

The non-structural existing brick wall at col. G is to be demolished.

Joe Sirkovich

All Replies

Response from Joe Sirkovich Fennick McCredie Architecture *on Tuesday, Sep 30, 2025 at 09:22 AM EDT*

The existing security shutter is to be demolished.
All abandoned and disconnected piping is to be demolished.
All non-structural item and appurtenances are to be demolished.

The non-structural existing brick wall at col. G is to be demolished.

Joe Sirkovich

PCO-130

Docusign Envelope ID: 7AE3229E-7A63-43A6-9F1D-3CCF95C82661

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 130
Date: 2/5/26
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-130 PCO-130 ASI-037 Stanchion Update - Furnish and Install Beltrac Sanctions w/ Acrylic Panels as per ASI-034.

Pricing Summary

AOW Labor		**$ 820.00**
AOW Materials		**$ 9,596.00**
Subtotal:		**$ 10,416.00**
Bond	**0.50%**	**$ 60.00**
OH&P on AOW Work	**15.00%**	**$ 1,562.00**
Total:		**$ 12,038.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Burgazoli (Signed by) EAA73FEA455F407...
Date: 2/5/2026

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS PA

Docusign Envelope ID: 7AE3229E-7A63-43A6-9F1D-3CCF95C82661

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-130 PCO-130 ASI-037 Stanchion Update

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)	6.25		$ 88.00	$ 129.00	$ 550.00
AOW Labor (Laborer Foreman)	3		$ 90.00	$ 135.00	$ 270.00
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ 820.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
Beltrac® 3000 Posts W/ Acrylic Panels	LS	1	$ 9,596.13	$ 9,596.13	$ 9,596.13
				$ -	$ -
				$ -	$ -
				AOW Material Total:	**$ 9,596.13**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				AOW Tool Rental Total:	**$ -**
			AOW Subtotal:		**$ 10,416.13**

Subcontractors			Subcontractor Costs	10% Mark-up	
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ -**	**$ -**	**$ -**
			Subtotal All Categories:		**$ 10,416.13**
		15.0%	AOW OH&P on Self-Performed		$ 1,562.42
		5.0%	AOW OH&P on Sub costs		$ -
				Subtotal:	**$ 11,978.55**
		0.5%	Bond		$ 59.89
			Grand Total:		**$ 12,038.44**

Docusign Envelope ID: 7AE3229E-7A63-43A6-9F1D-3CCF95C82661

A·O·W CONSTRUCTION

SHEET# of

Building: ACNA CONCOURSE A

Architects: TMA

Estimate Number: 24-00348-PCO130

Estimator: P ANDREWS

Date: 1/27/26

PCO-130 ASI-034 SECURITY PARTITIONS

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated LaborCost
F&I BELTRAC POSTS & ACRYLIC PANELS					
RECEIVE MAT'L & UNPACKAGE	3 HR	--	--	90-	270 --
INSTALL BASEPLATES	20 EA	--	--	9-	180 --
SET STANCHIONS	20 EA	--	--	5-	100 --
INSTALL ACRYLIC PANELS	12 EA	--	--	22.50	270 --
					820 --

Docusign Envelope ID: 7AE3229E-7A63-43A6-9F1D-3CCF95C82661

Lavi Industries
A REGISTERED TEXAS LLC
Mailing Address:
27810 Avenue Hopkins Valencia CA 91355
Phone (661)257-7800 • (800)624-6225
Fax (661)257-4938 • www.lavi.com
Federal Tax ID# 95-3750585 • Duns # 03-998-5437
Canadian GST 89964 5659 RT0001
Registered to collect sales tax in the following states:
CA • FL • IN • KY • MD • NC • NY • TX • VA

Please review and sign the quote.
APPROVED

SIGN:_____DATE:_____

Quote

Quote Number:	Q000034291
Created Date:	1/20/2026
Quote Valid Until:	3/6/2026
Page Number:	1 of 1

Sold To:

Ship To:

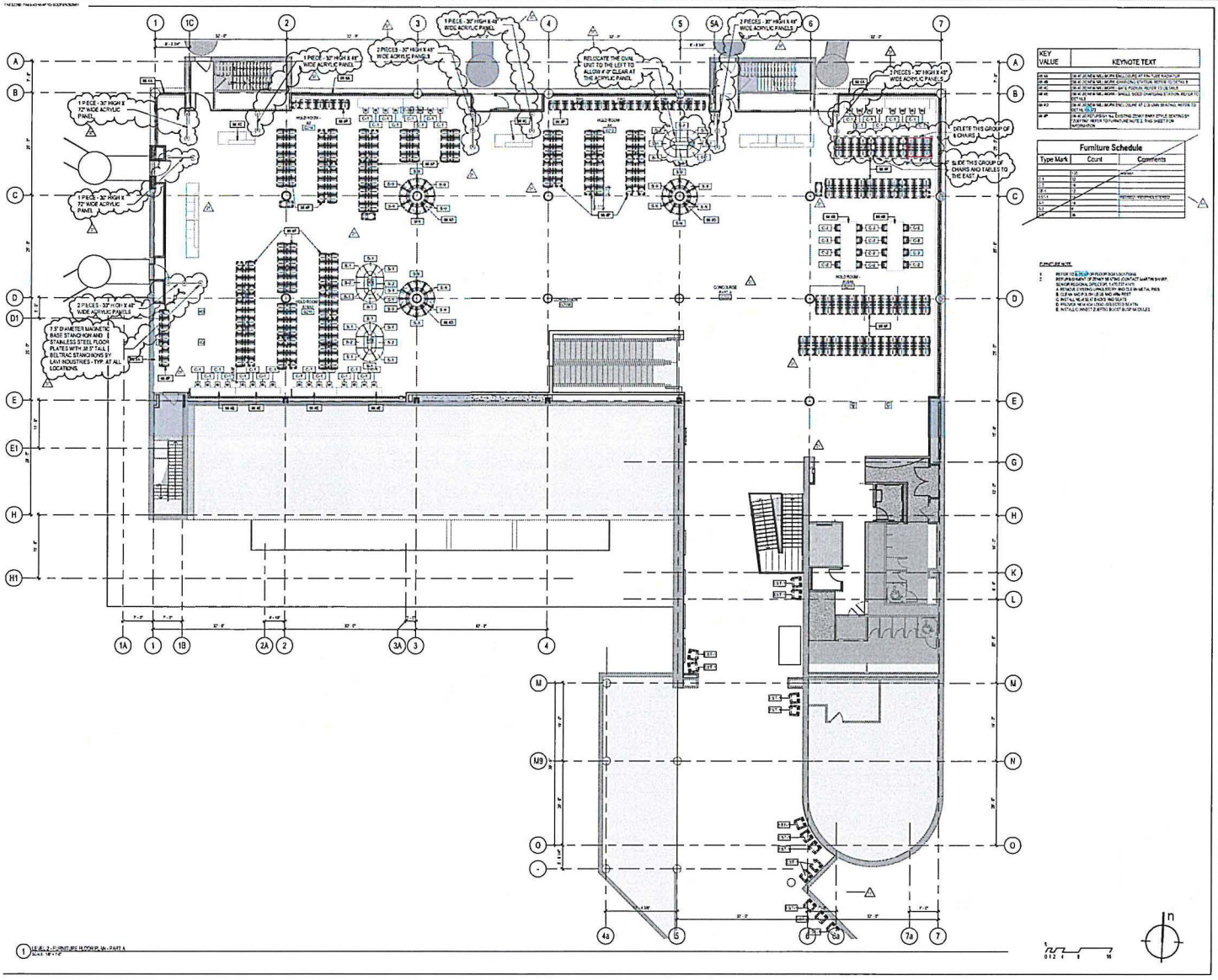
AOW Construction, LLC
737 Albany Shaker Rd
Albany NY 12211
United States

Request Date	Customer	Customer Reference	Freight Terms	Payment Terms	BP
1/20/2026		Post&Panel Albany Airport	XPO Logistics	CRC	CA

Line	Item Number	Description	U/M	Quantity	Price	Extended Price
Special Instructions:						
1	B3 Project	Beltrac® 3000 - H5/10/SA/SA/BL Satin Post With Blue 10 Ft Single Belt, Belt, 5.5" Heavy Duty Magnetic Base, Assembled	EA	20.000	$198.80	$3,976.00
2	50-HFP1004/SA/CL	Hinged Frame Acrylic Panel, 72" x 30"	EA	2.000	$473.396	$946.79
3	50-HFP1001/SA/CL	Hinged Frame Acrylic Panel, 48" x 30"	EA	10.000	$296.058	$2,960.58

Sale Amount	Sales Tax	Misc. Charge	*Freight	Total Amount	
$7,883.37	$710.82	$247.74	$754.20	USD	$9,596.13

* For prepaid Freight - Freight is only an estimate.
Accessorial fees requested or disclosed, at time of delivery and/or other charges, will be billed separately.



1 LEVEL 2 - FURNITURE PLAN - PART A
SCALE: 1/8" = 1'-0"

Project: Concourse A Rehabilitation

ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architectu

Team:

Architect:
Fennick McCredie Architectur
70 Franklin Street
Boston, Ma 02110
t. 617.350.7900

Structural/MEPFP/Aviatk
McFarland Johnson, Inc.
49 Court Street Suite 240
Binghamton, NY 13901
t. 607.723.9421

Code Consultant:
Code Red Consultants, LLC
154 Turnpike Road, Suite 2X
Southborough, MA 01772
t. 617.500.7633

Cost Estimating:
Ellana Construction Consulta
32 Broadway, Suite 801
New York, NY 10004
t. 212.971.0576

100% CONSTRUCTION DOCUMENTS

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

Stamp:

No.	Date	Revision
11	11.25.2024	ASI 011
21	01.20.2025	ASI 021
37	10.31.2025	ASI 037

Job No:	1236
Drawn By:	FM
Checked By:	DP
Date:	05/12/24
Scale:	1/8" = 1'-0"

Drawing Title:
LEVEL 2 - FURNITURE PLAN - PART A

Drawing No.:
A-742A

PCO-132

A-O-W CONSTRUCTION, LLC.

CHANGE ORDER REQUEST
CHANGE PROPOSAL REQUEST

Date: 3/5/2026

Project Name: Albany County Airport Authority - Concourse A Rehab **AOW Job #:** 24-00048

COR Summary: COR-133 PCO-0xx RFI 210

To: Wagner, Robert C - (NYN) <rwagner@tcco.com> **Project Manager:** Patrick Andrews

Source: COR-133 PCO-0xx RFI 210 **Source #:**

Detailed Scope:

COR-133 – PCO-0XX – RFI 210- This change order addresses the high spots in the existing concrete floor identified in RFI 210. Work includes providing the labor, materials, and equipment required to grind down the high areas and feather finish with floor topping as required to flatten the slab and provide a suitable substrate for flooring installation, leveling and flashing to mill work installations.

Cost Type*	Description, Vendor, or Sub Name	Units**	Unit Price	AOW Material	AOW Labor	Subcontractor
Labor	AOW		$352.00		$352.00	
Sub	Flooring Environment		$6,870.40			$6,870.40

** Cost Type - Select*

*** If Lump Sum, Input "LS" under **Units** and the Total Price Under **Unit Price***

COR Total: $7,625.43

Bond Mark-up Applicable: $37.94

Insurance Mark-up Applicable:

GC Mark-up Applicable:

Sub OH & P Applicable: $312.29

AOW OH & P Applicable: $52.80

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-133 PCO-0xx RFI 210

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Carpenter)	4		$ 88.00	$ 129.00	$ 352.00
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ 352.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ 352.00**

Subcontractors			Subcontractor Costs	10% Mark-up	
Flooring Environment			$ 6,245.82	$ 624.58	$ 6,870.40
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 6,245.82**	**$ 624.58**	**$ 6,870.40**
			Subtotal All Categories:		**$ 7,222.40**
		15.0%	AOW OH&P on Self-Performed		$ 52.80
		5.0%	AOW OH&P on Sub costs		$ 312.29
				Subtotal:	**$ 7,587.49**
		0.5%	Bond		$ 37.94
			Grand Total:		**$ 7,625.43**

Date:
3/5/2026
To:
AL BURGAZOLI
Customer PO:
CONTRACT

FLOORING Environment
200 Fillpoint Drive
Mechanicville, NY 12118
Ph: 518.383.5510 Fax:518.383.4740
Woman-Owned Business Enterprise

Change Order Request

35508
Job No: 16243
Request #: 5
CO #: 0

Invoice To:	*Job Name:*
AOW CONSTRUCTION LLC 30 ESSEX STREET ALBANY, NY 12206	ALBANY AIRPORT CONCOURSE A RENOVATION ALBANY SHAKER ROAD ALBANY, NY 12205

AL BURGAZOLI
Phone: (518) 482-3400
Fax: (518) 482-3444

From:	*Project Manager:*	*Estimator:*
TIM WILBER		

Description of Change Order Request:

RFI #210 ------CONCRETE REPAIR

RFI #210 ------CONCRETE REPAIR--3/4" DEEP FEATHER OUT TO ZERO IN 6'-0" x 2 SIDES

ADD

	MANUFACTURER:			*STYLE:*		
	COLOR NAME:	*COLOR NUMBER:*	*UOM:*	*QUANTITY:*	*UNIT PRICE:*	*TOTAL PRICE:*
1	**FURNISH MATERIAL ONLY**					
	ARDEX ®			ARDEX FEATHER FINISH		
	NA	NA	EA	**24.00**	**24.500**	**588.00**
2	**FURNISH MATERIAL ONLY**					
	ARDEX ®			ARDEX (P-51) PRIMER - 1 GAL		
	N/A	N/A	EA	**3.00**	**110.000**	**330.00**
3	**MISC CHARGES--RENT GRINDER--ELECTRIC 3 HEAD**					
	FLOORING ENVIRONMENT, INC.			GRINDER RENTAL		
	NA		EA	**2.00**	**1,029.000**	**2,058.00**
4	**MISC CHARGES--DIAMOND BLADES**					
	FLOORING ENVIRONMENT, INC.			DIAMOND BLADES FOR GRINDING MCHINE (PER SET)		
	N/A		EA	**1.00**	**733.400**	**733.40**
5	**LABOR ONLY--GRINDING**					
	FLOORING ENVIRONMENT, INC.			N/A		
	N		EA	**16.00**	**85.375**	**1,366.00**
6	**LABOR ONLY--FLOOR PREP**					
	FLOORING ENVIRONMENT, INC.			N/A		
	N		EA	**16.00**	**85.375**	**1,366.00**
7	**MISC CHARGES--DELIVERY**					
	FLOORING ENVIRONMENT, INC.			N/A		
	N		EA	**1.00**	**429.000**	**429.00**

Total ADD **$6,870.40**

AOW CONSTRUCTION LLC **ALBANY AIRPORT CONCOURSE A REN**

Tax Exempt Total This Option : **$6,870.40**

SALESMAN'S SIGNATURE _____ *Approximate Installation Start Date:*

CUSTOMER'S AUTHORIZATION _____

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #210: Leveling of Concrete and Electrical Access Panel

Revision	0	**Status**	Open
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture)	**From**	Brian McNeil (Turner Construction Company) 1 Computer Drive South Albany, New York 12203
Date Initiated	Feb 27, 2026	**Due Date**	Mar 19, 2026
Location		**Project Stage**	
Cost Impact		**Schedule Impact**	
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From			
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Brian McNeil Turner Construction Company *on Friday, Feb 27, 2026 at 10:31 AM EST*

During our 02/26/26 site walk with FM, we noticed the floor was not level in the attached area (See Photos and Markup for location). Please advise on the action to be taken to provide a level table and carpet flooring.

Also, please advise on whether the access panel on the floor needs to be provided with access as this area received carpet flooring.

Attachments
1b53ebf1-c7d3-4da8-9bb8-ff74d299c797_6022718096_production_thumbnail_large.png, A-702A_ LEVEL 2 - FLOOR FINISH PLAN - PART A Rev.2 markup (2).pdf

Official Response

Response from Patrick Andrews AOW Construction *on Friday, Feb 27, 2026 at 11:31 AM EST*

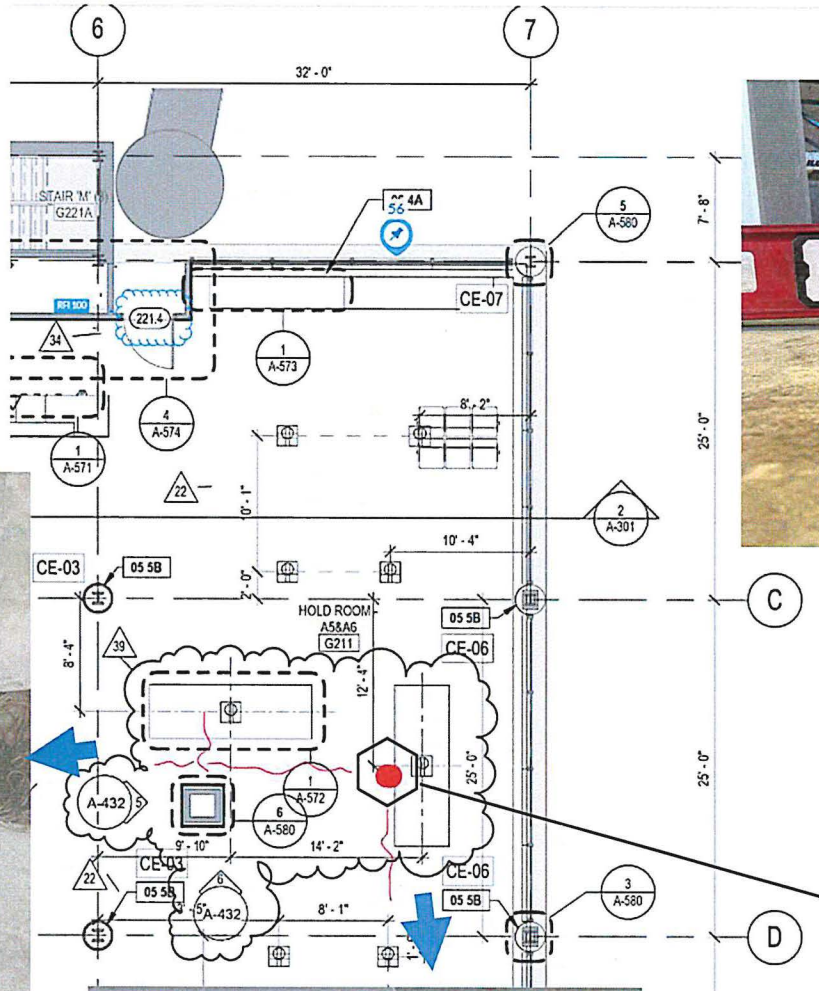
Rise in floor is approximately 3/4" over 48"

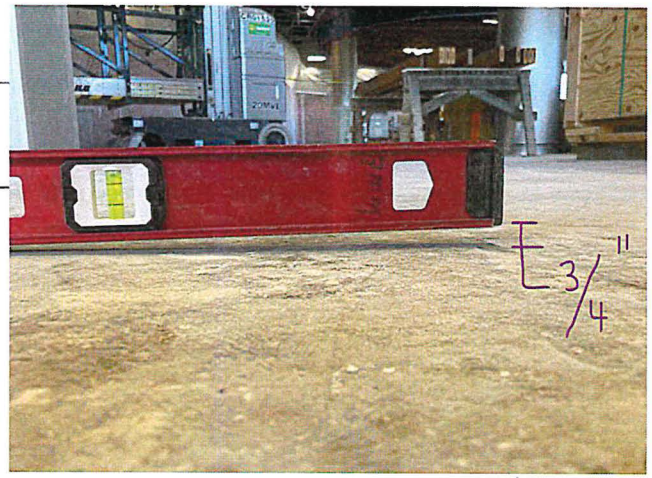
Attachments
RFI-210 MARKUP.pdf

24-00048 – ACAA
CONCOURSE-A

RFI-210 @2ND FLOOR

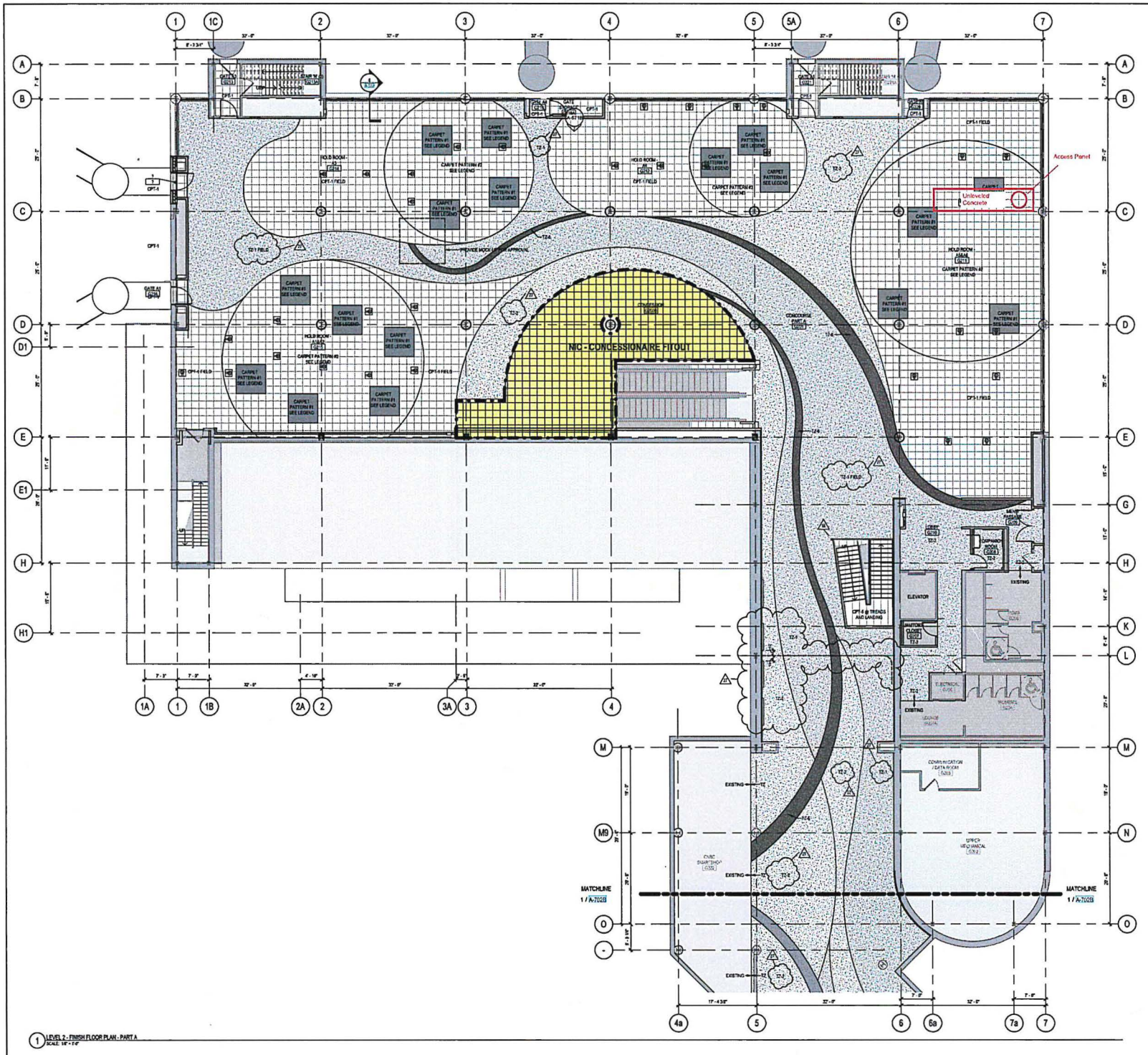












1 LEVEL 2 - FINISH FLOOR PLAN - PART A
SCALE: 1/8" = 1'-0"

GENERAL FINISH NOTES

1. ALL GWB WALLS TO RECEIVE PT-1 UNO.
2. ALL PTD WOOD AND METAL SURFACE TO RECEIVE EGSA GLOSS PNT UNO.
3. PROVIDE TRANSITION/REDUCER STRIPS AT ALL CHANGES IN FLOORING, TYP.
4. CLOSET FINISHES TO BE SAME AS ROOM SERVED.
5. PAINT UNDERSIDE OF STAIR CONSTRUCTION ABOVE.
6. LINE ALL CLOSETS TO RECEIVE COAT ROD AND MELAMINE SHELF, TYP.
7. ALL EXPOSED GWB SURFACE TO BE PAINTED.
8. ALL MATERIAL TRANSITION TO OCCUR UNDER DOOR, WHERE APPLICABLE.

FINISH PLAN LEGEND

- EXISTING FLOORING TO REMAIN / NIC
- TERRAZZO PATTERN #1 TZ-1 TO MATCH EXISTING
- TERRAZZO PATTERN #2 TZ-2 TO MATCH EXISTING
- TERRAZZO PATTERN #3 TZ-3 TO MATCH EXISTING
- TERRAZZO PATTERN #4 TZ-4 TO MATCH EXISTING
- TERRAZZO PATTERN #5 TZ-5 TO MATCH EXISTING
- TERRAZZO PATTERN #6 TZ-6 MDY TERRAZZO
- TILE CARPET CPT-1
- TILE CARPET CPT-2
- TILE CARPET CPT-3
- TILE CARPET CPT-4
- TILE FLOOR PFT-1
- BROADLOOM ROLL CARPET CPT-5
- ADD ALTERNATE 3: PROVIDE TILE CARPET CP - 1 FIELD AT CONCESSIONS AREA

CARPET PATTERN LEGEND

CARPET PATTERN #1:
COMBINATION OF CPT-1 AND CPT-4

CPT-4	CPT-4	CPT-4	CPT-4
CPT-4	CPT-1	CPT-1	CPT-4
CPT-4	CPT-1	CPT-1	CPT-4
CPT-4	CPT-4	CPT-4	CPT-4

CARPET PATTERN #2:
COMBINATION OF CPT-1, CPT-2, CPT-3

CPT-2	CPT-2	CPT-2	CPT-3	CPT-2	CPT-2	CPT-2	CPT-2	CPT-2	CPT-2	CPT-1
CPT-3	CPT-2	CPT-1	CPT-3	CPT-1	CPT-2	CPT-2	CPT-1	CPT-2	CPT-1	CPT-2
CPT-3	CPT-1	CPT-3	CPT-1	CPT-2	CPT-2	CPT-1	CPT-2	CPT-2	CPT-2	CPT-3
CPT-2	CPT-2	CPT-3	CPT-1	CPT-3	CPT-2	CPT-3	CPT-2	CPT-3	CPT-3	CPT-1
CPT-2	CPT-1	CPT-2	CPT-3	CPT-3	CPT-3	CPT-2	CPT-1	CPT-1	CPT-2	CPT-3
CPT-2	CPT-2	CPT-2	CPT-2	CPT-2	CPT-2	CPT-3	CPT-3	CPT-3	CPT-2	CPT-2
CPT-2	CPT-3	CPT-1	CPT-3	CPT-3	CPT-1	CPT-3	CPT-2	CPT-2	CPT-1	CPT-3
CPT-2	CPT-3	CPT-2	CPT-2	CPT-2	CPT-1	CPT-2	CPT-3	CPT-1	CPT-3	CPT-2
CPT-2	CPT-3	CPT-2	CPT-1	CPT-1	CPT-3	CPT-2	CPT-2	CPT-3	CPT-1	CPT-2
CPT-2	CPT-2	CPT-2	CPT-3	CPT-3	CPT-2	CPT-3	CPT-3	CPT-3	CPT-2	CPT-2
CPT-3	CPT-1	CPT-2	CPT-2	CPT-2	CPT-1	CPT-3	CPT-3	CPT-2	CPT-2	CPT-3
CPT-3	CPT-3	CPT-2	CPT-3	CPT-3	CPT-2	CPT-2	CPT-3	CPT-2	CPT-2	CPT-3

FLOOR FINISH LEGEND

CPT-1
MANUFACTURE: MILLIKEN
PRODUCT: THE O COLLECTION - CONNECT FIELD
COLOR: GREY #CCT119-13
SIZE: 19.7"X19.7"

CPT-2
MANUFACTURE: MILLIKEN
PRODUCT: THE O COLLECTION - CONNECT ORB
COLOR: GREY WITH MARCAL #CN311F-13
SIZE: 19.7"X19.7"

CPT-3
MANUFACTURE: MILLIKEN
PRODUCT: THE O COLLECTION - CONNECT ORB
COLOR: GREY WITH BLUE #CNB 226-13
SIZE: 19.7"X19.7"

CPT-4
MANUFACTURE: MILLIKEN
PRODUCT: THE O COLLECTION - CONNECT CUBE
COLOR: GREY WITH BLUE #CND 226-13
SIZE: 19.7"X19.7"

CPT-5
MANUFACTURE: MILLIKEN
PRODUCT: FORWORK
COLOR: FWK13 PLUM
SIZE: BROADLOOM - ROLL

WDC-1
MANUFACTURE: MILLIKEN
PRODUCT: DE63 - CUT & TIRHEAD
COLOR: DARK GREY
SIZE: 24"X24"

RT-1
MANUFACTURE: JOHNSONITE
PRODUCT: MILSTO CONFIGURATIONS
COLOR: MOBILE KNIGHT DARK FIELD
SIZE: 24"X24"

TZ-1
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: TO MATCH EXISTING

TZ-2
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: TO MATCH EXISTING

TZ-3
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: TO MATCH EXISTING

TZ-4
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: TO MATCH EXISTING

TZ-5
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: TO MATCH EXISTING

TZ-6
MANUFACTURE: KEY RESIN COMPANY
PRODUCT: EPOXY TERRAZZO
COLOR: REFER TO SPEC

0 1 2 4 8 16

Project: Rec'd TCCo 04.30.25

Concourse A Rehabilitation

ALBANY INTERNATIONAL AIRPORT

Client:
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211
t. 518.242.2222

Fennick McCredie Architecture

Team:

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70 Franklin Street
Boston, Ma 02110
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t. 617.500.7633

Cost Estimating:
Eltana Construction Consultants
32 Broadway, Suite 801
New York, NY 10004
t. 212.971.0936

100% CONSTRUCTION DOCUMENTS

ISSUED FOR CONSTRUCTION
08.12.2024

Key Plan:

Stamp:

No.	Date	Revision
16	12.06.2024	ASI 016
27	04.30.2025	ASI 027

Job No.: 1236
Drawn By: FM
Checked By: DP
Date: 08/12/24
Scale: As indicated

Drawing Title:
LEVEL 2 - FLOOR FINISH PLAN - PART A

Drawing No.:
A-702A

AGENDA ITEM NO. 12

Authorization of Federal and State Grants

AGENDA ITEM NO. 12.1

Grant Agreement: Authorization to Accept Federal and State Grants – Terminal Expansion Project

AGENDA ITEM NO: 12.1
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
03/23/2026

DEPARTMENT: *Legal Department*

Contact Person: *Christine C. Quinn, Esq., Authority Counsel*

PURPOSE OF REQUEST:

Grant Agreement: *Authorization to Accept Federal and State Grants – Terminal Expansion Project*

CONTRACT AMOUNT:

Grant Amount:
$21,915,184.00 – FAA 90%
$ 1,217,511.00 – NYSDOT 5%
$ 1,217,511.00 – ACAA 5%
$24,350,206.00 – Total

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ No___ NA
Funding Account No.: *N/A*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal: *90%* **State:** *5%* **Airport:** *5%*
Term of Funding: *2022, 2023, 2024 & 2025 (FAA Fiscal Year)*
Federal AIP Grant No.: *3-36-0001-154-2025*; **NYSDOT Grant Pin No.:** *1A00.34*

JUSTIFICATION:

Authorization is requested to accept both federal and state grant funding for the Terminal Expansion Project. This grant is awarded through BIL-AIG funding for the FAA's Fiscal Years 2022-2025. The funding split is 90% federal, 5% state and 5% local.

This federal and state funding shall be used for the undertaking of the Main Terminal Expansion Project. This includes Phase 1 Construction and Terminal Building Improvements as follows: Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC.

AGENDA ITEM NO: 12.1
MEETING DATE: March 23, 2026

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES_____ NA__✓__**

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES__✓__ NA_____

BACK-UP MATERIAL:

Please refer to the attached final grant application package.

AVIATION

CAPITAL PROJECT AGREEMENT

Albany International Airport
PROJECT NO(S). 1A00.34; 1A00.35
CONTRACT NO. K007650

THIS AGREEMENT made this 31st day of July, 2025 by and between the People of the State of New York (hereinafter referred to as "State") acting by and through the Commissioner of Transportation (hereinafter referred to as "Commissioner" and "Department" respectively) with offices at 50 Wolf Rd, Albany, New York 12232, and the Albany County Airport Authority (hereinafter referred to as "Grantee") with offices at Albany, New York.

WHEREAS, Article 2 of the Transportation Law authorizes the Commissioner to provide for the accomplishment of airport or aviation projects, and to provide funding to private owners, municipalities and authorities in connection therewith; and

WHEREAS, the Grantee is the sponsor of an airport known as Albany International Airport in Albany County (hereinafter referred to as the "Airport"); and

WHEREAS, the Grantee has made and will make application to the Commissioner for State aid for the accomplishment of airport or aviation projects at the Airport; and

WHEREAS, the Grantee has applied for and will secure available Federal Assistance for the Projects from the Federal Aviation Administration, (hereinafter called "FAA Grant Agreements"); and

WHEREAS, the Projects will be approved by the Commissioner as consistent with sound transportation development policy and planning concepts and eligible for State participation; and

WHEREAS, the Grantee is authorized to enter into this Agreement by resolution, a copy of which is attached hereto and made a part hereof; and

WHEREAS, State funding for said airport or aviation projects has been and will be provided by budget bills duly enacted into law.

NOW THEREFORE, in consideration of the mutual covenants hereinafter set forth, the State and the Grantee agree as follows:

Article 1. Purpose of Agreement.

The purpose of this Agreement is to provide for the undertaking of airport or aviation projects (each project hereinafter referred to as the "Project"), the details of which are more fully described in Schedule A-1 attached hereto, with State financial assistance to the Grantee in the form of a grant, and to state the terms, conditions, requirements, and

restrictions upon which such State assistance will be provided and the mutual understandings and agreements of the parties as to the manner in which the Project will be undertaken and completed, and the Project facilities and equipment will be used. This grant is established with the Grantee for a period of ten years commencing on the date first above written after this Agreement is approved by the State Comptroller, and terminating ten years therefrom, and shall not be dependent on the official duty continuity of the signatories or their successors. The Agreement may be concluded at any time upon written agreement between the Commissioner and the official representative(s) of the Grantee subject to the written approval of the State Comptroller.

Article 2. Documents Forming the Agreement.

Schedule A-1, containing individual project information including project description, cost, funding allocation and schedule, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Appendix A, standard clauses for all New York State contracts, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Appendix A-1, Supplemental Title VI Provisions (Civil Rights Act)

Appendix B, containing State bidding requirements, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Resolution of the Grantee (if applicable) affirming the terms of this Agreement and authorizing the Agreement to be executed.

Article 3. The Project.

The Grantee agrees to complete and provide for the use of project facilities and equipment in accordance with Federal law, rules and the FAA Grant Agreements, and the terms and conditions of this Agreement. The Grantee shall commence and continue operation of the Project upon its completion and shall not discontinue operation or dispose of the Project without the approval of the Commissioner. The Grantee shall also provide for the payment of its share of the cost of the Project.

Article 4. The Grant.

The State share of project costs is fifty percent of the non-Federal costs to complete the Project approved by the Commissioner and procured in part through Federal funding. The maximum amount of the State's share of funding is as set forth in Schedule A. The Grantee agrees to apply for additional Federal assistance which may become available for the Project, subject to such conditions as the Commissioner may require, in order to maximize the amounts of Federal assistance received or to be received for all projects in the State.

Article 5. Use of Project Facilities and Equipment.

a. On completion of the Project, the Grantee shall commence and continue operation and maintenance of the Project at its own cost and shall not discontinue operation, or dispose of the Project, without the approval of the Commissioner, for the period of time corresponding to the period of useful life for the Project as determined by reference to Section 61 of the State Finance Law.

b. No part of any Project or Project facility shall be sold, rendered unusable, or otherwise relinquished without obtaining prior written approval of the Commissioner and State Comptroller. If any Project parts or facilities are so sold, other than for their replacement in such service with like facilities or equipment, the State share of the proceeds of such a sale will be returned to the State Comptroller for depose in the General Fund.

c. The Grantee will operate and maintain the Airport in full compliance with the terms of the FAA Grant Agreement and all the covenants made by the Grantee to the FAA are deemed made to the State by this Agreement as if fully set forth herein.

d. All facilities of the Airport developed with State aid and all those usable for the landing and taking off of aircraft, will be available to State Aircraft at all times, without charge.

e. The Grantee shall submit to the Commissioner, at such time as he may require, such financial statements, operating information and other data as may be deemed necessary by the Commissioner to assure compliance with this Agreement and to prepare his annual report on the scope and results of the Project. The Airport and all Airport records and documents affecting the Airport and deeds, leases, operation and use agreements, and other instruments, will be made available for inspection by any duly authorized representative of the Commissioner upon reasonable request. The Grantee will furnish to the Commissioner upon request, a true copy of any such document.

Article 6. Accomplishment of the Project.

a. Pursuant to Federal, State and Local Law. In the event that any election, referendum, approval, permit, notice or other proceedings or authorization is requisite under applicable law to enable the Grantee to enter into this Agreement or to undertake the Project hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the Grantee will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.

b. Funds of the Grantee. The Grantee shall initiate and prosecute to completion all proceedings necessary to enable the Grantee to provide its share of actual total cost of the Project, as provided in Schedule A of this Agreement, on or prior to the time that such funds are needed to meet the Project costs.

c. Submission of Proceedings, Contracts and Other Documents. The Grantee shall submit to the Commissioner and the State Comptroller such data, reports, records, contract and other documents relating to the Project as the Commissioner and the State Comptroller may require.

Article 7. The Project Budget.

Costs for any new Project approved by the FAA and the Commissioner, and costs incurred for any change that increases the State share set forth in Schedule A or any amendment thereto, will be eligible for State reimbursement under this Agreement only after an amendment is made to the Agreement in writing and approved by the State Comptroller.

Article 8. Accounting Records.

a. Establishment and Maintenance of Accounting Records. The Grantee shall establish and maintain for the Project, in accordance with requirements established by the Commissioner, and approved by the State Comptroller, separate accounts within its existing accounting system or set up independently, to be known as the project account. The Grantee shall segregate and group project costs so that it can furnish on due notice, cost information in the following cost classifications:

i. Purchase price or value of land

ii. Incidental costs of land acquisition

iii. Costs of contract construction

iv. Costs of force account construction

v. Engineering costs of plans and designs

vi. Engineering costs of supervision and inspection

vii. Other administrative costs

viii. Costs of equipment acquisition

ix. Miscellaneous costs not otherwise included

b. Funds Received or Made Available for the Project. The Grantee shall record in the project account, as they are received, all grant payments received from the Federal Government on account of the Project. The Grantee shall also record in the project account such funds as it may allocate for payment of its share of the actual cost of the Project. The Grantee shall advise the Commissioner monthly in writing of the amounts recorded in the project account or at such times as the Commissioner may prescribe. The Commissioner or the State Comptroller may audit the project account at such times as the Commissioner or the State Comptroller may require.

c. Costs Incurred for the Project. The Grantee shall charge to the project account all eligible costs of the Project. Costs in excess of the latest approved budget or attributable to actions which have not received the required approval of the Commissioner shall not be considered eligible costs. In specific cases, where it is impractical to determine precise costs of certain indirect or service functions, eligible costs will include such allowances for these costs as may be approved by the Commissioner and the State Comptroller. Such approval will be based upon an audit determination that the amounts reimbursed will not exceed actual cost.

d. Eligible Costs. Eligible Project costs consist of any costs involved in accomplishing a project including those of:

(1) Making field surveys;

(2) Preparing plans and specifications;

(3) Accomplishing or procuring the accomplishing of the work;

(4) Supervising and inspecting construction work;

(5) Acquiring land or an interest therein, or any easement through or other Interest in airspace; and

(6) Administrative and other incidental costs incurred specifically in connection with accomplishing project, and that would not have otherwise been incurred.

e. The costs described in this section, including the value of land, labor, materials and equipment donated or loaned to the Grantee and appropriated to the Project by the Grantee, are eligible for consideration as to their allowability, except for:

(1) That part of the cost of acquiring an existing private airport that represents the cost of acquiring passenger automobile parking facilities and buildings to be used as hangars;

(2) The cost of materials and supplies owned by the Grantee or furnished from a source of supply owned by the Grantee if:

(i) Those materials and supplies were used for airport development before the effective date of the grant; or

(ii) Those costs are not supported by proper evidence of quantity and value.

(3) The cost of nonexpendable machinery, tools, or equipment owned by the Grantee and used under a project by the Grantee's force account, except to the extent of the fair rental value of that machinery, tools, or equipment for the period it is used on the project;

(4) The value of any land, including improvements, donated to the sponsor by another public agency; and

(5) Any costs incurred in connection with raising funds by the Grantee, including interest and premium charges and administrative expenses involved in conducting bond elections and in the sale of bonds.

f. To be an eligible project cost, for the purposes of computing the amount of a grant, an item that is paid or incurred must, in the opinion of the Commissioner:

(1) Have been necessary to accomplish airport development in conformity with the approved plans and specifications for an approved project and with the terms of the grant agreement for the project;

(2) Be reasonable in amount;

(3) Have been incurred after the effective date of the Grant Agreement, except for those costs incurred to apply for Federal funds; prepare project engineering reports, plans and specifications; to identify, describe and determine value of land acquisition required for the project such as surveys, title searches and abstracts, appraisals and legal fees and to acquire real property; and

(4) Be supported by satisfactory evidence.

g. Documentation of Project Costs. All costs charged to the project account, including any approved services contributed by the Grantee or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges, in accordance with the rules and regulations of the Commissioner as approved by the State Comptroller.

h. Checks, Orders and Vouchers. Any check or order drawn by the Grantee with respect to any item which is or will be chargeable against the project account will be drawn only in accordance with a properly signed voucher then on file in the office of the Grantee stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible, and to the extent feasible, kept separate and apart from all other such documents.

i. Reports. The Grantee shall prepare an interim report at the end of its fiscal year accounting for the expenditures of the funds of the State, the Grantee, any Federal agency, and any other source with respect to the Project.

Article 9. Payments

a. Payments shall be made to the Grantee upon request to the Commissioner under the following conditions:

i. Such request for reimbursement of the State's share of authorized project expenditures shall be made on a regular periodic basis, as approved by the Commissioner. Cumulative payment requests shall in no event exceed the total cumulative amount of State funding approved by the Commissioner.

ii. Such request shall be in a form established by the Commissioner, and shall include a certification that Federal reimbursement has been received therefor. The documents supporting such expenditures by the Grantee shall be maintained in a secure manner by the Grantee at its headquarters or at such other place as shall be readily accessible to the Commissioner and the State Comptroller for purposes of auditing project costs and expenditures. All such accounting records shall be retained by the Grantee until six (6) years after final payment is made hereunder.

iii. Subject to the other provisions hereof, applications for payment will be honored by the Commissioner except that the State may elect by notice in writing to withhold any payment if:

(1) Misrepresentation. The Grantee shall have made any misrepresentation of a material nature in its application for funds hereunder, or any supplement thereto or amendment thereof, or in or with respect to any document data furnished to the Commissioner or other State official in connection with a Project under this Agreement;

(2) Litigation. There is then pending litigation with respect to the performance by the Grantee of any of its duties or obligations which may jeopardize or adversely affect the Project, this Agreement, or payments to the Project;

(3) Concurrence by State. The Grantee shall have taken any action pertaining to the Project which under the established procedures require the prior approval of the Commissioner or shall have made related expenditures or incurred related obligations without the approval of the Commissioner;

(4) Conflict of Interest. There has been in connection with the Project any violation of the conflict of interest rule, regulation, ordinance or statute applicable to the Grantee, its officers, members, or employees; or

(5) Default. The Grantee shall be in default under any of the provisions of this Agreement.

b. In no event shall the making by the State of any payment pursuant to this Agreement constitute or be construed as a waiver by the State of any breach of covenant or any default which may then exist, on the part of the Grantee, and the making of any such payment by the State while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to the State in respect of such breach or default.

Article 10. Termination of Suspension of State's Obligation.

a. Termination or Suspension Generally. If the Grantee abandons or, before completion, finally discontinues the Project; or if, by reason of any of the events or conditions set forth in paragraphs (1) to (5), inclusive, of Article 9 a.iii. hereof, or for any other reason, the commencement, prosecution, or timely completion of the Project by the Grantee is rendered improbable, infeasible, impossible or illegal, the Commissioner may, by written notice to the Grantee, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Commissioner may terminate any or all of its obligations under this Agreement.

b. Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination notice under this Section, the Grantee shall proceed promptly to carry out the actions required therein which may include any or all of the following:

i. Necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other actions as may be required or desirable to keep a minimum State costs.

ii. Furnish a statement of the status of the Project activities and of the project account as well as a proposed schedule, plan and budget for terminating or suspending the closing out project activities and contracts, and other undertakings the cost of which are otherwise includable as project costs; and

iii. Provide to the Commissioner an estimate of the State's share of the costs arising from the termination, suspension, or closing out of such activities, contracts, and other undertakings. The closing out shall be carried out in conformity with the latest schedule, and budget approved by the Commissioner upon the basis of terms and conditions imposed by the Commissioner upon the failure of the Grantee to furnish the schedule, plan and budget within a reasonable time. The acceptance of a remittance by the State of any or all Project Funds previously received by the Grantee or the closing out of State financial participation in the Project shall not constitute a waiver of any claim which the State may otherwise have arising out of this Agreement.

Article 11. Audit Disallowances.

Costs claimed or previously reimbursed that cannot be supported as outlined herein are subject to audit disallowance by the Commissioner, the State Comptroller, the FAA, and/or the Officer of the Inspector General of the U.S. Department of Transportation. Amounts paid to the Grantee that are subsequently disallowed are subject to recovery by the Commissioner, or at the option of the State, will be offset or reduced against current or future reimbursement claims on the same or other projects.

Article 12. Audit and Inspection.

The Grantee shall permit, and shall require its contractors to permit the Commissioner's and the State Comptroller's authorized representatives to inspect all work, materials, payrolls, records of personnel, invoices of materials and other relevant construction, equipment, data and records; and to audit the books, records and accounts of the Grantee pertaining to the Grant and the development of the Project.

Article 13. Manner of Performing Work.

The work constituting the Project may be performed by the employment of the forces and the use of the equipment of the Grantee as authorized by the Commissioner or by contract let pursuant to bidding procedures, more particularly referred to in Appendix B hereof.

Article 14. Executory Clause.

The Grantee agrees that this Agreement shall be deemed executor only to the extent of the monies available, and no liability shall be incurred by the State beyond the monies available for the purpose.

Article 15. E-Mail Provision Notice.

1. All notices permitted or required hereunder shall be in writing and shall be transmitted either:
   (a) via certified or registered United States mail, return receipt requested;
   (b) by facsimile transmission;
   (c) by personal delivery;
   (d) by expedited delivery service; or
   (e) by e-mail.

Such notices shall be addressed as follows or to such different addresses as the parties may from time-to-time designate:

State of New York Department of Transportation

Name:	Keely Bannister
Title:	Intermodal Transportation Specialist 2
Address:	NYSDOT Aviation Bureau
	50 Wolf Road P.O.D. 5-4
	Albany, NY 12232
Telephone Number:	518-485-5008
Facsimile Number:	518-457-9779
E-Mail Address:	keely.bannister@dot.ny.gov

Albany County Airport Authority
Name: Mr. Peter Stuto Esq.
Title: Acting Chief Executive Officer
Address: 737 Albany Shaker Road, Main Terminal - Suite 300, Albany, NY 12211
Telephone Number: (518) 242-2222
Facsimile Number:
E-Mail Address: pstuto@albanyairport.com

2. Any such notice shall be deemed to have been given either at the time of personal delivery or, in the case of expedited delivery service or certified or registered United States mail, as of the date of first attempted delivery at the address and in the manner provided herein, or in the case of facsimile transmission or email, upon receipt.

3. The parties may, from time to time, specify any new or different address in the United States as their address for purpose of receiving notice under this Agreement by giving fifteen (15) days written notice to the other party sent in accordance herewith. The parties agree to mutually designate individuals as their respective representatives for the purposes of receiving notices under this Agreement. Additional individuals may be designated in writing by the parties for purposes of implementation and administration/billing, resolving issues and problems and/or for dispute resolution.

Article 16. Contract Payments.

Contractor shall provide complete and accurate billing invoices to the Agency in order to receive payment. Billing invoices submitted to the Agency must contain all information and supporting documentation required by the Contract, the Agency and the State Comptroller. Payment for invoices submitted by the Contractor shall only be rendered electronically unless payment by paper check is expressly authorized by the Commissioner, in the Commissioner's sole discretion, due to extenuating circumstances. Such electronic payment shall be made in accordance with ordinary State procedures and practices. The Contractor shall comply with the State Comptroller's procedures to authorize electronic payments. Authorization forms are available at the State Comptroller's website at www.osc.state.ny.us/epay/index/htm, by e-mail at epunit@osc.state.ny.us or by telephone at 518-474-4032. Contractor acknowledges that it will not receive payment on any invoices submitted under this Contract if it does not comply with the State Comptroller's electronic payment procedures, except where the Commissioner has expressly authorized payment by paper check as set forth above.

Contract: K007650

Grantee: Albany County Airport Authority

Facility: ALBANY INTERNATIONAL

Schedule A-1

PIN	Project Description	Estimated Total Cost	Federal Share	Local Share	State Share
1A00.34	Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction	$24,350,205.00	$21,915,184.00	$1,217,510.00	$1,217,511.00

Maximum State Share Payable* $1,400,137.65

* The State share payable under this Agreement is 50% of the non-federal share of eligible costs. In accordance with the separate federal grant referenced herein, the federal share shown above may be increased administratively, upon request of the grantee based on increases in eligible costs, to a maximum of 15%. If and when the federal share increases, the State share shall be increased proportionately, without further amendment to this Agreement, up to the maximum amount shown above.

Contract: K007650

Grantee: Albany County Airport Authority

Facility: ALBANY INTERNATIONAL

Schedule A-2

PIN	Project Description	Estimated Total Cost	Federal Share	Local Share	State Share
1A00.35	Construct a new 1,900 square yard public use deicing pad including associated equipment - Design & Construction. Reconstruct 22,500 square yards of the existing General Aviation Apron (99.5% eligible) - Design & Construction. Rehabilitate 35,600 square yards of existing General Aviation Apron (94.8% eligible) - Design & Construction	$14,373,567.00	$12,936,210.00	$718,678.00	$718,679.00
			Maximum State Share Payable*		$826,480.85

* The State share payable under this Agreement is 50% of the non-federal share of eligible costs. In accordance with the separate federal grant referenced herein, the federal share shown above may be increased administratively, upon request of the grantee based on increases in eligible costs, to a maximum of 15%. If and when the federal share increases, the State share shall be increased proportionately, without further amendment to this Agreement, up to the maximum amount shown above.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers as of the date hereinabove set forth.

Department of Transportation Certification

"In addition to the acceptance of this contract, I also certify that original copies of this signature page will be attached to all other exact copies of this contract."

THE PEOPLE OF THE STATE OF NEW YORK

By:_____
Commissioner of Transportation

DATE: _____

APPROVED AS TO FORM:

By:_____
New York State Attorney General

DATE:_____

GRANTEE

By:_____

DATE:_____

APPROVED:

By:_____
For the New York State Comptroller pursuant to Section 112 of the State Finance Law

DATE:_____

STATE OF NEW YORK)
)s.:
COUNTY OF)

On the ____ day of _____, 20___, before me personally came _____, to me know and known to me to be the _____ of the _____, the same person described in and who executed the foregoing instrument; that she/he is authorized to execute the foregoing instrument on behalf of the _____ pursuant to and as provided by statute.

_____
Notary Public

APPENDIX A

STANDARD CLAUSES FOR NEW YORK STATE CONTRACTS

PLEASE RETAIN THIS DOCUMENT
FOR FUTURE REFERENCE.

June 2023

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STANDARD CLAUSES FOR NYS CONTRACTS

The parties to the attached contract, license, lease, amendment or other agreement of any kind (hereinafter, "the contract" or "this contract") agree to be bound by the following clauses which are hereby made a part of the contract (the word "Contractor" herein refers to any party other than the State, whether a contractor, licenser, licensee, lessor, lessee or any other party):

1. **EXECUTORY CLAUSE.** In accordance with Section 41 of the State Finance Law, the State shall have no liability under this contract to the Contractor or to anyone else beyond funds appropriated and available for this contract.

2. **NON-ASSIGNMENT CLAUSE.** In accordance with Section 138 of the State Finance Law, this contract may not be assigned by the Contractor or its right, title or interest therein assigned, transferred, conveyed, sublet or otherwise disposed of without the State's previous written consent, and attempts to do so are null and void. Notwithstanding the foregoing, such prior written consent of an assignment of a contract let pursuant to Article XI of the State Finance Law may be waived at the discretion of the contracting agency and with the concurrence of the State Comptroller where the original contract was subject to the State Comptroller's approval, where the assignment is due to a reorganization, merger or consolidation of the Contractor's business entity or enterprise. The State retains its right to approve an assignment and to require that any Contractor demonstrate its responsibility to do business with the State. The Contractor may, however, assign its right to receive payments without the State's prior written consent unless this contract concerns Certificates of Participation pursuant to Article 5-A of the State Finance Law.

3. **COMPTROLLER'S APPROVAL.** In accordance with Section 112 of the State Finance Law, if this contract exceeds $50,000 (or $75,000 for State University of New York or City University of New York contracts for goods, services, construction and printing, and $150,000 for State University Health Care Facilities) or if this is an amendment for any amount to a contract which, as so amended, exceeds said statutory amount, or if, by this contract, the State agrees to give something other than money when the value or reasonably estimated value of such consideration exceeds $25,000, it shall not be valid, effective or binding upon the State until it has been approved by the State Comptroller and filed in his office. Comptroller's approval of contracts let by the Office of General Services, either for itself or its customer agencies by the Office of General Services Business Services Center, is required when such contracts exceed $85,000. Comptroller's approval of contracts established as centralized contracts through the Office of General Services is required when such contracts exceed $125,000, and when a purchase order or other procurement transaction issued under such centralized contract exceeds $200,000.

4. **WORKERS' COMPENSATION BENEFITS.** In accordance with Section 142 of the State Finance Law, this contract shall be void and of no force and effect unless the Contractor shall provide and maintain coverage during the life of this contract for the benefit of such employees as are required to be covered by the provisions of the Workers' Compensation Law.

5. **NON-DISCRIMINATION REQUIREMENTS.** To the extent required by Article 15 of the Executive Law (also known as the Human Rights Law) and all other State and Federal statutory and constitutional non-discrimination provisions, the Contractor will not discriminate against any employee or applicant for employment, nor subject any individual to harassment, because of age, race, creed, color, national origin, citizenship or immigration status, sexual orientation, gender identity or expression, military status, sex, disability, predisposing genetic characteristics, familial status, marital status, or domestic violence victim status or because the individual has opposed any practices forbidden under the Human Rights Law or has filed a complaint, testified, or assisted in any proceeding under the Human Rights Law. Furthermore, in accordance with Section 220-e of the Labor Law, if this is a contract for the construction, alteration or repair of any public building or public work or for the manufacture, sale or distribution of materials, equipment or supplies, and to the extent that this contract shall be performed within the State of New York, Contractor agrees that neither it nor its subcontractors shall, by reason of race, creed, color, disability, sex, or national origin: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. If this is a building service contract as defined in Section 230 of the Labor Law, then, in accordance with Section 239 thereof, Contractor agrees that neither it nor its subcontractors shall by reason of race, creed, color, national origin, age, sex or disability: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. Contractor is subject to fines of $50.00 per person per day for any violation of Section 220-e or Section 239 as well as possible termination of this contract and forfeiture of all moneys due hereunder for a second or subsequent violation.

6. **WAGE AND HOURS PROVISIONS.** If this is a public work contract covered by Article 8 of the Labor Law or a building service contract covered by Article 9 thereof, neither Contractor's employees nor the employees of its subcontractors may be required or permitted to work more than the number of hours or days stated in said statutes, except as otherwise provided in the Labor Law and as set forth in prevailing wage and supplement schedules issued by the State Labor Department. Furthermore, Contractor and its subcontractors must pay at least the prevailing wage rate and pay or provide the prevailing supplements, including the premium rates for overtime pay, as determined by the State Labor Department in

accordance with the Labor Law. Additionally, effective April 28, 2008, if this is a public work contract covered by Article 8 of the Labor Law, the Contractor understands and agrees that the filing of payrolls in a manner consistent with Subdivision 3-a of Section 220 of the Labor Law shall be a condition precedent to payment by the State of any State approved sums due and owing for work done upon the project.

7. NON-COLLUSIVE BIDDING CERTIFICATION. In accordance with Section 139-d of the State Finance Law, if this contract was awarded based upon the submission of bids, Contractor affirms, under penalty of perjury, that its bid was arrived at independently and without collusion aimed at restricting competition. Contractor further affirms that, at the time Contractor submitted its bid, an authorized and responsible person executed and delivered to the State a non-collusive bidding certification on Contractor's behalf.

8. INTERNATIONAL BOYCOTT PROHIBITION. In accordance with Section 220-f of the Labor Law and Section 139-h of the State Finance Law, if this contract exceeds $5,000, the Contractor agrees, as a material condition of the contract, that neither the Contractor nor any substantially owned or affiliated person, firm, partnership or corporation has participated, is participating, or shall participate in an international boycott in violation of the federal Export Administration Act of 1979 (50 USC App. Sections 2401 et seq.) or regulations thereunder. If such Contractor, or any of the aforesaid affiliates of Contractor, is convicted or is otherwise found to have violated said laws or regulations upon the final determination of the United States Commerce Department or any other appropriate agency of the United States subsequent to the contract's execution, such contract, amendment or modification thereto shall be rendered forfeit and void. The Contractor shall so notify the State Comptroller within five (5) business days of such conviction, determination or disposition of appeal (2 NYCRR § 105.4).

9. SET-OFF RIGHTS. The State shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State's option to withhold for the purposes of set-off any moneys due to the Contractor under this contract up to any amounts due and owing to the State with regard to this contract, any other contract with any State department or agency, including any contract for a term commencing prior to the term of this contract, plus any amounts due and owing to the State for any other reason including, without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. The State shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by the State agency, its representatives, or the State Comptroller.

10. RECORDS. The Contractor shall establish and maintain complete and accurate books, records, documents, accounts and other evidence directly pertinent to performance under this contract (hereinafter, collectively, the "Records"). The Records must be kept for the balance of the calendar year in which they were made and for six (6) additional years thereafter. The State Comptroller, the Attorney General and any other person or entity authorized to conduct an examination, as well as the agency or agencies involved in this contract, shall have access to the Records during normal business hours at an office of the Contractor within the State of New York or, if no such office is available, at a mutually agreeable and reasonable venue within the State, for the term specified above for the purposes of inspection, auditing and copying. The State shall take reasonable steps to protect from public disclosure any of the Records which are exempt from disclosure under Section 87 of the Public Officers Law (the "Statute") provided that: (i) the Contractor shall timely inform an appropriate State official, in writing, that said records should not be disclosed; and (ii) said records shall be sufficiently identified; and (iii) designation of said records as exempt under the Statute is reasonable. Nothing contained herein shall diminish, or in any way adversely affect, the State's right to discovery in any pending or future litigation.

11. IDENTIFYING INFORMATION AND PRIVACY NOTIFICATION. (a) Identification Number(s). Every invoice or New York State Claim for Payment submitted to a New York State agency by a payee, for payment for the sale of goods or services or for transactions (e.g., leases, easements, licenses, etc.) related to real or personal property must include the payee's identification number. The number is any or all of the following: (i) the payee's Federal employer identification number, (ii) the payee's Federal social security number, and/or (iii) the payee's Vendor Identification Number assigned by the Statewide Financial System. Failure to include such number or numbers may delay payment. Where the payee does not have such number or numbers, the payee, on its invoice or Claim for Payment, must give the reason or reasons why the payee does not have such number or numbers.

(b) Privacy Notification. (1) The authority to request the above personal information from a seller of goods or services or a lessor of real or personal property, and the authority to maintain such information, is found in Section 5 of the State Tax Law. Disclosure of this information by the seller or lessor to the State is mandatory. The principal purpose for which the information is collected is to enable the State to identify individuals, businesses and others who have been delinquent in filing tax returns or may have understated their tax liabilities and to generally identify persons affected by the taxes administered by the Commissioner of Taxation and Finance. The information will be used for tax administration purposes and for any other purpose authorized by law. (2) The personal information is requested by the purchasing unit of the agency contracting to purchase the goods or services or lease the real or personal property covered by this contract or lease. The information is maintained in the Statewide Financial System by the Vendor Management Unit within the Bureau of State Expenditures, Office of the State Comptroller, 110 State Street, Albany, New York 12236.

12. EQUAL EMPLOYMENT OPPORTUNITIES FOR MINORITIES AND WOMEN. In accordance with Section 312 of the Executive Law and 5 NYCRR Part 143, if this contract is: (i) a written agreement or purchase order instrument, providing for a total expenditure in excess of $25,000.00, whereby a contracting agency is committed to expend or does expend funds in return for labor, services, supplies, equipment, materials or any combination of the foregoing, to be performed for, or rendered or furnished to the contracting agency; or (ii) a written agreement in excess of $100,000.00 whereby a contracting agency is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon; or (iii) a written agreement in excess of $100,000.00 whereby the owner of a State assisted housing project is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon for such project, then the following shall apply and by signing this agreement the Contractor certifies and affirms that it is Contractor's equal employment opportunity policy that:

(a) The Contractor will not discriminate against employees or applicants for employment because of race, creed, color, national origin, sex, age, disability or marital status, shall make and document its conscientious and active efforts to employ and utilize minority group members and women in its work force on State contracts and will undertake or continue existing programs of affirmative action to ensure that minority group members and women are afforded equal employment opportunities without discrimination. Affirmative action shall mean recruitment, employment, job assignment, promotion, upgradings, demotion, transfer, layoff, or termination and rates of pay or other forms of compensation;

(b) at the request of the contracting agency, the Contractor shall request each employment agency, labor union, or authorized representative of workers with which it has a collective bargaining or other agreement or understanding, to furnish a written statement that such employment agency, labor union or representative will not discriminate on the basis of race, creed, color, national origin, sex, age, disability or marital status and that such union or representative will affirmatively cooperate in the implementation of the Contractor's obligations herein; and

(c) the Contractor shall state, in all solicitations or advertisements for employees, that, in the performance of the State contract, all qualified applicants will be afforded equal employment opportunities without discrimination because of race, creed, color, national origin, sex, age, disability or marital status.

Contractor will include the provisions of "(a), (b) and (c)" above, in every subcontract over $25,000.00 for the construction, demolition, replacement, major repair, renovation, planning or design of real property and improvements thereon (the "Work") except where the Work is for the beneficial use of the Contractor. Section 312 does not apply to: (i) work, goods or services unrelated to this contract; or (ii) employment outside New York State. The State shall consider compliance by a contractor or subcontractor with the requirements of any federal law concerning equal employment opportunity which effectuates the purpose of this clause. The contracting agency shall determine whether the imposition of the requirements of the provisions hereof duplicate or conflict with any such federal law and if such duplication or conflict exists, the contracting agency shall waive the applicability of Section 312 to the extent of such duplication or conflict. Contractor will comply with all duly promulgated and lawful rules and regulations of the Department of Economic Development's Division of Minority and Women's Business Development pertaining hereto.

13. CONFLICTING TERMS. In the event of a conflict between the terms of the contract (including any and all attachments thereto and amendments thereof) and the terms of this Appendix A, the terms of this Appendix A shall control.

14. GOVERNING LAW. This contract shall be governed by the laws of the State of New York except where the Federal supremacy clause requires otherwise.

15. LATE PAYMENT. Timeliness of payment and any interest to be paid to Contractor for late payment shall be governed by Article 11-A of the State Finance Law to the extent required by law.

16. NO ARBITRATION. Disputes involving this contract, including the breach or alleged breach thereof, may not be submitted to binding arbitration (except where statutorily authorized), but must, instead, be heard in a court of competent jurisdiction of the State of New York.

17. SERVICE OF PROCESS. In addition to the methods of service allowed by the State Civil Practice Law & Rules ("CPLR"), Contractor hereby consents to service of process upon it by registered or certified mail, return receipt requested. Service hereunder shall be complete upon Contractor's actual receipt of process or upon the State's receipt of the return thereof by the United States Postal Service as refused or undeliverable. Contractor must promptly notify the State, in writing, of each and every change of address to which service of process can be made. Service by the State to the last known address shall be sufficient. Contractor will have thirty (30) calendar days after service hereunder is complete in which to respond.

18. PROHIBITION ON PURCHASE OF TROPICAL HARDWOODS. The Contractor certifies and warrants that all wood products to be used under this contract award will be in accordance with, but not limited to, the specifications and provisions of Section 165 of the State Finance Law, (Use of Tropical Hardwoods) which prohibits purchase and use of tropical hardwoods, unless specifically exempted, by the State or any governmental agency or political subdivision or public benefit corporation. Qualification for an exemption under this

law will be the responsibility of the contractor to establish to meet with the approval of the State.

In addition, when any portion of this contract involving the use of woods, whether supply or installation, is to be performed by any subcontractor, the prime Contractor will indicate and certify in the submitted bid proposal that the subcontractor has been informed and is in compliance with specifications and provisions regarding use of tropical hardwoods as detailed in § 165 State Finance Law. Any such use must meet with the approval of the State; otherwise, the bid may not be considered responsive. Under bidder certifications, proof of qualification for exemption will be the responsibility of the Contractor to meet with the approval of the State.

19. MACBRIDE FAIR EMPLOYMENT PRINCIPLES (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). In accordance with the MacBride Fair Employment Principles (Chapter 807 of the Laws of 1992), the Contractor hereby stipulates that the Contractor either (a) has no business operations in Northern Ireland, or (b) shall take lawful steps in good faith to conduct any business operations in Northern Ireland in accordance with the MacBride Fair Employment Principles (as described in Section 165 of the New York State Finance Law), and shall permit independent monitoring of compliance with such principles.

20. OMNIBUS PROCUREMENT ACT OF 1992 (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). It is the policy of New York State to maximize opportunities for the participation of New York State business enterprises, including minority- and women-owned business enterprises as bidders, subcontractors and suppliers on its procurement contracts.

Information on the availability of New York State subcontractors and suppliers is available from:

NYS Department of Economic Development
Division for Small Business and Technology Development
625 Broadway
Albany, New York 12245
Telephone: 518-292-5100

A directory of certified minority- and women-owned business enterprises is available from:

NYS Department of Economic Development
Division of Minority and Women's Business Development
633 Third Avenue 33rd Floor
New York, NY 10017
646-846-7364
email: mwbebusinessdev@esd.ny.gov
https://ny.newnycontracts.com/FrontEnd/searchcertifieddirectory.asp

The Omnibus Procurement Act of 1992 (Chapter 844 of the Laws of 1992, codified in State Finance Law § 139-i and Public Authorities Law § 2879(3)(n)–(p)) requires that by signing this bid proposal or contract, as applicable, Contractors certify that whenever the total bid amount is greater than $1 million:

(a) The Contractor has made reasonable efforts to encourage the participation of New York State Business Enterprises as suppliers and subcontractors, including certified minority- and women-owned business enterprises, on this project, and has retained the documentation of these efforts to be provided upon request to the State;

(b) The Contractor has complied with the Federal Equal Opportunity Act of 1972 (P.L. 92-261), as amended;

(c) The Contractor agrees to make reasonable efforts to provide notification to New York State residents of employment opportunities on this project through listing any such positions with the Job Service Division of the New York State Department of Labor, or providing such notification in such manner as is consistent with existing collective bargaining contracts or agreements. The Contractor agrees to document these efforts and to provide said documentation to the State upon request; and

(d) The Contractor acknowledges notice that the State may seek to obtain offset credits from foreign countries as a result of this contract and agrees to cooperate with the State in these efforts.

21. RECIPROCITY AND SANCTIONS PROVISIONS. Bidders are hereby notified that if their principal place of business is located in a country, nation, province, state or political subdivision that penalizes New York State vendors, and if the goods or services they offer will be substantially produced or performed outside New York State, the Omnibus Procurement Act 1994 and 2000 amendments (Chapter 684 and Chapter 383, respectively, codified in State Finance Law § 165(6) and Public Authorities Law § 2879(5)) require that they be denied contracts which they would otherwise obtain. NOTE: As of May 2023, the list of discriminatory jurisdictions subject to this provision includes the states of South Carolina, Alaska, West Virginia, Wyoming, Louisiana and Hawaii.

22. COMPLIANCE WITH BREACH NOTIFICATION AND DATA SECURITY LAWS. Contractor shall comply with the provisions of the New York State Information Security Breach and Notification Act (General Business Law §§ 899-aa and 899-bb and State Technology Law § 208).

23. COMPLIANCE WITH CONSULTANT DISCLOSURE LAW. If this is a contract for consulting services, defined for purposes of this requirement to include analysis, evaluation, research, training, data processing, computer programming, engineering, environmental, health, and mental health services, accounting, auditing, paralegal, legal or similar services, then, in accordance with Section 163 (4)(g) of the State Finance Law (as amended by Chapter 10 of the Laws of 2006), the Contractor shall timely, accurately and properly comply with the requirement to submit an annual

employment report for the contract to the agency that awarded the contract, the Department of Civil Service and the State Comptroller.

24. PROCUREMENT LOBBYING. To the extent this agreement is a "procurement contract" as defined by State Finance Law §§ 139-j and 139-k, by signing this agreement the contractor certifies and affirms that all disclosures made in accordance with State Finance Law §§ 139-j and 139-k are complete, true and accurate. In the event such certification is found to be intentionally false or intentionally incomplete, the State may terminate the agreement by providing written notification to the Contractor in accordance with the terms of the agreement.

25. CERTIFICATION OF REGISTRATION TO COLLECT SALES AND COMPENSATING USE TAX BY CERTAIN STATE CONTRACTORS, AFFILIATES AND SUBCONTRACTORS.
To the extent this agreement is a contract as defined by Tax Law § 5-a, if the contractor fails to make the certification required by Tax Law § 5-a or if during the term of the contract, the Department of Taxation and Finance or the covered agency, as defined by Tax Law § 5-a, discovers that the certification, made under penalty of perjury, is false, then such failure to file or false certification shall be a material breach of this contract and this contract may be terminated, by providing written notification to the Contractor in accordance with the terms of the agreement, if the covered agency determines that such action is in the best interest of the State.

26. IRAN DIVESTMENT ACT. By entering into this Agreement, Contractor certifies in accordance with State Finance Law § 165-a that it is not on the "Entities Determined to be Non-Responsive Bidders/Offerers pursuant to the New York State Iran Divestment Act of 2012" ("Prohibited Entities List") posted at: https://ogs.ny.gov/iran-divestment-act-2012

Contractor further certifies that it will not utilize on this Contract any subcontractor that is identified on the Prohibited Entities List. Contractor agrees that should it seek to renew or extend this Contract, it must provide the same certification at the time the Contract is renewed or extended. Contractor also agrees that any proposed Assignee of this Contract will be required to certify that it is not on the Prohibited Entities List before the contract assignment will be approved by the State.

During the term of the Contract, should the state agency receive information that a person (as defined in State Finance Law § 165-a) is in violation of the above-referenced certifications, the state agency will review such information and offer the person an opportunity to respond. If the person fails to demonstrate that it has ceased its engagement in the investment activity which is in violation of the Act within 90 days after the determination of such violation, then the state agency shall take such action as may be appropriate and provided for by law, rule, or contract, including, but not limited to, imposing sanctions, seeking compliance, recovering damages, or declaring the Contractor in default.

The state agency reserves the right to reject any bid, request for assignment, renewal or extension for an entity that appears on the Prohibited Entities List prior to the award, assignment, renewal or extension of a contract, and to pursue a responsibility review with respect to any entity that is awarded a contract and appears on the Prohibited Entities list after contract award.

27. ADMISSIBILITY OF REPRODUCTION OF CONTRACT. Notwithstanding the best evidence rule or any other legal principle or rule of evidence to the contrary, the Contractor acknowledges and agrees that it waives any and all objections to the admissibility into evidence at any court proceeding or to the use at any examination before trial of an electronic reproduction of this contract, in the form approved by the State Comptroller, if such approval was required, regardless of whether the original of said contract is in existence.

APPENDIX A-1 SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT)
(To be included in all contracts)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulation relative to nondiscrimination in Federally assisted programs of the Department of Transportation of the United States, Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter "FHWA") Title 23, Code of Federal Regulations, Part 200 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, age, color, sex, national origin, and/or disability/handicap in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontractors, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin, sex, age, and disability/handicap.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by NYSDOT or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to NYSDOT's Office of Civil Rights or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, NYSDOT shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

a) Withholding of payments to the contractor under the contract until the contractor complies; and/or
b) Cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontractor procurement as NYSDOT or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request NYSDOT to enter into such litigation to protect the interests of NYSDOT, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B
REQUIREMENTS FOR FEDERALLY-AIDED TRANSPORTATION PROJECTS
(June 2016)

There is a substantial body of requirements attached to the use of Federal highway or transportation aid. These requirements create or overlay processes, procedures, documentation requirements, authorizations, approvals and certifications that may be substantially greater or different from those that are not funded with Federal-aid and proceed under applicable State and local laws, customs and practices. Under Title 23 of the United States Code, the New York State Department of Transportation (NYSDOT) is responsible for the administration of transportation projects in New York State to which NYSDOT provides Federal highway or transportation-related aid. Through this Agreement, which provides or is associated with such funding, NYSDOT delegates various elements of project and funding administration as described elsewhere in this Agreement. In undertaking a Federally aided project, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement with Federal-aid funding or project administration agrees to proceed in compliance with all the applicable Federal-aid requirements.

NYSDOT, in cooperation with FHWA, has assembled the body of Federal-aid requirements, procedures and practices in its Procedures for Locally Administered Federal-Aid Projects Manual (available through NYSDOT's web site at: http://www.dot.ny.gov/plafap). In addition, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement for Federal-aid funding or project administration that enters into Federally aided project construction contracts is required to physically incorporate into all its Federally aided construction contracts and subcontracts there under the provisions that are contained in Form FHWA-1273 (available from NYSDOT or electronically at: http://www.fhwa.dot.gov/programadmin/contracts/1273.htm).

In addition to the referenced requirements, the attention of Municipality/Sponsor hereunder is directed to the following requirements and information:

NON DISCRIMINATION/EEO/DBE REQUIREMENTS

The Municipality/Sponsor and its contractors agree to comply with Executive Order 11246, entitled "Equal Employment Opportunity" and United States Department of Transportation (USDOT) regulations (49 CFR Parts 21, 23, 25, 26 and 27) and the following:

1. **NON DISCRIMINATION**. No person shall, on the ground of race, color, creed, national origin, sex, age or handicap, be excluded from participation in, or denied the benefits of, or be subject to, discrimination under the Project funded through this Agreement.

2. **EQUAL EMPLOYMENT OPPORTUNITY**. In connection with the execution of this Agreement, the Municipality/Sponsors contractors or subcontractors shall not discriminate against any employee or applicant for employment because of race, religion, age, color, sex or national origin. Such contractors shall take affirmative actions to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, national origin or age. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

3. **DISADVANTAGED BUSINESS ENTERPRISES**. In connection with the performance of this Agreement, the Municipality/Sponsor shall cause its contractors to cooperate with the State in meeting its commitments and goals with regard to the utilization of Disadvantaged Business Enterprises (DBEs) and will use its best efforts to ensure that DBEs will have opportunity to compete for subcontract work under this Agreement. Also, in this connection the Municipality or Municipality/Sponsor shall cause its contractors to undertake such actions as may be necessary to comply with 49 CFR Part 26.

   As a sub-recipient under 49 CFR Part 26.13, the Municipality/Sponsor hereby makes the following assurance.

   The Municipality/Sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any United States Department of Transportation (USDOT)-assisted contract or in the administration of its Disadvantaged Business Enterprise (DBE) program or the requirements of 49 CFR Part 26. The Municipality/Sponsor shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of the United States Department of Transportation-assisted contracts. The New York State Department of Transportation's DBE program, as required by 49 CFR Part 26 and as approved by the United States Department of Transportation, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the USDOT may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

FEDERAL SINGLE AUDIT REQUIREMENTS

Non-Federal entities that expend $750,000 or more in a year in Federal awards from all sources are required to comply with the Federal Single Audit Act provisions contained in U.S. Office of Management and Budget (OMB) Circular No. A-133, Audits of States, Local Governments, and Non-Profit Organizations. Non-Federal entities that expend Federal awards from a single source may provide a program specific audit, as defined in the Circular. Non-Federal entities that expend less than the amount above in a year in Federal awards from all sources are exempt from Federal audit requirements for that year, except as noted in Sec. 215 (a) of OMB Circular A-133 Subpart B--Audits, records must be available for review or audit by appropriate officials of the cognizant Federal agency[1] the New York State Department of Transportation, the New York State Comptrollers Office and the U.S. Governmental Accountability Office (GAO).

Non-Federal entities are required to submit a copy of all audits, as described above, within 30 days of issuance of audit report, but no later than 9 months after the end of the entity's fiscal year, to the New York State Department of Transportation, Contract Audit Bureau, 50 Wolf Road, Albany, NY 12232. Unless a time extension has been granted by the cognizant Federal Agency and has been filed with the New York State Department of Transportation's Contract Audit Bureau, failure to comply with the requirements of OMB Circular A-133 may result in suspension or termination of Federal award payments.

[1] The designated cognizant agency for audit shall be the federal awarding agency that provides the predominant amount of direct funding to a recipient unless OMB changes it.

THE CATALOG OF FEDERAL DOMESTIC ASSISTANCE

The Catalog of Federal Domestic Assistance (CFDA[2]), is an on-line database of all Federally-aided programs available to State and local governments (including the District of Columbia); Federally recognized Indian tribal governments; Territories (and possessions) of the United States; domestic public, quasi-public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals.

THE CFDA IDENTIFICATION NUMBER

OMB Circular A-133 requires all Federal-aid recipients to identify and account for awards and expenditures by CFDA Number. The Municipality/Sponsor is required to identify in its accounts all Federal awards received and expended, and the Federal programs under which they were received. Federal program and award identification shall include, as applicable, the CFDA title and number, award number and year, name of the Federal agency, and name of the pass-through entity.

The most commonly used CFDA number for the Federal Aid Highway Planning and Construction program is 20.205.
Additional CFDA numbers for other transportation and non-transportation related programs are:

20.215 Highway Training and Education
20.219 Recreational Trails Program
20.XXX Highway Planning and Construction - Highways for LIFE;
20.XXX Surface Transportation Research and Development;
20.500 Federal Transit-Capital Investment Grants
20.505 Federal Transit-Metropolitan Planning Grants
20.507 Federal Transit-Formula Grants
20.509 Formula Grants for Other Than Urbanized Areas
20.600 State and Community Highway Safety
23.003 Appalachian Development Highway System
23.008 Appalachian Local Access Roads

PROMPT PAYMENT MECHANISMS

In accordance with 49 CFR 26.29, and NY State Finance Law 139-f or NY General Municipal Law 106-b(2) as applicable:

(a) You must establish, as part of your DBE program, a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 7 calendar days from receipt of each payment you make to the prime contractor.
(b) You must ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed. You must use one of the following methods to comply with this requirement:

(1) You may decline to hold retainage from prime contractors and prohibit prime contractors from holding retainage from subcontractors.

(2) You may decline to hold retainage from prime contractors and require a contract clause obligating prime contractors to make prompt and full payment of any retainage kept by

[2] http://www.cfda.gov/

prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed.

(3) You may hold retainage from prime contractors and provide for prompt and regular incremental acceptances of portions of the prime contract, pay retainage to prime contractors based on these acceptances, and require a contract clause obligating the prime contractor to pay all retainage owed to the subcontractor for satisfactory completion of the accepted work within 7 calendar days after your payment to the prime contractor.

(c) For purposes of this section, a subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the recipient. When a recipient has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.

(d) Your DBE program must provide appropriate means to enforce the requirements of this section. These means may include appropriate penalties for failure to comply, the terms and conditions of which you set. Your program may also provide that any delay or postponement of payment among the parties may take place only for good cause, with your prior written approval.

(e) You may also establish, as part of your DBE program, any of the following additional mechanisms to ensure prompt payment:

(1) A contract clause that requires prime contractors to include in their subcontracts language providing that prime contractors and subcontractors will use appropriate alternative dispute resolution mechanisms to resolve payment disputes. You may specify the nature of such mechanisms.

(2) A contract clause providing that the prime contractor will not be reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.

(3) Other mechanisms, consistent with this part and applicable state and local law, to ensure that DBEs and other contractors are fully and promptly paid.

CARGO PREFERENCE ACT REQUIREMENTS – U.S. FLAG VESSELS

In accordance with 46 CFR 381, the contractor agrees:

(a) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(b) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(c) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

NYS PIN 1A00.34

State Environmental Quality Review

In accordance with the rules, regulations, and procedures adopted by

Albany County Airport Authority

(or 6NYCRR Part 617 where the Municipal Corporation has not adopted such rules, regulations, and procedures) pursuant to the intent of the State Environmental Quality Review Act, the project described below is classified as a:

CHECK ONE

☐ Type I Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Type I Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Unlisted Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Unlisted Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Type II Action

☐ Ministerial Act

☐ Exempt Act

PROJECT DESCRIPTION

Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction

_____

Authorized Signature

_____

Title

_____

Date

NYS PIN 1A00.35

State Environmental Quality Review

In accordance with the rules, regulations, and procedures adopted by

Albany County Airport Authority

(or 6NYCRR Part 617 where the Municipal Corporation has not adopted such rules, regulations, and procedures) pursuant to the intent of the State Environmental Quality Review Act, the project described below is classified as a:

CHECK ONE

☐ Type I Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Type I Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Unlisted Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Unlisted Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Type II Action

☐ Ministerial Act

☐ Exempt Act

PROJECT DESCRIPTION

Construct a new 1,900 square yard public use deicing pad including associated equipment - Design & Construction. Reconstruct 22,500 square yards of the existing General Aviation Apron (99.5% eligible) - Design & Construction. Rehabilitate 35,600 square yards of existing General Aviation Apron (94.8% eligible) - Design & Construction

_____

Authorized Signature

_____

Title

_____

Date

AGENDA ITEM NO. 12.2

Grant Agreement: Authorization to Accept Federal and State Grants – General Aviation Rehabilitation Project

AGENDA ITEM NO: 12.2
MEETING DATE: March 23, 2026

ACAA Approved
03/23/2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

DEPARTMENT: *Legal Department*

Contact Person: *Christine C. Quinn, Esq., Authority Counsel*

PURPOSE OF REQUEST:

Grant Agreement: *Authorization to Accept Federal and State Grants – General Aviation Rehabilitation Project*

CONTRACT AMOUNT:

Grant Amount:
$12,936,210.00 – FAA 90%
$ 718,678.00 – NYSDOT 5%
$ 718,678.00 – ACAA 5%
$14,373,566.00 – Total

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes ✓ No ___ NA
Funding Account No.: *N/A*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal: *90%* **State:** *5%* **Airport:** *5%*
Term of Funding: *2025 (FAA Fiscal Year)*
Federal AIP Grant No.: *3-36-0001-155-2025*; **NYSDOT Grant Pin No.:** *1A00.35*

JUSTIFICATION:

Authorization is requested to accept both federal and state grant funding for the General Aviation Rehabilitation Project. This grant is awarded through the Bipartisan Infrastructure Law funding source for the FAA's Fiscal Year 2022-2025. The funding split is 90% federal, 5% state and 5% local.

Reference is made to Agenda Item No. 12.1 presented to and approved by the Board on October 20, 2025. The October 20, 2025 item contemplated acceptance of FAA funding alone and did not include the 5% state and 5% local shares for the remainder of the estimated project cost.

AGENDA ITEM NO: 12.2
MEETING DATE: March 23, 2026

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES_____ NA__✓__**

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES__✓__ NA_____

BACK-UP MATERIAL:

Please refer to the attached final grant application package.

AVIATION

CAPITAL PROJECT AGREEMENT

Albany International Airport
PROJECT NO(S). 1A00.34; 1A00.35
CONTRACT NO. K007650

THIS AGREEMENT made this 31st day of July, 2025 by and between the People of the State of New York (hereinafter referred to as "State") acting by and through the Commissioner of Transportation (hereinafter referred to as "Commissioner" and "Department" respectively) with offices at 50 Wolf Rd, Albany, New York 12232, and the Albany County Airport Authority (hereinafter referred to as "Grantee") with offices at Albany, New York.

WHEREAS, Article 2 of the Transportation Law authorizes the Commissioner to provide for the accomplishment of airport or aviation projects, and to provide funding to private owners, municipalities and authorities in connection therewith; and

WHEREAS, the Grantee is the sponsor of an airport known as Albany International Airport in Albany County (hereinafter referred to as the "Airport"); and

WHEREAS, the Grantee has made and will make application to the Commissioner for State aid for the accomplishment of airport or aviation projects at the Airport; and

WHEREAS, the Grantee has applied for and will secure available Federal Assistance for the Projects from the Federal Aviation Administration, (hereinafter called "FAA Grant Agreements"); and

WHEREAS, the Projects will be approved by the Commissioner as consistent with sound transportation development policy and planning concepts and eligible for State participation; and

WHEREAS, the Grantee is authorized to enter into this Agreement by resolution, a copy of which is attached hereto and made a part hereof; and

WHEREAS, State funding for said airport or aviation projects has been and will be provided by budget bills duly enacted into law.

NOW THEREFORE, in consideration of the mutual covenants hereinafter set forth, the State and the Grantee agree as follows:

Article 1. Purpose of Agreement.

The purpose of this Agreement is to provide for the undertaking of airport or aviation projects (each project hereinafter referred to as the "Project"), the details of which are more fully described in Schedule A-1 attached hereto, with State financial assistance to the Grantee in the form of a grant, and to state the terms, conditions, requirements, and

restrictions upon which such State assistance will be provided and the mutual understandings and agreements of the parties as to the manner in which the Project will be undertaken and completed, and the Project facilities and equipment will be used. This grant is established with the Grantee for a period of ten years commencing on the date first above written after this Agreement is approved by the State Comptroller, and terminating ten years therefrom, and shall not be dependent on the official duty continuity of the signatories or their successors. The Agreement may be concluded at any time upon written agreement between the Commissioner and the official representative(s) of the Grantee subject to the written approval of the State Comptroller.

Article 2. Documents Forming the Agreement.

Schedule A-1, containing individual project information including project description, cost, funding allocation and schedule, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Appendix A, standard clauses for all New York State contracts, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Appendix A-1, Supplemental Title VI Provisions (Civil Rights Act)

Appendix B, containing State bidding requirements, is attached hereto and is hereby made a part of this agreement as if set forth fully herein.

Resolution of the Grantee (if applicable) affirming the terms of this Agreement and authorizing the Agreement to be executed.

Article 3. The Project.

The Grantee agrees to complete and provide for the use of project facilities and equipment in accordance with Federal law, rules and the FAA Grant Agreements, and the terms and conditions of this Agreement. The Grantee shall commence and continue operation of the Project upon its completion and shall not discontinue operation or dispose of the Project without the approval of the Commissioner. The Grantee shall also provide for the payment of its share of the cost of the Project.

Article 4. The Grant.

The State share of project costs is fifty percent of the non-Federal costs to complete the Project approved by the Commissioner and procured in part through Federal funding. The maximum amount of the State's share of funding is as set forth in Schedule A. The Grantee agrees to apply for additional Federal assistance which may become available for the Project, subject to such conditions as the Commissioner may require, in order to maximize the amounts of Federal assistance received or to be received for all projects in the State.

Article 5. Use of Project Facilities and Equipment.

a. On completion of the Project, the Grantee shall commence and continue operation and maintenance of the Project at its own cost and shall not discontinue operation, or dispose of the Project, without the approval of the Commissioner, for the period of time corresponding to the period of useful life for the Project as determined by reference to Section 61 of the State Finance Law.

b. No part of any Project or Project facility shall be sold, rendered unusable, or otherwise relinquished without obtaining prior written approval of the Commissioner and State Comptroller. If any Project parts or facilities are so sold, other than for their replacement in such service with like facilities or equipment, the State share of the proceeds of such a sale will be returned to the State Comptroller for depose in the General Fund.

c. The Grantee will operate and maintain the Airport in full compliance with the terms of the FAA Grant Agreement and all the covenants made by the Grantee to the FAA are deemed made to the State by this Agreement as if fully set forth herein.

d. All facilities of the Airport developed with State aid and all those usable for the landing and taking off of aircraft, will be available to State Aircraft at all times, without charge.

e. The Grantee shall submit to the Commissioner, at such time as he may require, such financial statements, operating information and other data as may be deemed necessary by the Commissioner to assure compliance with this Agreement and to prepare his annual report on the scope and results of the Project. The Airport and all Airport records and documents affecting the Airport and deeds, leases, operation and use agreements, and other instruments, will be made available for inspection by any duly authorized representative of the Commissioner upon reasonable request. The Grantee will furnish to the Commissioner upon request, a true copy of any such document.

Article 6. Accomplishment of the Project.

a. Pursuant to Federal, State and Local Law. In the event that any election, referendum, approval, permit, notice or other proceedings or authorization is requisite under applicable law to enable the Grantee to enter into this Agreement or to undertake the Project hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the Grantee will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.

b. Funds of the Grantee. The Grantee shall initiate and prosecute to completion all proceedings necessary to enable the Grantee to provide its share of actual total cost of the Project, as provided in Schedule A of this Agreement, on or prior to the time that such funds are needed to meet the Project costs.

c. Submission of Proceedings, Contracts and Other Documents. The Grantee shall submit to the Commissioner and the State Comptroller such data, reports, records, contract and other documents relating to the Project as the Commissioner and the State Comptroller may require.

Article 7. The Project Budget.

Costs for any new Project approved by the FAA and the Commissioner, and costs incurred for any change that increases the State share set forth in Schedule A or any amendment thereto, will be eligible for State reimbursement under this Agreement only after an amendment is made to the Agreement in writing and approved by the State Comptroller.

Article 8. Accounting Records.

a. Establishment and Maintenance of Accounting Records. The Grantee shall establish and maintain for the Project, in accordance with requirements established by the Commissioner, and approved by the State Comptroller, separate accounts within its existing accounting system or set up independently, to be known as the project account. The Grantee shall segregate and group project costs so that it can furnish on due notice, cost information in the following cost classifications:

i. Purchase price or value of land

ii. Incidental costs of land acquisition

iii. Costs of contract construction

iv. Costs of force account construction

v. Engineering costs of plans and designs

vi. Engineering costs of supervision and inspection

vii. Other administrative costs

viii. Costs of equipment acquisition

ix. Miscellaneous costs not otherwise included

b. Funds Received or Made Available for the Project. The Grantee shall record in the project account, as they are received, all grant payments received from the Federal Government on account of the Project. The Grantee shall also record in the project account such funds as it may allocate for payment of its share of the actual cost of the Project. The Grantee shall advise the Commissioner monthly in writing of the amounts recorded in the project account or at such times as the Commissioner may prescribe. The Commissioner or the State Comptroller may audit the project account at such times as the Commissioner or the State Comptroller may require.

c. Costs Incurred for the Project. The Grantee shall charge to the project account all eligible costs of the Project. Costs in excess of the latest approved budget or attributable to actions which have not received the required approval of the Commissioner shall not be considered eligible costs. In specific cases, where it is impractical to determine precise costs of certain indirect or service functions, eligible costs will include such allowances for these costs as may be approved by the Commissioner and the State Comptroller. Such approval will be based upon an audit determination that the amounts reimbursed will not exceed actual cost.

d. Eligible Costs. Eligible Project costs consist of any costs involved in accomplishing a project including those of:

(1) Making field surveys;

(2) Preparing plans and specifications;

(3) Accomplishing or procuring the accomplishing of the work;

(4) Supervising and inspecting construction work;

(5) Acquiring land or an interest therein, or any easement through or other Interest in airspace; and

(6) Administrative and other incidental costs incurred specifically in connection with accomplishing project, and that would not have otherwise been incurred.

e. The costs described in this section, including the value of land, labor, materials and equipment donated or loaned to the Grantee and appropriated to the Project by the Grantee, are eligible for consideration as to their allowability, except for:

(1) That part of the cost of acquiring an existing private airport that represents the cost of acquiring passenger automobile parking facilities and buildings to be used as hangars;

(2) The cost of materials and supplies owned by the Grantee or furnished from a source of supply owned by the Grantee if:

(i) Those materials and supplies were used for airport development before the effective date of the grant; or

(ii) Those costs are not supported by proper evidence of quantity and value.

(3) The cost of nonexpendable machinery, tools, or equipment owned by the Grantee and used under a project by the Grantee's force account, except to the extent of the fair rental value of that machinery, tools, or equipment for the period it is used on the project;

(4) The value of any land, including improvements, donated to the sponsor by another public agency; and

(5) Any costs incurred in connection with raising funds by the Grantee, including interest and premium charges and administrative expenses involved in conducting bond elections and in the sale of bonds.

f. To be an eligible project cost, for the purposes of computing the amount of a grant, an item that is paid or incurred must, in the opinion of the Commissioner:

(1) Have been necessary to accomplish airport development in conformity with the approved plans and specifications for an approved project and with the terms of the grant agreement for the project;

(2) Be reasonable in amount;

(3) Have been incurred after the effective date of the Grant Agreement, except for those costs incurred to apply for Federal funds; prepare project engineering reports, plans and specifications; to identify, describe and determine value of land acquisition required for the project such as surveys, title searches and abstracts, appraisals and legal fees and to acquire real property; and

(4) Be supported by satisfactory evidence.

g. Documentation of Project Costs. All costs charged to the project account, including any approved services contributed by the Grantee or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges, in accordance with the rules and regulations of the Commissioner as approved by the State Comptroller.

h. Checks, Orders and Vouchers. Any check or order drawn by the Grantee with respect to any item which is or will be chargeable against the project account will be drawn only in accordance with a properly signed voucher then on file in the office of the Grantee stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible, and to the extent feasible, kept separate and apart from all other such documents.

i. Reports. The Grantee shall prepare an interim report at the end of its fiscal year accounting for the expenditures of the funds of the State, the Grantee, any Federal agency, and any other source with respect to the Project.

Article 9. Payments

a. Payments shall be made to the Grantee upon request to the Commissioner under the following conditions:

i. Such request for reimbursement of the State's share of authorized project expenditures shall be made on a regular periodic basis, as approved by the Commissioner. Cumulative payment requests shall in no event exceed the total cumulative amount of State funding approved by the Commissioner.

ii. Such request shall be in a form established by the Commissioner, and shall include a certification that Federal reimbursement has been received therefor. The documents supporting such expenditures by the Grantee shall be maintained in a secure manner by the Grantee at its headquarters or at such other place as shall be readily accessible to the Commissioner and the State Comptroller for purposes of auditing project costs and expenditures. All such accounting records shall be retained by the Grantee until six (6) years after final payment is made hereunder.

iii. Subject to the other provisions hereof, applications for payment will be honored by the Commissioner except that the State may elect by notice in writing to withhold any payment if:

(1) Misrepresentation. The Grantee shall have made any misrepresentation of a material nature in its application for funds hereunder, or any supplement thereto or amendment thereof, or in or with respect to any document data furnished to the Commissioner or other State official in connection with a Project under this Agreement;

(2) Litigation. There is then pending litigation with respect to the performance by the Grantee of any of its duties or obligations which may jeopardize or adversely affect the Project, this Agreement, or payments to the Project;

(3) Concurrence by State. The Grantee shall have taken any action pertaining to the Project which under the established procedures require the prior approval of the Commissioner or shall have made related expenditures or incurred related obligations without the approval of the Commissioner;

(4) Conflict of Interest. There has been in connection with the Project any violation of the conflict of interest rule, regulation, ordinance or statute applicable to the Grantee, its officers, members, or employees; or

(5) Default. The Grantee shall be in default under any of the provisions of this Agreement.

b. In no event shall the making by the State of any payment pursuant to this Agreement constitute or be construed as a waiver by the State of any breach of covenant or any default which may then exist, on the part of the Grantee, and the making of any such payment by the State while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to the State in respect of such breach or default.

Article 10. Termination of Suspension of State's Obligation.

a. Termination or Suspension Generally. If the Grantee abandons or, before completion, finally discontinues the Project; or if, by reason of any of the events or conditions set forth in paragraphs (1) to (5), inclusive, of Article 9 a.iii. hereof, or for any other reason, the commencement, prosecution, or timely completion of the Project by the Grantee is rendered improbable, infeasible, impossible or illegal, the Commissioner may, by written notice to the Grantee, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Commissioner may terminate any or all of its obligations under this Agreement.

b. Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination notice under this Section, the Grantee shall proceed promptly to carry out the actions required therein which may include any or all of the following:

i. Necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other actions as may be required or desirable to keep a minimum State costs.

ii. Furnish a statement of the status of the Project activities and of the project account as well as a proposed schedule, plan and budget for terminating or suspending the closing out project activities and contracts, and other undertakings the cost of which are otherwise includable as project costs; and

iii. Provide to the Commissioner an estimate of the State's share of the costs arising from the termination, suspension, or closing out of such activities, contracts, and other undertakings. The closing out shall be carried out in conformity with the latest schedule, and budget approved by the Commissioner upon the basis of terms and conditions imposed by the Commissioner upon the failure of the Grantee to furnish the schedule, plan and budget within a reasonable time. The acceptance of a remittance by the State of any or all Project Funds previously received by the Grantee or the closing out of State financial participation in the Project shall not constitute a waiver of any claim which the State may otherwise have arising out of this Agreement.

Article 11. Audit Disallowances.

Costs claimed or previously reimbursed that cannot be supported as outlined herein are subject to audit disallowance by the Commissioner, the State Comptroller, the FAA, and/or the Officer of the Inspector General of the U.S. Department of Transportation. Amounts paid to the Grantee that are subsequently disallowed are subject to recovery by the Commissioner, or at the option of the State, will be offset or reduced against current or future reimbursement claims on the same or other projects.

Article 12. Audit and Inspection.

The Grantee shall permit, and shall require its contractors to permit the Commissioner's and the State Comptroller's authorized representatives to inspect all work, materials, payrolls, records of personnel, invoices of materials and other relevant construction, equipment, data and records; and to audit the books, records and accounts of the Grantee pertaining to the Grant and the development of the Project.

Article 13. Manner of Performing Work.

The work constituting the Project may be performed by the employment of the forces and the use of the equipment of the Grantee as authorized by the Commissioner or by contract let pursuant to bidding procedures, more particularly referred to in Appendix B hereof.

Article 14. Executory Clause.

The Grantee agrees that this Agreement shall be deemed executor only to the extent of the monies available, and no liability shall be incurred by the State beyond the monies available for the purpose.

Article 15. E-Mail Provision Notice.

1. All notices permitted or required hereunder shall be in writing and shall be transmitted either:
   (a) via certified or registered United States mail, return receipt requested;
   (b) by facsimile transmission;
   (c) by personal delivery;
   (d) by expedited delivery service; or
   (e) by e-mail.

Such notices shall be addressed as follows or to such different addresses as the parties may from time-to-time designate:

State of New York Department of Transportation

Name:	Keely Bannister
Title:	Intermodal Transportation Specialist 2
Address:	NYSDOT Aviation Bureau
	50 Wolf Road P.O.D. 5-4
	Albany, NY 12232
Telephone Number:	518-485-5008
Facsimile Number:	518-457-9779
E-Mail Address:	keely.bannister@dot.ny.gov

Albany County Airport Authority
Name: Mr. Peter Stuto Esq.
Title: Acting Chief Executive Officer
Address: 737 Albany Shaker Road, Main Terminal - Suite 300, Albany, NY 12211
Telephone Number: (518) 242-2222
Facsimile Number:
E-Mail Address: pstuto@albanyairport.com

2. Any such notice shall be deemed to have been given either at the time of personal delivery or, in the case of expedited delivery service or certified or registered United States mail, as of the date of first attempted delivery at the address and in the manner provided herein, or in the case of facsimile transmission or email, upon receipt.

3. The parties may, from time to time, specify any new or different address in the United States as their address for purpose of receiving notice under this Agreement by giving fifteen (15) days written notice to the other party sent in accordance herewith. The parties agree to mutually designate individuals as their respective representatives for the purposes of receiving notices under this Agreement. Additional individuals may be designated in writing by the parties for purposes of implementation and administration/billing, resolving issues and problems and/or for dispute resolution.

Article 16. Contract Payments.

Contractor shall provide complete and accurate billing invoices to the Agency in order to receive payment. Billing invoices submitted to the Agency must contain all information and supporting documentation required by the Contract, the Agency and the State Comptroller. Payment for invoices submitted by the Contractor shall only be rendered electronically unless payment by paper check is expressly authorized by the Commissioner, in the Commissioner's sole discretion, due to extenuating circumstances. Such electronic payment shall be made in accordance with ordinary State procedures and practices. The Contractor shall comply with the State Comptroller's procedures to authorize electronic payments. Authorization forms are available at the State Comptroller's website at www.osc.state.ny.us/epay/index/htm, by e-mail at epunit@osc.state.ny.us or by telephone at 518-474-4032. Contractor acknowledges that it will not receive payment on any invoices submitted under this Contract if it does not comply with the State Comptroller's electronic payment procedures, except where the Commissioner has expressly authorized payment by paper check as set forth above.

Contract: K007650

Grantee: Albany County Airport Authority

Facility: ALBANY INTERNATIONAL

Schedule A-1

PIN	Project Description	Estimated Total Cost	Federal Share	Local Share	State Share
1A00.34	Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction	$24,350,205.00	$21,915,184.00	$1,217,510.00	$1,217,511.00

Maximum State Share Payable* $1,400,137.65

* The State share payable under this Agreement is 50% of the non-federal share of eligible costs. In accordance with the separate federal grant referenced herein, the federal share shown above may be increased administratively, upon request of the grantee based on increases in eligible costs, to a maximum of 15%. If and when the federal share increases, the State share shall be increased proportionately, without further amendment to this Agreement, up to the maximum amount shown above.

Contract: K007650

Grantee: Albany County Airport Authority

Facility: ALBANY INTERNATIONAL

Schedule A-2

PIN	Project Description	Estimated Total Cost	Federal Share	Local Share	State Share
1A00.35	Construct a new 1,900 square yard public use deicing pad including associated equipment - Design & Construction. Reconstruct 22,500 square yards of the existing General Aviation Apron (99.5% eligible) - Design & Construction. Rehabilitate 35,600 square yards of existing General Aviation Apron (94.8% eligible) - Design & Construction	$14,373,567.00	$12,936,210.00	$718,678.00	$718,679.00
			Maximum State Share Payable*		$826,480.85

* The State share payable under this Agreement is 50% of the non-federal share of eligible costs. In accordance with the separate federal grant referenced herein, the federal share shown above may be increased administratively, upon request of the grantee based on increases in eligible costs, to a maximum of 15%. If and when the federal share increases, the State share shall be increased proportionately, without further amendment to this Agreement, up to the maximum amount shown above.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers as of the date hereinabove set forth.

Department of Transportation Certification

"In addition to the acceptance of this contract, I also certify that original copies of this signature page will be attached to all other exact copies of this contract."

THE PEOPLE OF THE STATE OF NEW YORK

By:_____
Commissioner of Transportation

DATE: _____

APPROVED AS TO FORM:

By:_____
New York State Attorney General

DATE:_____

GRANTEE

By:_____

DATE:_____

APPROVED:

By:_____
For the New York State Comptroller pursuant to Section 112 of the State Finance Law

DATE:_____

STATE OF NEW YORK)
)s.:
COUNTY OF)

On the ____ day of _____, 20___, before me personally came _____, to me know and known to me to be the _____ of the _____, the same person described in and who executed the foregoing instrument; that she/he is authorized to execute the foregoing instrument on behalf of the _____ pursuant to and as provided by statute.

_____
Notary Public

APPENDIX A

STANDARD CLAUSES FOR NEW YORK STATE CONTRACTS

PLEASE RETAIN THIS DOCUMENT
FOR FUTURE REFERENCE.

June 2023

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STANDARD CLAUSES FOR NYS CONTRACTS

The parties to the attached contract, license, lease, amendment or other agreement of any kind (hereinafter, "the contract" or "this contract") agree to be bound by the following clauses which are hereby made a part of the contract (the word "Contractor" herein refers to any party other than the State, whether a contractor, licenser, licensee, lessor, lessee or any other party):

1. **EXECUTORY CLAUSE.** In accordance with Section 41 of the State Finance Law, the State shall have no liability under this contract to the Contractor or to anyone else beyond funds appropriated and available for this contract.

2. **NON-ASSIGNMENT CLAUSE.** In accordance with Section 138 of the State Finance Law, this contract may not be assigned by the Contractor or its right, title or interest therein assigned, transferred, conveyed, sublet or otherwise disposed of without the State's previous written consent, and attempts to do so are null and void. Notwithstanding the foregoing, such prior written consent of an assignment of a contract let pursuant to Article XI of the State Finance Law may be waived at the discretion of the contracting agency and with the concurrence of the State Comptroller where the original contract was subject to the State Comptroller's approval, where the assignment is due to a reorganization, merger or consolidation of the Contractor's business entity or enterprise. The State retains its right to approve an assignment and to require that any Contractor demonstrate its responsibility to do business with the State. The Contractor may, however, assign its right to receive payments without the State's prior written consent unless this contract concerns Certificates of Participation pursuant to Article 5-A of the State Finance Law.

3. **COMPTROLLER'S APPROVAL.** In accordance with Section 112 of the State Finance Law, if this contract exceeds $50,000 (or $75,000 for State University of New York or City University of New York contracts for goods, services, construction and printing, and $150,000 for State University Health Care Facilities) or if this is an amendment for any amount to a contract which, as so amended, exceeds said statutory amount, or if, by this contract, the State agrees to give something other than money when the value or reasonably estimated value of such consideration exceeds $25,000, it shall not be valid, effective or binding upon the State until it has been approved by the State Comptroller and filed in his office. Comptroller's approval of contracts let by the Office of General Services, either for itself or its customer agencies by the Office of General Services Business Services Center, is required when such contracts exceed $85,000. Comptroller's approval of contracts established as centralized contracts through the Office of General Services is required when such contracts exceed $125,000, and when a purchase order or other procurement transaction issued under such centralized contract exceeds $200,000.

4. **WORKERS' COMPENSATION BENEFITS.** In accordance with Section 142 of the State Finance Law, this contract shall be void and of no force and effect unless the Contractor shall provide and maintain coverage during the life of this contract for the benefit of such employees as are required to be covered by the provisions of the Workers' Compensation Law.

5. **NON-DISCRIMINATION REQUIREMENTS.** To the extent required by Article 15 of the Executive Law (also known as the Human Rights Law) and all other State and Federal statutory and constitutional non-discrimination provisions, the Contractor will not discriminate against any employee or applicant for employment, nor subject any individual to harassment, because of age, race, creed, color, national origin, citizenship or immigration status, sexual orientation, gender identity or expression, military status, sex, disability, predisposing genetic characteristics, familial status, marital status, or domestic violence victim status or because the individual has opposed any practices forbidden under the Human Rights Law or has filed a complaint, testified, or assisted in any proceeding under the Human Rights Law. Furthermore, in accordance with Section 220-e of the Labor Law, if this is a contract for the construction, alteration or repair of any public building or public work or for the manufacture, sale or distribution of materials, equipment or supplies, and to the extent that this contract shall be performed within the State of New York, Contractor agrees that neither it nor its subcontractors shall, by reason of race, creed, color, disability, sex, or national origin: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. If this is a building service contract as defined in Section 230 of the Labor Law, then, in accordance with Section 239 thereof, Contractor agrees that neither it nor its subcontractors shall by reason of race, creed, color, national origin, age, sex or disability: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. Contractor is subject to fines of $50.00 per person per day for any violation of Section 220-e or Section 239 as well as possible termination of this contract and forfeiture of all moneys due hereunder for a second or subsequent violation.

6. **WAGE AND HOURS PROVISIONS.** If this is a public work contract covered by Article 8 of the Labor Law or a building service contract covered by Article 9 thereof, neither Contractor's employees nor the employees of its subcontractors may be required or permitted to work more than the number of hours or days stated in said statutes, except as otherwise provided in the Labor Law and as set forth in prevailing wage and supplement schedules issued by the State Labor Department. Furthermore, Contractor and its subcontractors must pay at least the prevailing wage rate and pay or provide the prevailing supplements, including the premium rates for overtime pay, as determined by the State Labor Department in

accordance with the Labor Law. Additionally, effective April 28, 2008, if this is a public work contract covered by Article 8 of the Labor Law, the Contractor understands and agrees that the filing of payrolls in a manner consistent with Subdivision 3-a of Section 220 of the Labor Law shall be a condition precedent to payment by the State of any State approved sums due and owing for work done upon the project.

7. NON-COLLUSIVE BIDDING CERTIFICATION. In accordance with Section 139-d of the State Finance Law, if this contract was awarded based upon the submission of bids, Contractor affirms, under penalty of perjury, that its bid was arrived at independently and without collusion aimed at restricting competition. Contractor further affirms that, at the time Contractor submitted its bid, an authorized and responsible person executed and delivered to the State a non-collusive bidding certification on Contractor's behalf.

8. INTERNATIONAL BOYCOTT PROHIBITION. In accordance with Section 220-f of the Labor Law and Section 139-h of the State Finance Law, if this contract exceeds $5,000, the Contractor agrees, as a material condition of the contract, that neither the Contractor nor any substantially owned or affiliated person, firm, partnership or corporation has participated, is participating, or shall participate in an international boycott in violation of the federal Export Administration Act of 1979 (50 USC App. Sections 2401 et seq.) or regulations thereunder. If such Contractor, or any of the aforesaid affiliates of Contractor, is convicted or is otherwise found to have violated said laws or regulations upon the final determination of the United States Commerce Department or any other appropriate agency of the United States subsequent to the contract's execution, such contract, amendment or modification thereto shall be rendered forfeit and void. The Contractor shall so notify the State Comptroller within five (5) business days of such conviction, determination or disposition of appeal (2 NYCRR § 105.4).

9. SET-OFF RIGHTS. The State shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State's option to withhold for the purposes of set-off any moneys due to the Contractor under this contract up to any amounts due and owing to the State with regard to this contract, any other contract with any State department or agency, including any contract for a term commencing prior to the term of this contract, plus any amounts due and owing to the State for any other reason including, without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. The State shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by the State agency, its representatives, or the State Comptroller.

10. RECORDS. The Contractor shall establish and maintain complete and accurate books, records, documents, accounts and other evidence directly pertinent to performance under this contract (hereinafter, collectively, the "Records"). The Records must be kept for the balance of the calendar year in which they were made and for six (6) additional years thereafter. The State Comptroller, the Attorney General and any other person or entity authorized to conduct an examination, as well as the agency or agencies involved in this contract, shall have access to the Records during normal business hours at an office of the Contractor within the State of New York or, if no such office is available, at a mutually agreeable and reasonable venue within the State, for the term specified above for the purposes of inspection, auditing and copying. The State shall take reasonable steps to protect from public disclosure any of the Records which are exempt from disclosure under Section 87 of the Public Officers Law (the "Statute") provided that: (i) the Contractor shall timely inform an appropriate State official, in writing, that said records should not be disclosed; and (ii) said records shall be sufficiently identified; and (iii) designation of said records as exempt under the Statute is reasonable. Nothing contained herein shall diminish, or in any way adversely affect, the State's right to discovery in any pending or future litigation.

11. IDENTIFYING INFORMATION AND PRIVACY NOTIFICATION. (a) Identification Number(s). Every invoice or New York State Claim for Payment submitted to a New York State agency by a payee, for payment for the sale of goods or services or for transactions (e.g., leases, easements, licenses, etc.) related to real or personal property must include the payee's identification number. The number is any or all of the following: (i) the payee's Federal employer identification number, (ii) the payee's Federal social security number, and/or (iii) the payee's Vendor Identification Number assigned by the Statewide Financial System. Failure to include such number or numbers may delay payment. Where the payee does not have such number or numbers, the payee, on its invoice or Claim for Payment, must give the reason or reasons why the payee does not have such number or numbers.

(b) Privacy Notification. (1) The authority to request the above personal information from a seller of goods or services or a lessor of real or personal property, and the authority to maintain such information, is found in Section 5 of the State Tax Law. Disclosure of this information by the seller or lessor to the State is mandatory. The principal purpose for which the information is collected is to enable the State to identify individuals, businesses and others who have been delinquent in filing tax returns or may have understated their tax liabilities and to generally identify persons affected by the taxes administered by the Commissioner of Taxation and Finance. The information will be used for tax administration purposes and for any other purpose authorized by law. (2) The personal information is requested by the purchasing unit of the agency contracting to purchase the goods or services or lease the real or personal property covered by this contract or lease. The information is maintained in the Statewide Financial System by the Vendor Management Unit within the Bureau of State Expenditures, Office of the State Comptroller, 110 State Street, Albany, New York 12236.

12. EQUAL EMPLOYMENT OPPORTUNITIES FOR MINORITIES AND WOMEN. In accordance with Section 312 of the Executive Law and 5 NYCRR Part 143, if this contract is: (i) a written agreement or purchase order instrument, providing for a total expenditure in excess of $25,000.00, whereby a contracting agency is committed to expend or does expend funds in return for labor, services, supplies, equipment, materials or any combination of the foregoing, to be performed for, or rendered or furnished to the contracting agency; or (ii) a written agreement in excess of $100,000.00 whereby a contracting agency is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon; or (iii) a written agreement in excess of $100,000.00 whereby the owner of a State assisted housing project is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon for such project, then the following shall apply and by signing this agreement the Contractor certifies and affirms that it is Contractor's equal employment opportunity policy that:

(a) The Contractor will not discriminate against employees or applicants for employment because of race, creed, color, national origin, sex, age, disability or marital status, shall make and document its conscientious and active efforts to employ and utilize minority group members and women in its work force on State contracts and will undertake or continue existing programs of affirmative action to ensure that minority group members and women are afforded equal employment opportunities without discrimination. Affirmative action shall mean recruitment, employment, job assignment, promotion, upgradings, demotion, transfer, layoff, or termination and rates of pay or other forms of compensation;

(b) at the request of the contracting agency, the Contractor shall request each employment agency, labor union, or authorized representative of workers with which it has a collective bargaining or other agreement or understanding, to furnish a written statement that such employment agency, labor union or representative will not discriminate on the basis of race, creed, color, national origin, sex, age, disability or marital status and that such union or representative will affirmatively cooperate in the implementation of the Contractor's obligations herein; and

(c) the Contractor shall state, in all solicitations or advertisements for employees, that, in the performance of the State contract, all qualified applicants will be afforded equal employment opportunities without discrimination because of race, creed, color, national origin, sex, age, disability or marital status.

Contractor will include the provisions of "(a), (b) and (c)" above, in every subcontract over $25,000.00 for the construction, demolition, replacement, major repair, renovation, planning or design of real property and improvements thereon (the "Work") except where the Work is for the beneficial use of the Contractor. Section 312 does not apply to: (i) work, goods or services unrelated to this contract; or (ii) employment outside New York State. The State shall consider compliance by a contractor or subcontractor with the requirements of any federal law concerning equal employment opportunity which effectuates the purpose of this clause. The contracting agency shall determine whether the imposition of the requirements of the provisions hereof duplicate or conflict with any such federal law and if such duplication or conflict exists, the contracting agency shall waive the applicability of Section 312 to the extent of such duplication or conflict. Contractor will comply with all duly promulgated and lawful rules and regulations of the Department of Economic Development's Division of Minority and Women's Business Development pertaining hereto.

13. CONFLICTING TERMS. In the event of a conflict between the terms of the contract (including any and all attachments thereto and amendments thereof) and the terms of this Appendix A, the terms of this Appendix A shall control.

14. GOVERNING LAW. This contract shall be governed by the laws of the State of New York except where the Federal supremacy clause requires otherwise.

15. LATE PAYMENT. Timeliness of payment and any interest to be paid to Contractor for late payment shall be governed by Article 11-A of the State Finance Law to the extent required by law.

16. NO ARBITRATION. Disputes involving this contract, including the breach or alleged breach thereof, may not be submitted to binding arbitration (except where statutorily authorized), but must, instead, be heard in a court of competent jurisdiction of the State of New York.

17. SERVICE OF PROCESS. In addition to the methods of service allowed by the State Civil Practice Law & Rules ("CPLR"), Contractor hereby consents to service of process upon it by registered or certified mail, return receipt requested. Service hereunder shall be complete upon Contractor's actual receipt of process or upon the State's receipt of the return thereof by the United States Postal Service as refused or undeliverable. Contractor must promptly notify the State, in writing, of each and every change of address to which service of process can be made. Service by the State to the last known address shall be sufficient. Contractor will have thirty (30) calendar days after service hereunder is complete in which to respond.

18. PROHIBITION ON PURCHASE OF TROPICAL HARDWOODS. The Contractor certifies and warrants that all wood products to be used under this contract award will be in accordance with, but not limited to, the specifications and provisions of Section 165 of the State Finance Law, (Use of Tropical Hardwoods) which prohibits purchase and use of tropical hardwoods, unless specifically exempted, by the State or any governmental agency or political subdivision or public benefit corporation. Qualification for an exemption under this

law will be the responsibility of the contractor to establish to meet with the approval of the State.

In addition, when any portion of this contract involving the use of woods, whether supply or installation, is to be performed by any subcontractor, the prime Contractor will indicate and certify in the submitted bid proposal that the subcontractor has been informed and is in compliance with specifications and provisions regarding use of tropical hardwoods as detailed in § 165 State Finance Law. Any such use must meet with the approval of the State; otherwise, the bid may not be considered responsive. Under bidder certifications, proof of qualification for exemption will be the responsibility of the Contractor to meet with the approval of the State.

19. MACBRIDE FAIR EMPLOYMENT PRINCIPLES (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). In accordance with the MacBride Fair Employment Principles (Chapter 807 of the Laws of 1992), the Contractor hereby stipulates that the Contractor either (a) has no business operations in Northern Ireland, or (b) shall take lawful steps in good faith to conduct any business operations in Northern Ireland in accordance with the MacBride Fair Employment Principles (as described in Section 165 of the New York State Finance Law), and shall permit independent monitoring of compliance with such principles.

20. OMNIBUS PROCUREMENT ACT OF 1992 (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). It is the policy of New York State to maximize opportunities for the participation of New York State business enterprises, including minority- and women-owned business enterprises as bidders, subcontractors and suppliers on its procurement contracts.

Information on the availability of New York State subcontractors and suppliers is available from:

NYS Department of Economic Development
Division for Small Business and Technology Development
625 Broadway
Albany, New York 12245
Telephone: 518-292-5100

A directory of certified minority- and women-owned business enterprises is available from:

NYS Department of Economic Development
Division of Minority and Women's Business Development
633 Third Avenue 33rd Floor
New York, NY 10017
646-846-7364
email: mwbebusinessdev@esd.ny.gov
https://ny.newnycontracts.com/FrontEnd/searchcertifieddirectory.asp

The Omnibus Procurement Act of 1992 (Chapter 844 of the Laws of 1992, codified in State Finance Law § 139-i and Public Authorities Law § 2879(3)(n)–(p)) requires that by signing this bid proposal or contract, as applicable, Contractors certify that whenever the total bid amount is greater than $1 million:

(a) The Contractor has made reasonable efforts to encourage the participation of New York State Business Enterprises as suppliers and subcontractors, including certified minority- and women-owned business enterprises, on this project, and has retained the documentation of these efforts to be provided upon request to the State;

(b) The Contractor has complied with the Federal Equal Opportunity Act of 1972 (P.L. 92-261), as amended;

(c) The Contractor agrees to make reasonable efforts to provide notification to New York State residents of employment opportunities on this project through listing any such positions with the Job Service Division of the New York State Department of Labor, or providing such notification in such manner as is consistent with existing collective bargaining contracts or agreements. The Contractor agrees to document these efforts and to provide said documentation to the State upon request; and

(d) The Contractor acknowledges notice that the State may seek to obtain offset credits from foreign countries as a result of this contract and agrees to cooperate with the State in these efforts.

21. RECIPROCITY AND SANCTIONS PROVISIONS. Bidders are hereby notified that if their principal place of business is located in a country, nation, province, state or political subdivision that penalizes New York State vendors, and if the goods or services they offer will be substantially produced or performed outside New York State, the Omnibus Procurement Act 1994 and 2000 amendments (Chapter 684 and Chapter 383, respectively, codified in State Finance Law § 165(6) and Public Authorities Law § 2879(5)) require that they be denied contracts which they would otherwise obtain. NOTE: As of May 2023, the list of discriminatory jurisdictions subject to this provision includes the states of South Carolina, Alaska, West Virginia, Wyoming, Louisiana and Hawaii.

22. COMPLIANCE WITH BREACH NOTIFICATION AND DATA SECURITY LAWS. Contractor shall comply with the provisions of the New York State Information Security Breach and Notification Act (General Business Law §§ 899-aa and 899-bb and State Technology Law § 208).

23. COMPLIANCE WITH CONSULTANT DISCLOSURE LAW. If this is a contract for consulting services, defined for purposes of this requirement to include analysis, evaluation, research, training, data processing, computer programming, engineering, environmental, health, and mental health services, accounting, auditing, paralegal, legal or similar services, then, in accordance with Section 163 (4)(g) of the State Finance Law (as amended by Chapter 10 of the Laws of 2006), the Contractor shall timely, accurately and properly comply with the requirement to submit an annual

employment report for the contract to the agency that awarded the contract, the Department of Civil Service and the State Comptroller.

24. PROCUREMENT LOBBYING. To the extent this agreement is a "procurement contract" as defined by State Finance Law §§ 139-j and 139-k, by signing this agreement the contractor certifies and affirms that all disclosures made in accordance with State Finance Law §§ 139-j and 139-k are complete, true and accurate. In the event such certification is found to be intentionally false or intentionally incomplete, the State may terminate the agreement by providing written notification to the Contractor in accordance with the terms of the agreement.

25. CERTIFICATION OF REGISTRATION TO COLLECT SALES AND COMPENSATING USE TAX BY CERTAIN STATE CONTRACTORS, AFFILIATES AND SUBCONTRACTORS.
To the extent this agreement is a contract as defined by Tax Law § 5-a, if the contractor fails to make the certification required by Tax Law § 5-a or if during the term of the contract, the Department of Taxation and Finance or the covered agency, as defined by Tax Law § 5-a, discovers that the certification, made under penalty of perjury, is false, then such failure to file or false certification shall be a material breach of this contract and this contract may be terminated, by providing written notification to the Contractor in accordance with the terms of the agreement, if the covered agency determines that such action is in the best interest of the State.

26. IRAN DIVESTMENT ACT. By entering into this Agreement, Contractor certifies in accordance with State Finance Law § 165-a that it is not on the "Entities Determined to be Non-Responsive Bidders/Offerers pursuant to the New York State Iran Divestment Act of 2012" ("Prohibited Entities List") posted at: https://ogs.ny.gov/iran-divestment-act-2012

Contractor further certifies that it will not utilize on this Contract any subcontractor that is identified on the Prohibited Entities List. Contractor agrees that should it seek to renew or extend this Contract, it must provide the same certification at the time the Contract is renewed or extended. Contractor also agrees that any proposed Assignee of this Contract will be required to certify that it is not on the Prohibited Entities List before the contract assignment will be approved by the State.

During the term of the Contract, should the state agency receive information that a person (as defined in State Finance Law § 165-a) is in violation of the above-referenced certifications, the state agency will review such information and offer the person an opportunity to respond. If the person fails to demonstrate that it has ceased its engagement in the investment activity which is in violation of the Act within 90 days after the determination of such violation, then the state agency shall take such action as may be appropriate and provided for by law, rule, or contract, including, but not limited to, imposing sanctions, seeking compliance, recovering damages, or declaring the Contractor in default.

The state agency reserves the right to reject any bid, request for assignment, renewal or extension for an entity that appears on the Prohibited Entities List prior to the award, assignment, renewal or extension of a contract, and to pursue a responsibility review with respect to any entity that is awarded a contract and appears on the Prohibited Entities list after contract award.

27. ADMISSIBILITY OF REPRODUCTION OF CONTRACT. Notwithstanding the best evidence rule or any other legal principle or rule of evidence to the contrary, the Contractor acknowledges and agrees that it waives any and all objections to the admissibility into evidence at any court proceeding or to the use at any examination before trial of an electronic reproduction of this contract, in the form approved by the State Comptroller, if such approval was required, regardless of whether the original of said contract is in existence.

APPENDIX A-1 SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT)
(To be included in all contracts)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulation relative to nondiscrimination in Federally assisted programs of the Department of Transportation of the United States, Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter "FHWA") Title 23, Code of Federal Regulations, Part 200 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, age, color, sex, national origin, and/or disability/handicap in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontractors, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin, sex, age, and disability/handicap.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by NYSDOT or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to NYSDOT's Office of Civil Rights or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, NYSDOT shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

a) Withholding of payments to the contractor under the contract until the contractor complies; and/or
b) Cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontractor procurement as NYSDOT or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request NYSDOT to enter into such litigation to protect the interests of NYSDOT, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B
REQUIREMENTS FOR FEDERALLY-AIDED TRANSPORTATION PROJECTS
(June 2016)

There is a substantial body of requirements attached to the use of Federal highway or transportation aid. These requirements create or overlay processes, procedures, documentation requirements, authorizations, approvals and certifications that may be substantially greater or different from those that are not funded with Federal-aid and proceed under applicable State and local laws, customs and practices. Under Title 23 of the United States Code, the New York State Department of Transportation (NYSDOT) is responsible for the administration of transportation projects in New York State to which NYSDOT provides Federal highway or transportation-related aid. Through this Agreement, which provides or is associated with such funding, NYSDOT delegates various elements of project and funding administration as described elsewhere in this Agreement. In undertaking a Federally aided project, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement with Federal-aid funding or project administration agrees to proceed in compliance with all the applicable Federal-aid requirements.

NYSDOT, in cooperation with FHWA, has assembled the body of Federal-aid requirements, procedures and practices in its Procedures for Locally Administered Federal-Aid Projects Manual (available through NYSDOT's web site at: http://www.dot.ny.gov/plafap). In addition, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement for Federal-aid funding or project administration that enters into Federally aided project construction contracts is required to physically incorporate into all its Federally aided construction contracts and subcontracts there under the provisions that are contained in Form FHWA-1273 (available from NYSDOT or electronically at: http://www.fhwa.dot.gov/programadmin/contracts/1273.htm).

In addition to the referenced requirements, the attention of Municipality/Sponsor hereunder is directed to the following requirements and information:

NON DISCRIMINATION/EEO/DBE REQUIREMENTS

The Municipality/Sponsor and its contractors agree to comply with Executive Order 11246, entitled "Equal Employment Opportunity" and United States Department of Transportation (USDOT) regulations (49 CFR Parts 21, 23, 25, 26 and 27) and the following:

1. **NON DISCRIMINATION**. No person shall, on the ground of race, color, creed, national origin, sex, age or handicap, be excluded from participation in, or denied the benefits of, or be subject to, discrimination under the Project funded through this Agreement.

2. **EQUAL EMPLOYMENT OPPORTUNITY**. In connection with the execution of this Agreement, the Municipality/Sponsors contractors or subcontractors shall not discriminate against any employee or applicant for employment because of race, religion, age, color, sex or national origin. Such contractors shall take affirmative actions to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, national origin or age. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

3. **DISADVANTAGED BUSINESS ENTERPRISES**. In connection with the performance of this Agreement, the Municipality/Sponsor shall cause its contractors to cooperate with the State in meeting its commitments and goals with regard to the utilization of Disadvantaged Business Enterprises (DBEs) and will use its best efforts to ensure that DBEs will have opportunity to compete for subcontract work under this Agreement. Also, in this connection the Municipality or Municipality/Sponsor shall cause its contractors to undertake such actions as may be necessary to comply with 49 CFR Part 26.

   As a sub-recipient under 49 CFR Part 26.13, the Municipality/Sponsor hereby makes the following assurance.

   The Municipality/Sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any United States Department of Transportation (USDOT)-assisted contract or in the administration of its Disadvantaged Business Enterprise (DBE) program or the requirements of 49 CFR Part 26. The Municipality/Sponsor shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of the United States Department of Transportation-assisted contracts. The New York State Department of Transportation's DBE program, as required by 49 CFR Part 26 and as approved by the United States Department of Transportation, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the USDOT may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

FEDERAL SINGLE AUDIT REQUIREMENTS

Non-Federal entities that expend $750,000 or more in a year in Federal awards from all sources are required to comply with the Federal Single Audit Act provisions contained in U.S. Office of Management and Budget (OMB) Circular No. A-133, Audits of States, Local Governments, and Non-Profit Organizations. Non-Federal entities that expend Federal awards from a single source may provide a program specific audit, as defined in the Circular. Non-Federal entities that expend less than the amount above in a year in Federal awards from all sources are exempt from Federal audit requirements for that year, except as noted in Sec. 215 (a) of OMB Circular A-133 Subpart B--Audits, records must be available for review or audit by appropriate officials of the cognizant Federal agency[1] the New York State Department of Transportation, the New York State Comptrollers Office and the U.S. Governmental Accountability Office (GAO).

Non-Federal entities are required to submit a copy of all audits, as described above, within 30 days of issuance of audit report, but no later than 9 months after the end of the entity's fiscal year, to the New York State Department of Transportation, Contract Audit Bureau, 50 Wolf Road, Albany, NY 12232. Unless a time extension has been granted by the cognizant Federal Agency and has been filed with the New York State Department of Transportation's Contract Audit Bureau, failure to comply with the requirements of OMB Circular A-133 may result in suspension or termination of Federal award payments.

[1] The designated cognizant agency for audit shall be the federal awarding agency that provides the predominant amount of direct funding to a recipient unless OMB changes it.

THE CATALOG OF FEDERAL DOMESTIC ASSISTANCE

The Catalog of Federal Domestic Assistance (CFDA[2]), is an on-line database of all Federally-aided programs available to State and local governments (including the District of Columbia); Federally recognized Indian tribal governments; Territories (and possessions) of the United States; domestic public, quasi-public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals.

THE CFDA IDENTIFICATION NUMBER

OMB Circular A-133 requires all Federal-aid recipients to identify and account for awards and expenditures by CFDA Number. The Municipality/Sponsor is required to identify in its accounts all Federal awards received and expended, and the Federal programs under which they were received. Federal program and award identification shall include, as applicable, the CFDA title and number, award number and year, name of the Federal agency, and name of the pass-through entity.

The most commonly used CFDA number for the Federal Aid Highway Planning and Construction program is 20.205.
Additional CFDA numbers for other transportation and non-transportation related programs are:

20.215 Highway Training and Education
20.219 Recreational Trails Program
20.XXX Highway Planning and Construction - Highways for LIFE;
20.XXX Surface Transportation Research and Development;
20.500 Federal Transit-Capital Investment Grants
20.505 Federal Transit-Metropolitan Planning Grants
20.507 Federal Transit-Formula Grants
20.509 Formula Grants for Other Than Urbanized Areas
20.600 State and Community Highway Safety
23.003 Appalachian Development Highway System
23.008 Appalachian Local Access Roads

PROMPT PAYMENT MECHANISMS

In accordance with 49 CFR 26.29, and NY State Finance Law 139-f or NY General Municipal Law 106-b(2) as applicable:

(a) You must establish, as part of your DBE program, a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 7 calendar days from receipt of each payment you make to the prime contractor.
(b) You must ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed. You must use one of the following methods to comply with this requirement:

(1) You may decline to hold retainage from prime contractors and prohibit prime contractors from holding retainage from subcontractors.

(2) You may decline to hold retainage from prime contractors and require a contract clause obligating prime contractors to make prompt and full payment of any retainage kept by

[2] http://www.cfda.gov/

prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed.

(3) You may hold retainage from prime contractors and provide for prompt and regular incremental acceptances of portions of the prime contract, pay retainage to prime contractors based on these acceptances, and require a contract clause obligating the prime contractor to pay all retainage owed to the subcontractor for satisfactory completion of the accepted work within 7 calendar days after your payment to the prime contractor.

(c) For purposes of this section, a subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the recipient. When a recipient has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.

(d) Your DBE program must provide appropriate means to enforce the requirements of this section. These means may include appropriate penalties for failure to comply, the terms and conditions of which you set. Your program may also provide that any delay or postponement of payment among the parties may take place only for good cause, with your prior written approval.

(e) You may also establish, as part of your DBE program, any of the following additional mechanisms to ensure prompt payment:

(1) A contract clause that requires prime contractors to include in their subcontracts language providing that prime contractors and subcontractors will use appropriate alternative dispute resolution mechanisms to resolve payment disputes. You may specify the nature of such mechanisms.

(2) A contract clause providing that the prime contractor will not be reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.

(3) Other mechanisms, consistent with this part and applicable state and local law, to ensure that DBEs and other contractors are fully and promptly paid.

CARGO PREFERENCE ACT REQUIREMENTS – U.S. FLAG VESSELS

In accordance with 46 CFR 381, the contractor agrees:

(a) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(b) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(c) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

NYS PIN 1A00.34

State Environmental Quality Review

In accordance with the rules, regulations, and procedures adopted by

Albany County Airport Authority

(or 6NYCRR Part 617 where the Municipal Corporation has not adopted such rules, regulations, and procedures) pursuant to the intent of the State Environmental Quality Review Act, the project described below is classified as a:

CHECK ONE

☐ Type I Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Type I Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Unlisted Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Unlisted Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Type II Action

☐ Ministerial Act

☐ Exempt Act

PROJECT DESCRIPTION

Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction

_____

Authorized Signature

_____

Title

_____

Date

NYS PIN 1A00.35

State Environmental Quality Review

In accordance with the rules, regulations, and procedures adopted by

Albany County Airport Authority

(or 6NYCRR Part 617 where the Municipal Corporation has not adopted such rules, regulations, and procedures) pursuant to the intent of the State Environmental Quality Review Act, the project described below is classified as a:

CHECK ONE

☐ Type I Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Type I Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Unlisted Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).

☐ Unlisted Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).

☐ Type II Action

☐ Ministerial Act

☐ Exempt Act

PROJECT DESCRIPTION

Construct a new 1,900 square yard public use deicing pad including associated equipment - Design & Construction. Reconstruct 22,500 square yards of the existing General Aviation Apron (99.5% eligible) - Design & Construction. Rehabilitate 35,600 square yards of existing General Aviation Apron (94.8% eligible) - Design & Construction

_____

Authorized Signature

_____

Title

_____

Date

AGENDA ITEM NO. 13

Informational Only

AGENDA ITEM NO. 13.1

Information Item: Report of contract execution with Premier Transportation for the provision of shuttle buses and drivers during the month of April

INFORMATIONAL
AGENDA ITEM NO: 13.1
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION
INFORMATIONAL

ACAA Acknowledged
03/23/2026

DEPARTMENT: *Legal Department*

Contact Person: *Christine C. Quinn, Esq., Authority Counsel*

PURPOSE OF REQUEST:

Information Item: Report of contract execution with Premiere Transportation for the provision of shuttle buses and drivers during the month of April

CONTRACT AMOUNT:

Purchase Orders NTE *$70,300.00*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal _____ **State** _____ **Airport** *100%* **NA** _____
Funding Source: 44011-30-0000

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal _____ **State** _____ **Airport** ✓ **NA** _____

JUSTIFICATION:

The CEO authorized execution of a contract with Premiere Transportation for the provision of shuttle buses and drivers during the month of April 2026. The need is due to numerous factors including construction, peak spring break travel, staffing shortage and the potential need to use additional parking areas beyond the bounds of the Economy Lot. This will ensure our ability to safely and effectively transport passengers to and from the Terminal during this period. The Authority procurement policy allows for emergency expenditure by the CEO under exigent circumstances. A report to the Board is required.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend acceptance of the CEO's report of emergency procurement in accordance with the Authority's procurement guidelines.

INFORMATIONAL
AGENDA ITEM NO: 13.1
MEETING DATE: March 23, 2026

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES_____ NA___✓___

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **Yes_✓__ NA_____**

BACK-UP MATERIAL:

1) ***Request for Quotation***

REQUEST FOR QUOTATION

ALBANY COUNTY AIRPORT AUTHORITY

PURCHASING OFFICE
ALBANY SHAKER ROAD
BUILDING 117, SECOND FLOOR
PHONE (518)242-2213 FAX (518)242-2640

TAX EXEMPT ID # 14-1768979

Vendor: DJB International / Ltd
D/B/A · Premiere Transportation

Contact: David J. Brown

Phone: 518-433-9298 Fax: 518-489-2352

djb@ridepremiere.com

Quotation Number: 26-0217

Quote MUST be submitted:

NO LATER THAN 11:00 A.M. ON WEDNESDAY, FEBRUARY 18, 2026

QUOTATION FOR: Shuttle Bus Services

It is the intent of the Albany County Airport Authority to receive quotes for Shuttle Bus Services for heavy travel periods on an as needed basis.

Two (2) 24 passenger shuttle bus with Licensed Driver
Each shuttle must equipped with a luggage rack
Hours: 3:00 AM until 12:00 Midnight (total of 21 hours)

Insurance: Awarded vendor will be required to provide Airport Authority with a valid

Certificate of Insurance within ten (10) business days after notice of award. The Airport Authority shall be named as the "loss payee" on the certificate of insurance.

General Liability	$1,000,000
Worker's Compensation	NYS Requirements

PRICING	**PRICE EACH**
24 Passenger Shuttle Bus (per 21 hour period / shift) With Luggage Rack & Driver	**$** 1850.00 **Each Shuttle**

Please provide how much advance notice must be provided to the awarded vendor to request the shuttle buses / service?

1 week **hrs/days**

All questions should be directed to Bobbi Matthews at (518) 242-2213 or via e-mail at bmatthews@albanyairport.com

Please return quote to Albany County Airport Authority Purchasing Department no later than 11:00 A.M. on Wednesday, February 18, 2026 by email to bmatthews@albanyairport.com. A confirmation response will be sent when your submittal is received.

AGENDA ITEM NO. 14

Review and acceptance of the Authority's:

- **Thirty-second Annual Comprehensive Financial Report (AFCR) as of and for the year ended December 31, 2025 (with the draft audit and compliance reports of MMB + Co., certified public accountants);**
- **the Authority's 2025 Rates and Charges Settlement Report to the Signatory Airlines and Signatory Cargo Carriers with draft Consultant Report;**
- **the Authority's 2025 Annual Investment Report in accordance with its Cash Management and Investment Policy and Section 2925 of the Public Authorities Law (with draft audit compliance report of MMB + Co., certified public accountants);**
- **The Annual 2025 review and approval of the Cash Management and Investment Policy in accordance with Section 2925 of the Public Authorities Law;**
- **Review of mission statement and performance measures and acceptance of measurement report for 2025 required by Section 2800 of the Public Authorities Law; and**
- **Financial Statements for 2025 for the Other Post Employment Benefit Trust.**

AGENDA ITEM NO: 14
MEETING DATE: March 23, 2026

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA TABLED
03/23/2026

DEPARTMENT: **Finance**

Contact Person: ***Audit Committee***
Margaret Herrmann, Acting Chief Financial Officer

PURPOSE OF REQUEST:

Review and acceptance of the Authority's:

- **Thirty-second Annual Comprehensive Financial Report (AFCR) as of and for the year ended December 31, 2025 (with the draft audit and compliance reports of MMB + Co., certified public accountants);**
- **the Authority's 2025 Rates and Charges Settlement Report to the Signatory Airlines and Signatory Cargo Carriers with draft Consultant Report;**
- **the Authority's 2025 Annual Investment Report in accordance with its Cash Management and Investment Policy and Section 2925 of the Public Authorities Law (with draft audit compliance report of MMB + Co., certified public accountants);**
- **The Annual 2025 review and approval of the Cash Management and Investment Policy in accordance with Section 2925 of the Public Authorities Law;**
- **Review of mission statement and performance measures and acceptance of measurement report for 2025 required by Section 2800 of the Public Authorities Law; and**
- **Financial Statements for 2025 for the Other Post Employment Benefit Trust.**

BACKUP MATERIALS:

- **Annual Comprehensive Financial Report for the year ended December 31, 2025 with draft auditor reports;**
- **Airlines Rates and Charges Settlement and Revenue Sharing Calculation Report for the year ended December 31, 2025 with draft consultant report;**
- **Annual Investment Report for the year ended December 31, 2025 which includes a copy of the Cash Management and Investment Policy (the Policy) and explanation of the Policy and draft auditor report;**
- **Performance Measurement Report for 2025; and**
- **Financial Statements for the Other Post Employment Benefit Trust for the year ended December 31, 2025 with draft auditor reports.**

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

The Audit Committee reviewed the above documents at their March 18, 2026 meeting and recommends approval by the Board.

ALB ALBANY INTERNATIONAL AIRPORT



Albany County Airport Authority

A component unit of the County of Albany, located in the Town of Colonie, New York

Annual Comprehensive Financial Report

For the years ended December 31, 2025 and 2024

Albany County Airport Authority

As of December 31, 2025

Authority Board Members



Samuel A. Fresina
Chair
Term Expires: December 31, 2028



Kevin R. Hicks, Sr.
Vice-Chair
Term Expires: December 31, 2028



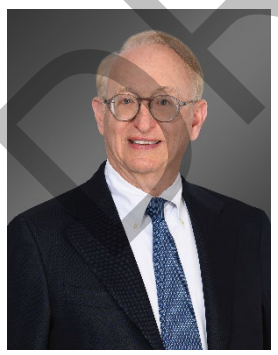
Sari O'Connor
Treasurer
Term Expires: December 31, 2028



Steven H. Heider
Secretary
Term Expires: December 31, 2025



Janet Thayer
Member
Term Expires: December 31, 2025



Harold N. Iselin
Member
Term Expires: December 31, 2028



John-Raphael Pichardo
Member
Term Expires: December 31, 2027

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Authority Management

Peter F. Suto, Esq.	Chief Executive Officer
John O'Donnell	Chief Operating Officer
Margaret Herrmann	Acting Chief Financial Officer
Christine C. Quinn, Esq.	Authority Counsel



ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the years ended December 31, 2025 and 2024

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Prepared by the
Finance Department

Margaret Herrmann
Acting Chief Financial Officer

A Component Unit of the County of Albany
Town of Colonie, New York

www.albanyairport.com

CUSIP #012123XXX



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Additional information relating to the Airport Authority is available at the Airport's website: www.flyalbany.com

If you would like any further information, contact the Chief Financial Officer at (518)242-2226 or at Albany County Airport Authority, 737 Albany Shaker Rd, Main Terminal, Suite 300, Albany, NY 12211

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Introduction

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March 23, 2026

To the Board of the Albany County Airport Authority and Residents and Stakeholders of the Surrounding Region:

The Annual Comprehensive Financial Report (ACFR) of the Albany County Airport Authority (Authority) for the fiscal year ended December 31, 2025 is hereby submitted to the Authority Board and all others interested in the financial condition of Albany International Airport (Airport). This report is published in accordance with the requirements of the State of New York (State) enabling legislation creating the Authority, Article 9, Section 2800 of the Public Authorities Law, and the master bond resolution covering the issuance of indebtedness by the Authority. Pursuant to those requirements, this Annual Comprehensive Financial Report of the Authority has been prepared in accordance with general accepted accounting principles (GAAP) in the United States of America. This report consists of four sections: Introductory, Financial, Statistical, and Compliance. The basic financial statements included in the Financial Section have been audited by MMB+Co.

This report is management's representations concerning the financial position and changes in net financial position of the Authority. Consequently, management assumes full responsibility for the completeness and reliability of all the information presented in this report. To provide a reasonable basis for making these representations, management of the Authority has established a comprehensive internal control framework that has been designed to both protect the Authority's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Authority's financial statements in conformity with GAAP. Because the cost of internal controls should not exceed anticipated benefits, the Authority's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this report is complete and reliable in all material respects.

This introductory letter of transmittal should be read in conjunction with Management's Discussion and Analysis (MD&A) which provides an introduction, overview and analysis of the basic financial statements for 2025 and 2024. The MD&A is located immediately following the report of the independent auditor in the Financial Section. The MD&A is required supplementary information to the basic financial statements, but is not a part of the basic financial statements and was not audited.

INDEPENDENT REVIEW

FINANCIAL AUDIT

The goal of an independent audit is to provide reasonable assurance that the basic financial statements of the Authority for the year ended December 31, 2025 is free of material misstatement. The independent audit involves examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management and evaluating the overall financial statement presentation. The independent auditor concludes, based upon their audit, that there is a reasonable basis for rendering an unmodified ("clean")

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opinion and that the Authority's financial statements for the year ended December 31, 2025 are presented in conformity with GAAP. The independent auditor's report is the first component of the Financial Section.

UNIFORM GUIDANCE AUDIT

The independent audit of the financial statements is part of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards commonly called the "Uniform Guidance", relative to financial funds received from the U.S. Government, the New York State Department of Transportation Draft Part 43 of the Codification of Rules and Regulations, relative to State transportation funds received, and also, in conformity with the provisions of the Passenger Facility Charge Audit Guide for Public Agencies. The standards governing these provisions require the independent auditor to report on the fair presentation of the financial statements and on the Authority's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal and state grant awards. The independent auditor's reports are included in the Compliance Section.

As a recipient of federal and state financial assistance, the Authority also is responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. As part of the Authority's Uniform Guidance audit, tests were made to determine the adequacy of the internal control structure, including that portion related to federal assistance awards, as well as to determine that the Authority has complied with applicable laws and regulations. The results of the Authority's audit under the Federal Uniform Guidance for the year ended December 31, 2025 provided no instances of material weaknesses in the internal control structure and no instances of noncompliance that are required to be reported under Government Auditing Standards.

THE AUTHORITY

The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation established and existing pursuant to the Albany County Airport Authority Act, Title 32 of Article 8, as amended, of the State of New York Public Authorities Law (Act). The State created the Authority in 1993 in order to promote the strengthening and improvement of the Airport and to facilitate the financing and construction of the initial Terminal Improvement Project (TIP), other subsequent capital improvement plans and gave the Authority the power to operate, maintain and improve the Airport.

The County of Albany (County) and the Authority entered into a permanent Airport Lease Agreement dated December 5, 1995, which became effective May 16, 1996 following approval by the Federal Aviation Administration (FAA) of the United States Department of Transportation for the transfer of the sponsorship of the Airport from the County to the Authority. Under the Lease Agreement the County leases to the Authority the Airport, including all lands, buildings, improvements, structures, easements, rights of access, and all other privileges and appurtenances pertaining to the Airport. On November 5, 2018, the termination date of the lease was extended from May 16, 2036 to December 31, 2049.

The Act creating the Authority set forth the following for its creation:

GOALS– To provide adequate, safe, secure and efficient aviation and transportation facilities at a reasonable cost to the people.

OBJECTIVES – (1) To promote safe, secure, efficient and economic air transportation by preserving and enhancing Airport capacity; (2) to acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services;

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(3) to stimulate and promote economic development, trade and tourism; (4) to form an integral part of a safe and effective nationwide system of Airports to meet the present and future needs of civil aeronautics and national defense and to assume inclusion of the Authority's facilities in state, national and international programs for air transportation and for airway capital improvements; and (5) to ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the state and the capital district area.

THE REPORTING ENTITY

The Authority is composed of seven members with four members appointed by the majority leader of the Albany County Legislature and three members by the Albany County Executive, all with approval of the Albany County Legislature. The Authority members are appointed for a term of four years or until a successor is appointed, except that any person appointed to fill a vacancy is appointed to serve only the unexpired term.

Mr. Samuel A. Fresina became the Chair in 2021. Peter F. Stuto, Esq., Chief Executive Officer, is responsible for planning and directing the management of all operations at the Airport including its capital improvement programs. Margaret Herrmann, Acting Chief Financial Officer, is responsible for financial planning, budgeting, operating and capital accounting procedures and controls, debt management, and all Authority financial policies and procedures.

The Authority has engaged the services of AvPorts ALB LLC, (d/b/a AvPorts) to manage the daily operations of the Airport and REW Investments, Inc. (d/b/a Million Air-Albany) to manage the daily operations of the Fixed Base Operations (FBO). An Organizational Chart is included in this Introductory Section.

Based on the County's responsibility for the appointment of Authority members and their approval of all Airport capital improvement programs and for the issuance of certain debt, the Authority is defined as a component unit of the County under the criteria established by the Governmental Accounting Standards Board (GASB). The Authority has one component unit created in 2009 – the Albany County Airport Authority OPEB Trust – which is reported as a fiduciary component unit.

PROFILE OF ALBANY INTERNATIONAL AIRPORT

Albany International Airport is the gateway to the New York State Greater Capital Region. The Airport, located on approximately a 1,171 acre site in the Town of Colonie, is the primary provider of commercial air transportation to the Albany area, including the northeast-central region of the State, southern Vermont and western Massachusetts. The Airport, located seven miles from downtown City of Albany, is accessible via U.S. Interstate 87, 88 and 90 highways. The Airport is strategically located at the center of New York's Capital Region and represents the heart of the burgeoning Hudson Valley Corridor known as "Tech Valley."

The Airport is defined by the FAA as a small air traffic hub, an Airport which handles between 0.05 percent and 0.249 percent of the enplaned passengers by U.S. air carriers nationwide. Based on the latest FAA data available (2025 statistics not yet available), in 2024, the Airport ranked 87th in total enplanements and 103rd in total cargo landed weight. The Airport also ranked 307th in total aircraft operations in 2025.

The Airport has two primary runways, 1/19 and 10/28. The Airport services commercial, cargo, general aviation and military operations with a 24-hour operating air traffic control tower, U.S. Customs and Border

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Protections support services, and general aviation FBO facilities. Additional Airport data information is included in the Statistical Section of this report.

AIRPORT ECONOMICS AND DEMOGRAPHICS

The Airport's 13 county primary air-trade service area for drawing passengers, located in New York State, southern Vermont and western Massachusetts, is home within a 75-mile radius to approximately 1.382 million people and many businesses. Albany's secondary air-trade service area extends in a 150-mile radius from the Airport deeper into New England and upstate New York and adds an additional population of approximately 1.77 million for a combined total population approximating 3.18 million in the combined areas.

The Airport's primary air trade area is at the core of the State Capital of the Nation's 4th largest state by population with more than fifty-thousand state employees and the "Tech Valley," an ongoing high-technology development program. High tech development continues in the region. The College of Nanoscale Science and Engineering at the SUNY Polytechnic Institute campus in Albany continues to expand its nanotechnology research and development programs. This nanotechnology center is located within a few miles of the Airport and is the first college in the world dedicated to research, development, education, and deployment in the disciplines of nanoscience, nanoengineering, nanobioscience, and nanoeconomics. With over $16 billion in public and private investments, CNSE's Albany NanoTech Complex has attracted over 250 global corporate partners - and is the most advanced research complex at any university in the world. Nearby Rensselaer Polytechnic Institute is home to the Center for Biotechnology and Interdisciplinary Studies. This technology research center ranks among the world's most advanced research. Computer chip manufacturer Global Foundries built a major chip fab plant 20 miles north of the Airport that became operational in 2012. The combination of technology businesses and comparatively low unemployment rates position Albany for continued growth in airline activities and passenger usage of the airport.

The Airport's air-trade service area is also the home to world-class summer and winter vacation and recreation attractions that draw individuals and families from across the nation and from around the globe. The Adirondack, Berkshire, Catskill and Green Mountains, Lake George, the Hudson River Valley, and the Mohawk River - Erie Canal corridor offers a cornucopia of excellent entertainment and recreation venues. Features such as the Baseball Hall of Fame in Cooperstown, the Olympic Village in Lake George, the 130-year-old Saratoga Thoroughbred Race Track, and the Tanglewood and Saratoga Performing Arts Centers highlight this region. In 2024 and 2025 the Saratoga Thoroughbred Race Track hosted the Belmont Stakes in June. This area is also home for numerous major colleges and universities which are set forth in the Statistical Section of this report.

AIRLINE ECONOMICS

According the the FAA, 2025 was the busiest year for passenger traffic in 15 years handling 17.2 million flights compared to 16.9 million in 2024 and 17.0 million for pre-pandemic year of 2019. The US airline industry continued to see record breaking revenues as well as strong passenger traffic. Domestic passenger traffic saw a slight decline as compared to a record-breaking levels in 2024 and load factors remained at 83.6%. Total capacity increased a conservative 2.4% for 2025. Major carriers saw increased capacity while low-cost carriers reduced capacity. The airline industry anticipates a continued strong performance for 2026.

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The historical statistics for the airport industry is shown below:

	Domestic Passengers		Flights		Load Factor		Net Income ($000)		Operating Revenues ($000)	
2019	926,436,914		9,463,718		84.65		16,432,523		248,001,537	
2020	371,605,513		5,560,365		58.57		(30,902,984)		131,470,626	
2021	666,148,232		7,315,083		73.75		1,135,295		193,729,101	
2022	822,816,201		8,176,373		83.10		3,919,711		277,968,351	
2023	941,504,117		8,656,545		83.36		8,811,521		297,314,361	
2024	982,616,557		9,036,797		83.41		9,659,966		328,864,920	
2025	815,687,057	(1)	7,735,557	(1)	82.31	(1)	8,940,397	(2)	259,230,011	(2)

(1) Through October 2025

(2) Through third quarter 2025

SOURCE: Bureau of Transportation Statistics T-100 Market Data.
Bureau of Transportation Statistics F41 Schedule P-1.2 Data.

AUTHORITY'S FINANCIAL RESOURCES

The information presented in the Financial Section is best understood when it is considered from the broader perspective of the specific environment within which the Airport operates. The Authority's and Airport's profile, its goals and objectives, the Airport's economic and demographics and the Authority's financial resources are all components of the Airport's financial health and its ability to meet its financial obligations and service commitments.

FINANCIAL CONTROLS

The Authority prepares an annual operating budget on the modified accrual basis of accounting. This basis differs from full accrual basis of accounting in that certain expenses are included on a cash basis. These include an expenditure classification for the principal portion of long-term debt obligations, the local share for certain capital projects, and the lack of depreciation expense. All other major revenues and expenses are included in the budget on the accrual basis. The Authority adopts an annual operating budgetary basis of accounting to facilitate calculation of the rates and charges billed to the airlines. A separate capital improvement program budget is prepared for capital projects given their multi-year nature.

The Authority and the Airlines extended the five-year agreement that began January 1, 2016 with basically the same rates and charges model. After the initial one-year term in 2021, there are three one-year options and one two-year option extensions. In 2024 negotiations began with the airlines for a new agreement effective January 1, 2026. As of December 31, 2025, a final draft of the Agreement has been sent to the signatory carriers for execution. The Agreement includes a majority-in-interest (MII) provision that allows for airline disapproval of capital projects, subject to a number of exceptions, if they would add to airline rates and charges. The MII disapproval occurs if a project is disapproved by more than 50% of the signatory airlines representing not less than 50 percent of the maximum gross landed weight of all signatory airlines during the most recent six months or Airlines representing more than 50% of the total signatory terminal rentals for the most recent six months for projects in the Terminal. The Authority must also notify the Signatory Airlines of any project in excess of $1,000,000, net of any state and federal grants, in the Airfield or Terminal.

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The Agreement with the signatory airlines incorporates a hybrid method for calculating airline rates and charges which applies a residual rate making methodology for the airfield and a compensatory methodology for the terminal. The Agreement provides for the signatory passenger airlines to receive 50% of the Airport's net revenues, as defined in Agreement. The Authority also has the ability under the Agreement to adjust airline rates and charges at any time throughout the year to ensure adherence to all financial covenants in its bond resolutions. No such adjustments were required during 2025 or in any prior year.

OPERATING FINANCIAL PLANNING

As part of preparing its operating budget, each year the Authority prepares a multi-year projection of revenues and expenses for airline activities covering the next five years in accordance with the current Airline Use and Lease Agreement, and beyond assuming that the Agreement remains substantially unchanged. The budget projections for 2026 assumes enplanements of 1,581,000 as the Airport continues to add new airlines and new routes to under-served cities. If the budget assumptions and activity projections prove to be reasonable, the projected airline cost per enplanement, net of revenue sharing, should approximate $8.24 per enplaned passengers, and debt service coverage should be 2.80 (Net Revenues to Net Debt Service calculated under the provisions of the Master Bond Resolution). Certain assumptions are used in determining the projected activity levels and the related projected revenues and expenditures at this Airport and accordingly, subsequent actual results in any one year, or for the entire period, could differ substantially from those projected. Details for these projections are included in the Authority's adopted million 2026 Operating Budget (including debt service), which is on the Authority's web site at www.albanyairport.com.

CAPITAL FINANCIAL PLANNING

A $180 million 2020-2024 capital improvement program was approved by the Authority and County in 2019. The budget consisted of $48 million in airfield improvements, $63 million in terminal improvements, $57 million in landside improvements and $12 million in vehicle and equipment purchases.

In 2022, the capital improvement program was increased to $351.3 million to accommodate the construction of the parking garage to terminal connector.

All the projects included in the five-year program are designed to meet the objectives as set forth in the Airport's 2020-2024 Capital Plan. All projects have or will be subject to a Federal Environmental Assessment (FEA) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, and a New York State Environmental Impact Statement (EIS) under the New York State Environmental Review Act (SEQR). Specific airfield related projects eligible for Federal or State funding support will also be subject to Federal Aviation Administration and New York State Department of Transportation review and approval.

During the last half of 2024, the 2025-2029 $283 million capital improvement program was approved by the Authority and the County. This program includes the 1/19 runway rehabilitation, hangar developments, building improvements and various equipment replacements.

The total effect any capital program will have on future operating budgets are evaluated at the time a specific project is authorized by the Authority to be started unless a project is mandated for safety or health purposes. All capital projects completed in 2025, or scheduled for completion in 2025, had their projected additional operating costs and related revenues incorporated into the Authority's 2026 Operating Budget.

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The following Federal Aviation Administration Airport Improvement Program (AIP) Grants were awarded in 2025:

AIP 154-25 *$21,915,184*	Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction
AIP 155-25 *$9,326,858*	Construct a new 1,900 square yard public use deicing pad including associated equipment - Design & Construction; Reconstruct 22,500 square yards of the existing General Aviation Apron (99.5% eligible) - Design & Construction, and Rehabilitate 35,600 square yards of existing General Aviation Apron (94.8% eligible) - Design & Construction

FISCAL CAPACITY

The Authority has the ongoing ability and willingness, as needed, to raise revenues, incur debt, control expenses and meet its financial obligations as they become due. In adopting its 2026 Annual Budget, the Authority projected 1,581,000 enplanements, in line with the actual 2025 enplanements of 1,594,077. The Authority has set its rates and charges for 2026 under the Airline Use and Lease Agreement to meet all projected obligations. For 2026, signatory landing fees have been set at $4.88 per 1,000 pounds landed weight, compared to $4.77 budgeted in 2025; apron fees at $2.26 per square foot, compared to $1.99 budgeted in 2025; and the terminal rental rate at $132.66 per square foot, compared to $140.04 budgeted in 2025.

As of December 31, 2025, the Authority had approximately $40.6 million in unrestricted funds available. The Authority also had approximately $9.3 million in restricted operating and maintenance reserves that is more than sufficient to meet two months of operating expenditures and $500,000 in an equipment repair & replacement reserve fund. In addition, the Authority had approximately $7.3 million in debt service reserve funds, plus approximately $7.3 million in Passenger Facility Funds on-hand. The Authority does not anticipate experiencing any cash flow deficiencies during 2026 requiring short-term cash flow financing or increases during the year to the rates and charges billed to the Airlines.

DEBT CAPACITY

The Albany County Airport Authority Act sets the Authority's debt limit at $285 million. At December 31, 2025, there is approximately $40.4 million of debt outstanding issued directly by the Authority to be reduced by approximately $8.03 million of principal payments during 2026. Debt service coverage was 2.77 for 2025 and is projected to be 2.80 for 2026 based on the adopted budget. Currently the Authority's entire debt portfolio is fixed rate debt.

AUTHORITY'S INITIATIVES

The Airport moved forward with various activities during 2025 to enhance and maintain the services provided to the airlines, the traveling public, and other uses of the Airport. These initiatives included:

- The Authority continued to aggressively pursue the air service opportunities to Airlines and promote under-served markets.
- Continued construction of the $100 million terminal connector project.
- Completion of the replacement of two jet bridges.
- Completion of HVAC, electrical and roof improvements at the air traffice control tower.

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- Purchased three pieces of airfield equipment including one high speed snow blower and two airfield brooms.
- Continued construction of rehabilitation of Concourse A and the addition of two (2) additional jet bridges in Concourse A set to be completed in the first half of 2026.
- Design of general aviation apron rehabilitation.
- The Authority continued to control costs and maintained reasonable rates and charges for an airport that provides a high level of services to its airlines including jet bridge maintenance, all janitorial services, waste removal and utilities.
- Continues to establish partnerships with strategic community stakeholders, corporations, colleges and universities to further regional growth and economic growth.

AWARDS

FINANCIAL REPORTING

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its annual financial report (ACFR) for the fiscal year ended December 31, 2024. This was the twenty-nineth consecutive year that the Authority has achieved this prestigious award. In order to receive this award a government unit must publish an easily readable and efficiently organized ACFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that this 2025 ACFR continues to meet the Certificate of Achievement Program's requirements and will be submitting it to the GFOA to determine its eligibility for a certificate.

DISTINGUISHED BUDGET PRESENTATION

The Government Finance Officers Association of the United States and Canada (GFOA) also has presented an award of Distinguished Presentation to the Authority for its annual budget for 2025. In order to qualify for this award, a governmental unit must publish a budget document judged proficient in several categories including as a policy document, as an operations guide, as a financial plan, and as a communications device. The 2026 budget has been submitted to the GFOA to determine its eligibility for an award.

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ACKNOWLEDGMENTS

It is the strong continuing commitment of the Authority Board to the highest standards of financial reporting, disclosure and professionalism that the preparation of this report has been accomplished and for that we extend our sincere appreciation. We also give credit for the dedication, service and performance by all the employees of the Authority, AvPorts and Million Air-Albany in cooperation with all the employees of the airlines and other tenants located at the Airport for serving all the travelers, users and visitors to the Airport.

The preparation of this report on a timely and efficient basis is achieved by the professionalism, efficiency and dedicated services contributed by the entire staff of the Finance Department. We wish to express our appreciation for their continuing efforts for maintaining the highest standards of professionalism in managing the financial operations of the Authority in a progressive and responsible manner. It is recognized and a source of pride to the Authority.

CERTIFICATION

The following sections of this report include the basic financial statements of Authority for the fiscal year ended December 31, 2025 including the Independent Auditor's Report on the basic financial statements. The Auditor's Report provides an unmodified opinion. Based on our knowledge, the information provided in the basic financial statements is accurate, correct and does not contain any untrue statement of material fact; does not omit any material fact which, if omitted, would cause the basic financial statements to be misleading in light of the circumstances under which such statements are made; and fairly presents in all material respects the financial condition and results of operations of the Authority as of, and for, the periods presented in the basic financial statements.

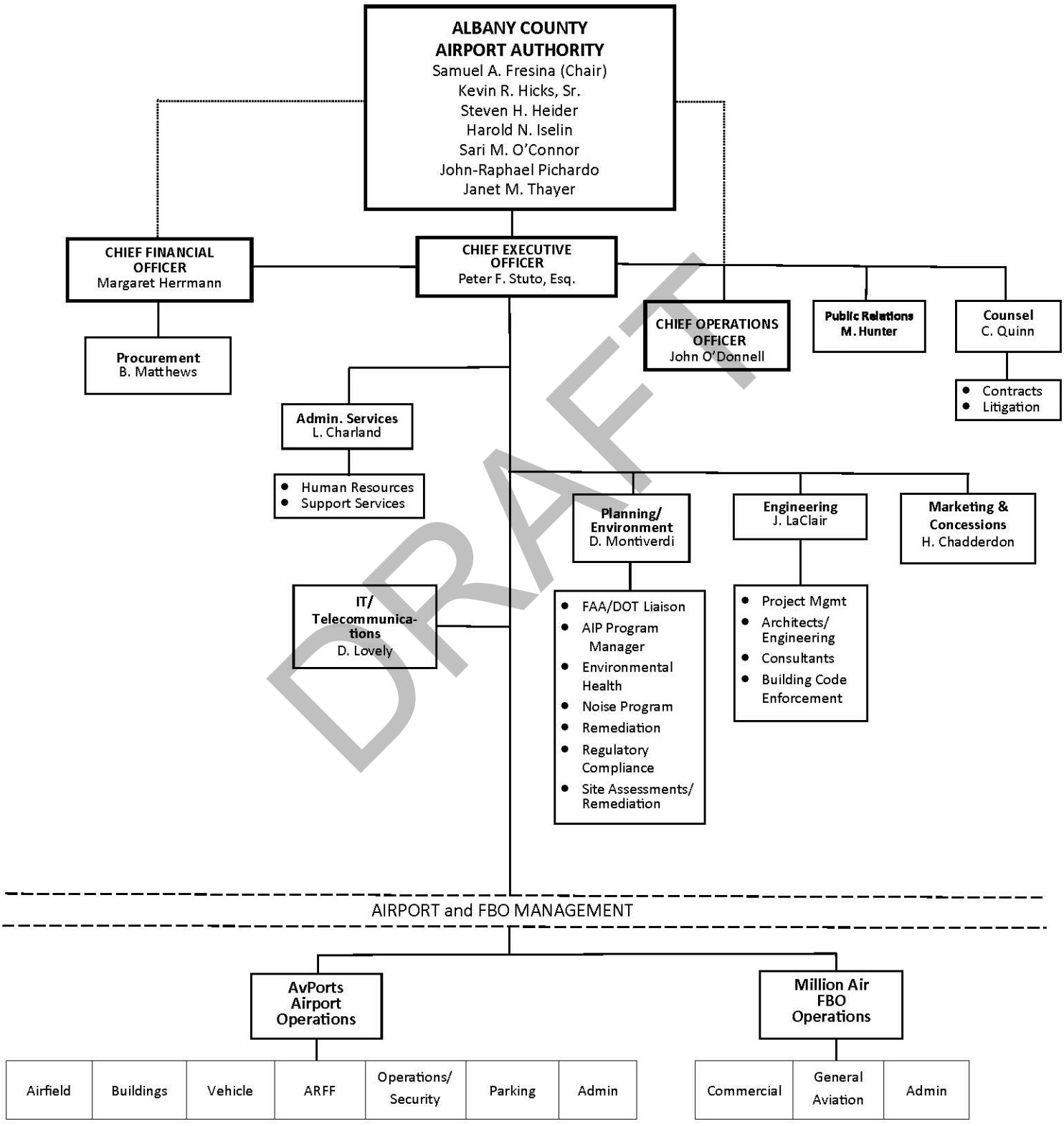
Respectfully submitted:

Peter F. Stuto, Esq.
Chief Executive Officer

Margaret Herrmann
Acting Chief Financial Officer

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ALBANY INTERNATIONAL AIRPORT
ORGANIZATIONAL CHART



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Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

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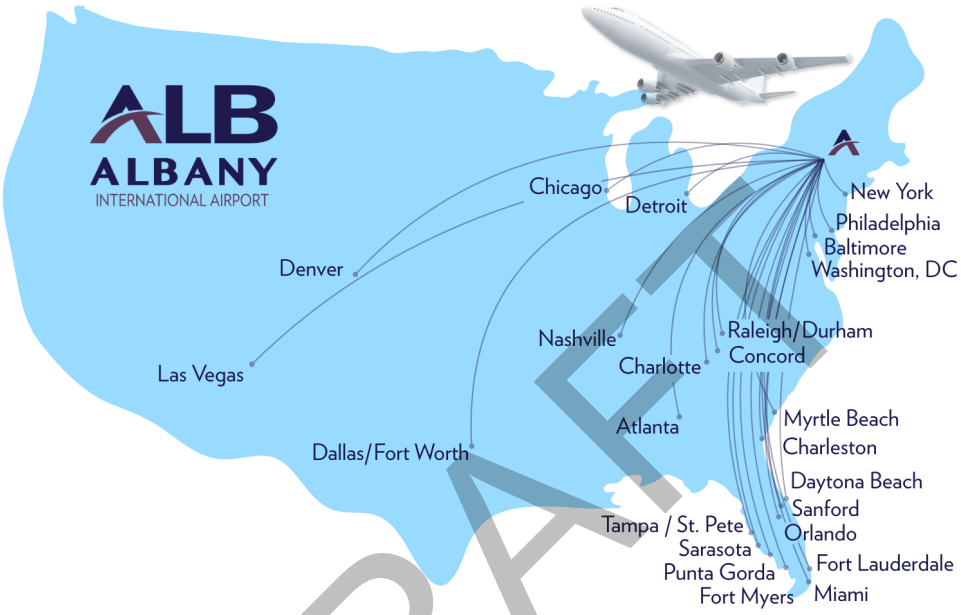
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morrill

Executive Director/CEO

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INDEPENDENT AUDITOR'S REPORT

To the Members
Albany County Airport Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Albany County Airport Authority as of December 31, 2025 and 2024, and the respective change in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* (GAS), issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and GAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and GAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 19 through 27, schedule of proportionate share of net pension liability (asset) and schedule of authority contributions on pages 62 and 62, schedule of changes in net OPEB liability and related ratios on page 64 and 65, schedule of actuarially determined contribution - deficiency/(excess) and OPEB actuarial methods and assumptions on pages 66 through 69 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

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Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Albany County Airport Authority's basic financial statements. The schedule of debt service requirements to maturity on page 72, schedule of governmental payments and services on page 73, insurance schedule on page 74, and customer facility charges schedules of revenues, expenses and changes in net position on page 76 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance for the year ended December 31, 2025 on page 106, is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200*, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,* and by the New York State Department of Transportation *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* and are also not a required part of the basic financial statements. The accompanying schedule of passenger facility charges collected and expended for the year ended December 31, 2025 on page 119, is presented for purposes of additional analysis as specified in the *Passenger Facility Charge Audit Guide for Public Agencies,* issued by the Federal Aviation Administration, and is also not a required part of the basic financial statements.

The schedule of debt service requirements to maturity, schedule of government payments and services, the insurance schedule, customer facility charges schedule of revenues, expenses and changes in net position, schedule of expenditures of Federal and New York State Department of Transportation financial assistance, and schedule of passenger facility charges collected and expended are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information Included in the Annual Report

Management is responsible for the other information included in the annual comprehensive financial report (ACFR). The other information comprises the introductory section, the statistical section and biographies, as listed in the table of contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any assurance on them. In connection with our audits of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected misstatement of the other information exists, we are required to describe it in our report.

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Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated _____, 2026 on our consideration of the Albany County Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Albany County Airport Authority's internal control over financial reporting and compliance.

Latham, NY
_____, 2026

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MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management's Discussion and Analysis (MD&A) of the Albany County Airport Authority (the Authority) provides an introduction of the basic financial statements for the year ended December 31, 2025 with selected comparative information for the years ended December 31, 2024 and December 31, 2023. Management prepared this unaudited MD&A, which should be read in conjunction with the financial statements, and the notes thereto, which follow in this section.

Overview of the Financial Statements

The Authority is a business-type activity and the Authority's basic financial statements include: the *Statements of Net Position,* the *Statements of Revenues, Expenses and Changes in Net Position* and the *Statements of Cash Flows*. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB). Also included are the *Statements of Fiduciary Fund Net Position*; and the *Statements of Changes in Fiduciary Fund Net Position* for the Authority's Fiduciary Fund which also has a December 31st year end.

The *Statements of Net Position* depict the Authority's financial position at December 31, 2025 and December 31, 2024, the end of the Authority's previous fiscal year. The Statements reports all assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. Net position is displayed in three components: net investment in capital assets, restricted (distinguished between major categories of restrictions) and unrestricted.

The *Statements of Revenues, Expenses and Changes in Net Position* reports total operating revenues, operating expenses, non-operating income and expenses, capital contributions and the changes in net position during the years ended December 31, 2025 and 2024. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows.

The *Statements of Cash Flows* presents information showing how the Authority's cash and cash equivalents position changed during the years ended December 31, 2025 and 2024. The Statements classifies cash receipts and cash payments by Operating Activities, Non-capital Financing Activities, Investing Activities, and Capital and Related Financing Activities.

The *Statements of Fiduciary Fund Net Position* is a snapshot of account balances of the Authority's fiduciary fund at December 31, 2025 and December 31, 2024 and indicates the assets available for future payments for retiree benefits and any current liabilities that are owed at this time.

The *Statements of Changes in Fiduciary Fund Net Position*, on the other hand, provides a view of current period additions to and deductions from the net position held in the Trust during the years ended December 31, 2025 and 2024.

Airport Activities

In 2025, enplanements increased from 1,507,130 in 2024 to 1,594,077. Cargo tonnage decreased from 19,558 in 2024 to 18,013 in 2025. Operations, a landing or takeoff, increased from 55,705 in 2024 to 57,540 in 2025.

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The following shows the major airport indicators during the past three years:

	2025	2024	2023
Enplanements	1,594,077	1,507,130	1,376,639
Operations	57,540	55,705	53,610
Cargo (tons)	18,013	19,558	20,929

Published available seats for 2025 increased by 185,533 or 10.4% from 2024 and the passenger load factor decreased to 81% in 2025 from 85% in 2024. The published available seats and the yearly load factors for the last three years are below:

	2025	2024	2023
Total Available Seats	1,965,521	1,778,690	1,656,472
Passenger Load Factor	81%	85%	83%

As of December 31, 2025, two regularly scheduled express mail and various special cargo carriers serve the Airport.

Financial Highlights

SUMMARY OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

The changes in net position over time may serve as a useful indicator of changes in the Authority's financial position. A summary of the Authority's change in net position for the years ended December 31 is below:

	2025	2024	2023
Operating revenues	$ 65,777,325	$ 62,438,541	$ 53,230,207
Operating expenses	51,309,464	(50,308,130)	(44,158,861)
Revenues in excess of expenses before depreciation	14,467,861	12,130,411	9,071,346
Depreciation	20,646,395	(20,164,229)	(19,050,784)
Loss before non-operating income and expenses	(6,178,534)	(8,033,818)	(9,979,438)
Non-operating income and (expenses), net	7,461,422	7,458,814	11,898,511
Income/(loss) before capital contributions	1,282,888	(575,004)	1,919,073
Capital contributions, special and extraordinary item	39,927,246	35,641,166	16,929,595
Net position			
Increase / (decrease) in net position	41,210,134	35,066,162	18,848,668
Total net position, beginning of year	305,784,249	270,718,087	251,869,419
Total net position, end of year	$ 346,994,383	$ 305,784,249	$ 270,718,087

OPERATING REVENUE AND NON-OPERATING REVENUE

Total revenues are a combination of operating and non-operating revenue. Operating revenue is generated from the day-to-day activities of the airport, landing fees, parking fees, terminal rent and property rent. Non-operating revenue is revenue that is ancillary or a by-product of operating the airport, e.g. interest revenue. It may also be grant revenue that reimburses an operating expense or Passenger Facility Charges that are used for approved capital expenditures. Airfield revenue includes: passenger and cargo landing fees, apron fees and glycol disposal fees. Under the Signatory ULA, the airfield is a "residual cost center" requiring signatory airlines to pay the residual cost after all airfield and certain non-airfield revenues allocated to the airfield have been applied which includes interest income and PFCs applicable to airfield related debt service. Accordingly, airfield revenues are sensitive to airfield cost,

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interest earnings, PFCs revenues applied to airfield debt service, and the amount of airfield debt service. Terminal revenue includes: airline and non-airline lease revenue and passenger boarding bridge fees. The terminal revenue is sensitive to the amount of rented space and terminal operating costs used to determine the annual rental rate. Operating revenue and non-operating revenue for 2025, 2024 and 2023 are as follows:

	2025	2024	2023
Operating Revenues			
Airfield	$ 7,761,335	$ 8,084,030	$ 5,512,260
Terminal	6,620,756	7,986,439	3,510,123
Ground Transportation	24,358,385	18,733,652	17,907,220
Concessions	10,169,467	9,899,079	9,462,456
Fixed Based Operations	11,478,244	12,580,220	12,361,731
Other	5,389,138	5,155,121	4,476,417
	65,777,325	62,438,541	53,230,207
Non-Operating Income			
Passenger Facility Charges	6,405,101	6,275,661	5,699,317
Grant Income	59,220	331,254	5,232,617
Improvement Chargers	368,400	368,400	368,400
Insurance Recoveries	6,297	32,201	335,000
Interest Income	2,679,186	3,043,592	2,371,341
	9,518,204	10,051,108	14,006,675
Total	$ 75,295,529	$ 72,489,649	$ 67,236,882
Percentage of Increase	*3.9%*	*7.8%*	*9.3%*

Fiscal Year 2025 Compared to 2024

Total operating revenue in 2025 increased to $65,777,325 from $62,438,541 in 2024, an increase of $3,338,784, or 5.3%. The majority of operating revenue is driven by enplanement levels and airline activity. The significant revenue source accounting for the increase in revenues was an increase in ground transportation of $5,624,733, or 30.0% due to a parking rate increase effective January 1, 2025. Airfield revenues decreased $322,695, or 4.0% and terminal revenues decreased $1,365,683, or 17.1%. The decease in airfield and terminal revenue in 2025 versus 2024 is due to a higher amount due to airlines for their share of revenue sharing as calculated per the Airline Use and Lease Agreement (ULA).

Total non-operating income in 2025 decreased to $9,518,204 from $10,051,108 in 2024, a difference of $532,904, or 5.3%. This decrease is largely attributable to the decrease in interest earnings due to lower interest rates in 2025 set by the Federal Reserve.

Fiscal Year 2024 Compared to 2023

Total operating revenue in 2024 increased to $62,438,541 from 53,230,207 in 2023, an increase of $9,208,334, or 17.3%. Airfield revenues increased $2,571,770, or 46.7% and terminal revenues increased $4,476,316, or 127.5% due to an increase in the rates charged to the airlines for landing fees and terminal rental due to higher expenses related to the calculation of the rates. Ground transportation increased $826,432, or 4.6% and concession revenues increased $436,623 or 4.6% due to higher enplanement levels as compared to 2023.

Total non-operating income in 2024 decreased to $10,051,108 from $14,006,675, a difference of $3,955,567, or 28.2. This decrease was largely attributable to the decrease in grant income derived from Coronavirus and Relief Act (CARES Act) funding received in 2023 offset by an increase in interest earnings.

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OPERATING EXPENSES AND NON-OPERATING EXPENSES HIGHLIGHTS

Total expenses are also a made up of operating and non-operating components and depreciation. Operating expenses include those expenses necessary to operate the airport on a day-to-day basis and include personnel salary and benefits, contract services, and materials and supplies. Non-operating expenses also include expenses that are ancillary or a by-product of operating the airport and predominantly include interest expense. Depreciation is the annual expense of the cost of a capital asset allocated over its annual useful life. Operating expenses and non-operating expenses for 2025, 2024 and 2023 are as follows:

	2025	2024	2023
Operating Expenses			
Personnel services	$ 15,327,867	$ 14,879,522	$ 12,624,930
Employee benefits	6,691,432	6,151,625	5,950,078
Utilities & communications	2,798,852	2,408,312	2,562,914
Purchased services	11,016,147	10,834,742	7,177,642
Material & supplies	11,405,936	11,923,816	12,413,637
Administration	3,495,825	3,561,083	2,871,427
Non-capital equipment	573,405	549,030	558,233
	51,309,464	50,308,130	44,158,861
Depreciation	20,646,395	20,164,229	19,050,784
Non-Operating Expenses			
Interest	2,056,782	2,083,566	2,108,164
Grant expense	-	508,728	-
	2,056,782	2,592,294	2,108,164
Total	$ 74,012,641	$ 73,064,653	$ 65,317,809
Percentage of Increase	*1.3%*	*11.9%*	*4.0%*

Fiscal Year 2025 Compared to 2024

Total operating expenses in 2025 increased to $51,309,464 from $50,308,130 in 2024, an increase of $1,001,334, or 2.0%. Combined, personnel services and employee Benefits expense increased to $22,019,299 from $21,031,147 in 2024, an increase of $988,152, or 4.7%. This increase is due to cost of living and union negotiated raises for staff and an increase in benefit costs. Utility and communication expenses increased to $2,798,852 from $2,408,312, an increase of $390,540, or 16.2%.

Total non-operating expenses in 2025 decreased to $2,056,782 from $2,592,294 in 2024, a difference of $535,512. The savings in 2025 is due to a grant expense of $508,728 in 2024 that did not occur in 2025.

Fiscal Year 2024 Compared to 2023

Total operating expenses in 2024 increased to $50,308,130 from $44,158,861 in 2023, an increase of $6,149,269, or 13.9%. Combined personnel services and employee Benefits expense increased to $21,031,147 from $18,575,008, an increase of $2,456,139, or 13.2%. Purchased services increased $3,657,100, or 51.0% due to the addition of curbside traffic control added to help with traffic flow due to the construction of the terminal connector project. Administration expenses increased $689,656, or 24.0%.

Total non-operating expenses in 2024 increased by $484,130, or 23.0% due to a grant expense of $508,728.

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Financial Position Summary

The Statements of Net Position depict the Authority's financial position as of one point in time – December 31 – and reflects the residual difference between all assets, deferred outflows of resources, liabilities and deferred inflows of resources of the Authority. Net position represents the residual interest in the Authority's assets after deducting liabilities. The Authority's net position was $347.0 million at December 31, 2025, a $41.2 million increase from December 31, 2024. Net position at December 31, 2024 was $305.8 million, a 35.1 million increase from December 31, 2023.

A condensed summary of the Authority's total net position at December 31, 2025, 2024 and 2023 is below:

	2025	2024	2023
ASSETS			
Capital assets	$ 336,480,096	$ 298,484,732	$ 275,717,191
Other assets	101,713,457	107,896,536	104,847,397
Total Assets	438,193,553	406,381,268	380,564,588
DEFERRED OUTFLOWS OF RESOURCES	1,261,278	1,939,503	2,609,258
LIABILITIES			
Other - unrestricted due within 1 year	14,997,300	10,863,721	16,971,995
Other - restricted due within 1 year	15,609,288	17,530,024	8,995,794
Long-Term liabilities - restricted due within 1 year	8,030,000	7,625,000	7,280,000
Long-Term liabilities - restricted due more than 1 year	40,102,177	49,168,067	58,738,561
Total Liabilities	78,738,765	85,186,812	91,986,350
DEFERRED INFLOWS OF RESOURCES	13,721,683	17,349,710	20,469,409
NET POSITION			
Net investment in capital assets	289,774,606	243,024,508	216,453,882
Restricted	31,576,301	37,987,558	30,709,182
Unrestricted	25,643,476	24,772,183	23,555,023
Net Position	$ 346,994,383	$ 305,784,249	$ 270,718,087

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Net position is comprised of three components as follows:

Investment in capital assets (e.g., land, buildings, improvements, and equipment), less the related indebtedness outstanding used to acquire those capital assets, represents the largest portion of the Authority's net position (83.5% at December 31, 2025, 79.5% at December 31, 2024). The Authority uses these capital assets to provide services to the airlines, passengers and to service providers and users located at the Airport; consequently, these assets are not available for future spending. Although the Authority's net investment in capital assets is net of related debt, the resources required to repay this debt annually are paid from operations, since it is unlikely that the capital assets will be liquidated to pay liabilities.

Restricted net position (9.1% at December 31, 2025, 12.4% at December 31, 2024), principally representing bond reserves and PFC funds, are restricted as to use pursuant to bond resolutions and Federal regulations. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted net position 7.4 % at December 31, 2025, 8.1% at December 31, 2024), is available to meet any of the Authority's ongoing obligations. The unrestricted component of net position is the net amount of the assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

Airlines Signatory Rates and Charges

The Authority and airlines entered into a Use and Lease Agreement ("Agreement") effective January 1, 2016 for five years, with an option for a five-year renewal, which establishes how the airlines that signed the Agreement will be assessed annual rates and charges for their use of the Airport. In the Agreement, signatory airlines have the option to designate some or all of their affiliate carriers as signatory airlines. The five-year renewal option was renegotiated and the Authority and airlines agreed to a one-year option and one two-year option. In 2024, negotiations began for a new Agreement to be effective January 1, 2026. As of December 31, 2025, a final draft of the Agreement has been sent to the signatory carriers for execution.

Cash Management Policies and Cash Flow Activities

Cash equivalents represent cash-on-hand, bank deposits and liquid investments with a maturity of three months or less. The following shows a summary of the major sources and uses of cash and cash equivalents for 2025, 2024 and 2023:

	2025	2024	2023
Cash flows from (used):			
Operating activities	$ 17,796,720	$ 4,083,479	$ 17,458,951
Noncapital financing activities	59,219	(177,474)	5,232,617
Investing activities	2,945,719	3,681,161	2,491,017
Capital and related financing activities	(19,141,045)	(15,355,808)	(13,228,080)
Net increase/(decrease) in cash	1,660,613	(7,768,642)	11,954,505
Beginning of period	63,482,812	71,251,454	59,296,949
End of period	$ 65,143,425	$ 63,482,812	$ 71,251,454

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The Authority's available cash and cash equivalents increased during 2025 by $1,660,613. Cash and cash equivalents as of December 31, 2025, 2024 and 2023 are composed of:

	2025	2024	2023
Funds available for unrestricted operations:	$ 40,643,156	$ 36,254,409	$ 42,799,679
Funds restricted for:			
Operating and renewal reserves	9,878,798	9,405,342	8,962,306
CFC funds	506,863	487,621	464,656
Capital projects	1,556,262	1,035,846	730,984
PFCs available for debt service payments	4,269,916	8,042,696	9,751,984
Revenue bond reserves	7,271,326	7,278,406	7,609,446
Other restrictions	1,017,104	978,491	932,399
	$ 65,143,425	$ 63,482,811	$ 71,251,454

Capital Activities

The Authority capitalized $9.8 million for completed projects in 2025. The projects completed included $2.3 million for replacements of jet bridges A6 & B6, $2.1 million for air traffic control tower improvements, $0.9 million for a high speed snow blower, $1.5 for two airfied brooms, $0.4 for an aircraft deicer, $0.9 for six parking shuttle buses and other various improvements and equipment.

More detailed capital asset activity information can be found in Note 7 of the financial statements.

Debt Administration

The total Authority principal debt outstanding at December 31, 2025 for General Airport Revenue Bonds (GARB) was $40,390,000 as compared to $48,015,000 as of December 31, 2024. The aggregate par amount of bonds and bank loans issued by the Authority and outstanding as of December 31, 2025 and 2024 and 2023 is summarized in the following table:

	Issued	2025	2024	2023
Authority Revenue Bonds and Other Debt				
Series 2017A & B Refunding	$ 14,395,000	$ 3,800,000	$ 4,960,000	$ 6,070,000
Series 2018A & B GARB	22,590,000	19,860,000	20,315,000	20,750,000
Series 2019A GARB	9,620,000	8,595,000	8,785,000	8,970,000
Series 2020A & B Refunding	34,610,000	8,135,000	13,955,000	19,505,000
Total Authority Debt Obligations	$ 81,215,000	$ 40,390,000	$ 48,015,000	$ 55,295,000

At December 31, 2025 the Authority maintained debt service reserve funds for each bond issue in the amount of $7.3 million which is restricted for repayment of debt and Passenger Facility Charge (PFC) Funds in the amount of $4.3 million of which only $3.6 million is restricted to repayment of debt. Thus, the Authority's direct obligations outstanding, net of funds restricted for the repayment of debt, was $37.1 million in aggregate par amount of bonds outstanding. For additional information about the Authority's long term debt (see Note 8).

Under the Authority's master bond resolution adopted in 1997, it is required to maintain an operating reserve equal to two months operating expenses. At December 31, 2025 the reserve requirement was $8.4 million and for which the Authority had $9.4 million on hand. The Authority also had $27.9 million in its airport Development Fund which can be used to restore a deficiency in any other fund and it had a repair and replacement reserve fund of $0.5 million.

Line of Credit

On February 28, 2024 the Authority closed on a $30 million revolving line of credit note to provide interim funding for a capital project currently under construction. The terminal connector project is budgeted at $100 million and is funded $60 million from New York State Department of Transportation and $40 million from the FAA. Interim funding is need to help bridge the gap between the time the vendors are paid and when reimbursement is received from either of the two funding sources. The note matures on February 28, 2025 for a period of two (2) years with a renewal maturity of February 28, 2027. Interest is paid on only the days that the loan is used at a rate of the Secured Overnight Financing Rate plus 1.20%. As of December 31, 2025, the balance on the line of credit was $3,226,470 compared to $4,713,985 as of December 31, 2024.

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Other Long-Term Debt

Under generally accepted accounting principles, the term “debt” includes bonds, notes, loans, leases and other obligations including the net unfunded obligations for employee benefits. As of December 31, 2025 and 2024 the Authority reported $5,547,919 and $5,824,155 respectively as its share of the unfunded OPEB liability (see Note 13). The Authority also reported $718,693 and $660,114 at December 31, 2025 and 2024 respectively for its proportionate share of the unfunded liability for employee pensions (see Note 12).

Credit Ratings and Bond Insurance

The Authority’s underlying credit ratings are: Moody’s Investors Service “A2” and S&P Global Ratings “A+”. Fitch Ratings has withdrawn its insured rating of all bonds insured by AGMC effective February 25, 2010. Moody’s lowered their rating of AGMC from “A3” to “A2” on January 17, 2013. S&P Global Ratings upgraded their enhanced rating of AGMC from “AA-” to “AA” on March 18, 2014. On June 14, 2018, S&P Global Ratings raised the Authority’s underlying credit rating from “A-” to “A“. On January 23, 2018 AGMC received a rating of AA+ from Kroll Bond Rating Agency. S&P Global Ratings assigned an "A" rating on October 25, 2019 and Moody's assigned an "A3" rating on October 29, 2019. S&P Global Ratings of an "A" as of August 2022 reflects their view of the airport's recovering activity and improved market position with year-to-date enplanement performance through July 2022 which was 2.6% ahead of budget. Moody's assigned an upgraded "A2" rating as of July 2023 that "reflects effective management of the financial profile, robust financial metrics, as evidenced by a Moody's calculated total debt service coverage ratio of 2.2x. and continued decline in debt levels relative to historical". In August 2024, S&P Glogal Ratings upgraded the then current rating of "A" to "A+" due to the improved debt capacity and the stable base of air travel demand.

Financial Statements

The Authority’s financial statements are prepared on an accrual basis of accounting in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). The Authority operates as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and (except land) are depreciated over their estimated useful lives. Certain funds are reported as restricted based upon constraints placed on their use by contributors, grantors and debt covenants. See the Notes to the Financial Statements for a summary of the Authority’s significant accounting policies.

Request for Information

The Authority’s basic financial statements are designed to provide detailed information on the Authority’s operations and to the Authority’s Board, management, investors, creditors, customers and all others with an interest in the Authority’s financial affairs and to demonstrate the Authority’s accountability for the assets it controls and the funds it receives and expends. Questions concerning any of the information provided in this report or any request for additional information should be addressed to the Chief Financial Officer by email: mherrmann@albanyairport.com or in writing to, Albany County Airport Authority, Terminal Building, Third Floor, Albany, NY 12211-1057.

Respectfully submitted,



Margaret Herrmann
Acting Chief Financial Officer

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Albany County Airport Authority
Statements of Net Position
As of December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
CURRENT ASSETS		
Unrestricted Assets:		
Cash and cash equivalents	$ 40,643,156	$ 36,254,409
Accounts receivable - net	3,882,122	3,714,473
Lease receivable	2,985,319	2,483,902
Inventory - fuel	35,703	112,221
Inventory - glycol	250,371	310,275
Prepaid expenses	1,140,523	287,488
Total Unrestricted Assets	48,937,194	43,162,768
Restricted Assets:		
Operating and Replacement Reserves:		
Cash and cash equivalents	9,878,798	9,405,342
CFC Funds:		
Cash and cash equivalents	506,863	487,621
Capital Funds:		
Cash and cash equivalents	1,556,262	1,035,846
Grant funds receivable	17,948,833	23,113,294
Passenger Facility Charge Funds:		
Cash and cash equivalents	4,269,917	8,042,697
Passenger Facility Charges receivable	412,403	395,769
Revenue Bond Funds:		
Cash and cash equivalents	7,271,326	7,278,406
FAA Restricted Funds:		
Cash and cash equivalents	229,694	220,974
Concession Improvement Funds:		
Cash and cash equivalents	787,410	757,517
Total Restricted Assets	42,861,506	50,737,466
Total Current Assets	91,798,700	93,900,234
NON-CURRENT ASSETS		
Prepaid expenses	147,926	163,361
Lease receivable	9,766,831	13,832,941
Capital Assets:		
Land and easements	48,899,432	48,899,432
Buildings, improvements and equipment, net of depreciation	183,347,459	194,161,535
Construction in progress	104,233,205	55,423,765
Total Capital Assets	336,480,096	298,484,732
Total Non-Current Assets	346,394,853	312,481,034
Total Assets	438,193,553	406,381,268
DEFERRED OUTFLOWS OF RESOURCES		
Refunding	205,262	386,207
OPEB expenses	324,737	622,429
Pension expenses	731,279	930,867
Total Deferred Outflows of Resources	1,261,278	1,939,503

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The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Net Position
As of December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES		
Payable from Unrestricted Assets:		
Accounts payable	1,099,913	943,072
Accrued expenses	13,528,089	9,743,996
Compensated absences	369,298	176,653
Total Payable from Unrestricted Assets	14,997,300	10,863,721
Payable from Restricted Assets:		
Construction contracts payable	7,861,063	10,347,903
Construction contract retainages	4,455,450	2,391,769
Bank line of credit payable	3,226,470	4,713,985
Accrued interest payable	66,305	76,367
Current maturities of long - term debt	8,030,000	7,625,000
Total Payable from Restricted Assets	23,639,288	25,155,024
Total Current Liabilities	38,636,588	36,018,745
NON-CURRENT LIABILITIES		
Bonds and other debt obbligations	33,835,565	42,683,798
Net OPEB liability	5,547,919	5,824,155
Net pension liability - proportionate share	718,693	660,114
Total Non-Current Liabilities	40,102,177	49,168,067
Total Liabilities	78,738,765	85,186,812
DEFERRED INFLOWS OF RESOURCES		
Concession improvement funds	1,203,138	1,050,952
OPEB expenses	603,874	725,677
Pension expenses	53,781	379,064
Leases	11,860,890	15,194,017
Total Deferred Inflows of Resources	13,721,683	17,349,710
NET POSITION		
Net investment in capital assets	289,774,606	243,024,508
Restricted		
Working capital	16,508,320	19,656,129
Passenger facility charge eligible projects	4,682,320	8,438,466
Operating and replacement reserves	9,878,798	9,405,342
Customer facility charges	506,863	487,621
	31,576,301	37,987,558
Unrestricted	25,643,476	24,772,183
Net Position	$ 346,994,383	$ 305,784,249

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The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
Operating Revenues		
Airfield	$ 7,761,335	$ 8,084,030
Fixed Based Operations	11,478,244	12,580,220
Terminal	6,620,756	7,986,439
Concessions	10,169,467	9,899,079
Ground transportation	24,358,385	18,733,652
Other revenue	5,389,138	5,155,121
Total Operating Revenues	65,777,325	62,438,541
Operating Expenses		
Personal services	15,327,867	14,879,522
Employee benefits	6,691,432	6,151,625
Utilities & communications	2,798,852	2,408,312
Purchased services	11,016,147	10,834,742
Materials & supplies	11,405,936	11,923,816
Administrative expenses	3,495,825	3,561,083
Non-capital equipment	573,405	549,030
Total Operating Expenses	51,309,464	50,308,130
Revenues in excess of expenses before depreciation	14,467,861	12,130,411
Depreciation	20,646,395	20,164,229
Loss Before Non-Operating Income and Expenses	(6,178,534)	(8,033,818)
Non-Operating Income and (Expenses)		
Passenger facility charges	6,405,101	6,275,661
Grant income	59,220	331,254
Improvement charges	368,400	368,400
Interest income	2,679,186	3,043,592
Insurance recoveries	6,297	32,201
Interest expense	(2,056,782)	(2,083,566)
Grant expense	-	(508,728)
Total Non-Operating Income and (Expenses)	7,461,422	7,458,814
Gain (Loss) before Capital Contributions	1,282,888	(575,004)
Capital contributions	39,927,246	35,641,166
Net Position		
Increase in Net Position	41,210,134	35,066,162
Net Position, Beginning of Year	305,784,249	270,718,087
Net Position, End of Year	$ 346,994,383	$ 305,784,249

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The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Cash Flows
For the Years Ended December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
Cash Flows From Operating Activities		
Cash received from providing services	$ 65,609,674	$ 60,658,418
Cash paid to suppliers	(46,226,936)	(54,813,109)
Cash paid to employees	(1,586,018)	(1,761,830)
Net Cash Provided By Operating Activities	17,796,720	4,083,479
Cash Flows From Noncapital Financing Activities		
Grant income	59,219	331,254
Grant expense	-	(508,728)
Net Cash Provided/(Used) By Noncapital Financing Activities	59,219	(177,474)
Cash Flows From Investing Activities		
Interest received	2,679,186	3,219,199
Interest on passenger facility charges	266,533	461,962
Net Cash Provided by Investing Activities	2,945,719	3,681,161
Cash Flows From Capital and Related Financing Activities		
Purchase of property and equipment	(59,064,927)	(39,097,078)
Principal payments made on bonds and notes payable	(7,625,000)	(7,280,000)
Interest paid	(2,704,131)	(2,863,167)
Line of credit	(1,487,515)	4,713,985
Concession improvement funds	152,186	144,566
Improvement charges	368,400	368,400
Insurance recoveries	6,297	32,201
Capital grants	45,091,711	22,601,454
Passenger facility charges	6,121,934	6,023,831
Net Cash Used By Capital and Related Financing Activities	(19,141,045)	(15,355,808)
Net Increase/(Decrease) in cash and cash equivalents	1,660,613	(7,768,642)
Cash and cash equivalents, beginining of year	63,482,812	71,251,454
Cash and cash equivalents, end of year	$ 65,143,425	$ 63,482,812
Reconiliation of Operating Income to Net Cash Provided By Operating Activities:		
Loss before non-operating income and expenses	$ (6,178,534)	$ (8,033,818)
Adjustments to reconcile loss from operations to net cash provided by operating activities:		
Depreciation	20,646,395	20,164,229
Decrease/(Increase) in assets:		
Accounts receivable	(167,649)	(1,780,122)
Lease receivable	231,566	(152,529)
Prepaid expenses	(701,178)	241,744
Deferred OPEB expenses	(100,346)	(318,263)
Deferred pension expenses	(67,116)	70,524
Increase/(Decrease) in liabilities:		
Acounts payable and accrued expenses	4,133,576	(6,108,286)
Net Cash Provided By Operating Activities	$ 17,796,714	$ 4,083,479
Noncash Capital and Related Financing Activities:		
Capital asset acquisitions included in accounts payable	$ 12,316,512	$ 12,739,672
Grant income for capital projects included in accounts receivable	$ 5,139,284	$ 13,039,440

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The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
Statements of Fiduciary Net Position
As of December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
ASSETS		
Cash and cash equivalents	$ 3,672,526	$ 3,407,239
Investments	-	-
Interest receivable	-	-
Total Assets	3,672,526	3,407,239
DEFERRED OUTFLOWS OF RESOURCES	-	-
Total Deferred Outflows of Resources	-	-
LIABILITIES	-	-
Total Liabilities	-	-
DEFERRED INFLOWS OF RESOURCES	-	-
Total Deferred Inflows of Resources	-	-
NET POSITION		
Net Position - Restricted for OPEB	$ 3,672,526	$ 3,407,239

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The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
Statements of Changes in Fiduciary Net Position
For the Years Ended December 31, 2025 and December 31, 2024

	December 31, 2025	December 31, 2024
Additions to Net Position Attributed to:		
Contributions		
Employer	$ 550,512	$ 463,149
Interest Income	97,081	102,362
Total Additions	647,593	565,511
Deductions from Net Position Attributed to:		
Retirement benefits	353,082	307,351
Implicit Cost Amount	29,224	53,444
Total Deductions	382,306	360,795
Increase in Net Position	265,287	204,716
Net Position - Restricted for OPEB, Beginning of Year	3,407,239	3,202,523
Net Position - Restricted for OPEB, End of Year	$ 3,672,526	$ 3,407,239

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The accompanying notes are an integral part of these financial statements

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ALBANY COUNTY AIRPORT AUTHORITY

Notes to Financial Statements

December 31, 2025 and December 31, 2024

NOTE 1 - Organization and Reporting Entity

Organization

The Albany County Airport Authority (Authority), a body corporate and politic, constituting a public benefit corporation, was established by the State of New York (State) August 4, 1993, pursuant to the provisions of Chapter 686 of the Laws of 1993 as set forth in Title 32 of the State's Public Authorities Law. As a public benefit corporation, the Authority is independent, distinct from, and not an agent of the State or any other of the State's political subdivisions, including the County of Albany (County).

The Authority consists of seven members, four appointed by the majority leader of the County Legislature and three by the County Executive, who jointly designate one of the seven members as chairperson, and all with approval of the County Legislature. The Authority members serve for a term of four years or until their successor is appointed, except that any person appointed to fill a vacancy will be appointed to serve only the unexpired term. Members of the Authority are eligible for reappointment.

On March 15, 1994, the Authority and the County entered into an Interim Agreement whereby the County granted, and the Authority accepted, sole possession, use, occupancy and management of the Albany International Airport (Airport), including all rights, interest, powers, privileges and other benefits in each and every contract relating to the maintenance, operation, leasing, management or construction of the Airport, and all other rights, privileges or entitlement necessary to continue to use, operate and develop the Airport.

The Authority and the County entered into a permanent Airport Lease Agreement, dated December 5, 1995, which upon its approval by the Federal Aviation Administration (FAA) became effective on May 16, 1996 for a term of forty (40) years, whereby the Authority has the exclusive right to operate, maintain and improve the Airport and do anything else permitted by law, subject only to the restrictions and conditions stated in such Airport Lease Agreement and in accordance with applicable Federal, State and local laws. On November 5, 2018 the term of the Lease was extended through December 31, 2049.

Pursuant to the State enabling Legislation, the Authority may not undertake any capital project, other than the redevelopment project described in the enabling legislation, known as the Terminal Improvement Program, unless the project has first been approved by the County as part of a five-year Capital Improvement Program. For these purposes, the term "capital project" is defined as the construction, reconstruction or acquisition of airport or aviation facilities.

Prior to March 15, 1994, the Airport operated as a fund of the County. As of March 15, 1994 the County transferred the use of all assets and substantially all liabilities of the County's Airport Enterprise Fund to the Authority. These assets and liabilities were recorded by the Authority at a Net Asset value equal to $46,824,500.

The Authority is not subject to Federal, State or local income, property or sales taxes, except for property taxes due on properties acquired by the Authority until they are removed from the tax rolls as of the next assessment date. However, the Authority may agree to make certain payments in lieu of taxes for real

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property owned or used by the Authority for purposes other than public aviation purposes and under other limited circumstances.

The Authority has contracted with AvPorts ALB LLC to manage the daily operations of the airport with a term expiring September 30, 2035. The Authority has also contracted with REW Investments, Inc., (d/b/a Million Air), to manage the fixed based operations of the airport under a one year term expiring August 31, 2026. Both agreements are renewable with the approval of both parties.

Reporting Entity

The Authority meets the criteria set forth in generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board (GASB) for inclusion as a component unit within the County's basic financial statements based on the County's responsibility for the appointment of the Authority members, and their approval of capital programs and certain debt issuances. As such, the Authority is included in the County's basic financial statements. The accompanying financial statements present the financial position and the changes in net position and cash flows of the Authority only. The Authority is not involved in any joint ventures.

The Authority has established a written, single employer, defined benefit plan to provide healthcare benefits to eligible former employees and/or their qualifying dependents. The Authority also established a legally separate trust known as the Albany County Airport Authority OPEB Trust to receive and manage contributions from the Authority to fund its obligations for retiree health care benefits under the written plan. The Albany County Airport Authority OPEB Trust is included in the Authority's financial statements as a separate Fiduciary Fund of the Authority under accounting principles promulgated by GASB.

NOTE 2 - Summary of Significant Accounting Policies

Basis of Accounting

The accompanying financial statements have been prepared in conformity with generally accepted accounting principles (GAAP) for state and local governments. GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles for state and local governments in the United States of America.

The Authority's operations are presented as a single enterprise fund. Enterprise funds distinguish operating revenues and expenses from non-operating items in accordance with the flow of economic resources measurement focus and the accrual basis of accounting. All assets, liabilities, net position, revenues, and expenses are accounted for through a single enterprise fund with revenues recorded when earned and expenses recorded at the time liabilities are incurred.

Revenues from airlines, FBO operations, concessions, property rentals, operating permits, and parking fees are reported as operating revenues. All expenses related to operating the Airport are reported as expenses. Passenger facility charges, non-capital grants, capital improvement charges, interest and investment income are reported as non-operating income. Interest expense, financing costs and grant expenses are reported as non-operating expenses. Capital contributions, special and extraordinary items are reported separately after non-operating revenues and non-operating expenses.

Cash, Cash Equivalents and Investments

The deposit and investment of Authority monies is governed by provisions in its enabling legislation and by a Cash Management and Investment Policy adopted by the Authority on September 13, 1994 and last amended on July 23, 2018. The policy allows the Authority to use any depository bank that is a State or

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Federally chartered commercial bank that can meet the Authority's requirements for cash vault services, is a member of the National Automated Clearing House Association (NACHA), and is able to act as an Originating Depository Financial Institution (ODFI) for direct deposit of payments. Additionally, the bank must have a minimum long term credit rating of "A" without regard to subcategories from at least one of the Nationally Recognized Statistical Rating Organizations (NRSRO) and no rating below investment grade from any other NRSRO.

Monies not needed for immediate expenditure may be invested in (1) United States Treasury obligations with maturities of seven years or less, (2) obligations backed by the United States Government full faith and credit, (3) New York State, New York State agency or New York State subdivisions (cities, towns, villages, counties) obligations with, (4) certificates of deposit fully collateralized from a bank or trust company in New York State, (5) notes, bonds, debentures, mortgages and other evidences of indebtedness of certain agencies sponsored by the United States government provided at the time of investment such agency or its obligations are rated and the agency receives, or its obligations receive, the highest rating of all independent rating agencies that rate such agency or its obligations, and (6) repurchase agreements using United States Treasury obligations with maturities of seven years or less. Investments are stated at fair value or amortized cost.

For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with an original maturity of three months or less when purchased to be cash equivalents. Cash equivalents, which are stated at cost, consist of certificates of deposit, and treasury notes. Investments are reported at fair value.

Note 3 sets forth information about the use of federal depository insurance (FDIC) and collateralization to insure the Authority's deposits.

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectible. The allowance for uncollectible amounts is based on collection history, aviation industry trends and current information regarding the credit worthiness of the tenants and others doing business

Lessor Receivable

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured as the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

Inventories

Inventories of fuel and glycol products for the Fixed Based Operator are recorded at the current cost to purchase the items based on the contract price times the number of gallons in inventory.

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Restricted Assets

Restricted assets consist of monies and other resources which are restricted legally as described below:

Operating and Replacement Reserves - Under the master bond resolution adopted in 1997, the Authority agreed to create and maintain two reserves. Both were to be funded by depositing funds in separate bank accounts in accordance with the master bond resolution. The Operating and Maintenance Reserve is to be equal to two months operating and maintenance expenses and is to be used only if the Authority does not have sufficient funds in its current operating accounts to pay these expenses on a timely basis. The Renewal and Replacement Reserve is to be equal to $500,000 and can be used solely for non-recurring major maintenance, repairs, renewals, or replacements related to Airport facilities.

Capital Funds - These assets represent capital debt proceeds and grant funds that are restricted for designated capital projects and cannot be expended for any other item.

Passenger Facility Charges Funds - These assets represent Passenger Facility Charges (PFC) collections based on an approved FAA application to "Impose" such charges on enplaned passengers at the Airport. These funds are restricted for designated capital projects and any debt incurred to finance the construction of those projects. The Authority recognizes and reports as other income PFCs earned when all conditions have been met that entitles the Authority to retain the PFCs. PFCs received prior to this time are reported as restricted net position.

Customer Facility Charges - These assets represent Customer Facility Charges (CFC) collections based on approved Amendment No. 1 to Rental Car Concession Agreements. These funds are restricted for designated capital projects related to the reallocation of Rental Car Company terminal counters and offices, and costs of relocating and reallocating the parking garage spaces. The Authority recognizes and reports as other income CFCs earned when all conditions have been met that entitles the Authority to retain the CFCs.

Revenue Bond Funds - These assets represent Series 2017, 2018, 2019 and 2020 general airport revenue bond (GARB) proceeds held in Bond Reserve Accounts. Bond reserve accounts for the Series 2017, Series 2018, Series 2019 and Series 2020 Bonds equal 125% of the average annual debt service due on bonds at the time of issuance.

FAA Restricted Funds - These assets represent proceeds from the disposition of property acquired with capital grants from the Federal Aviation Administration through the Airport Improvement Program and the Airport Noise Compatibility Grants under FAR150 or a combination of both. These Airport funds were generated through the disposition of properties acquired with Federal and State aid and interest earnings thereon. The use of such revenues is restricted to Airport Improvement Program eligible project costs contingent upon FAA concurrence.

Concession Improvement Funds - These assets represent 1% of gross revenues of all food and beverage and retail concessions held in escrow to potentially fund the planning, developing, construction, remodeling, renovating or replacing of any of the concessionaires' leased areas during the term of the concession agreement. Use of the funds during the term of the lease is subject to the Authority's sole approval. Funds remaining at the end of a concession agreement are retained by the Authority.

Capital Assets

Capital assets include land, improvements to land, easements, buildings, building improvements, vehicles, equipment and all other tangible assets that are used in operations and have useful lives extending beyond a single reporting period. Capital Assets assumed by the Authority on March 15, 1994 are carried

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at historical cost, net of accumulated depreciation. Acquisitions of new assets costing $50,000 or more are recorded at cost.

Maintenance and repairs are expended as incurred. When depreciable assets are disposed of, the related costs and accumulated depreciation are removed from the respective accounts and any gain or loss on disposition is credited or charged to an expense. Capital Assets are written off when fully depreciated unless clearly identified as still being in use. Capital Assets are written-down due to impairment if circumstances indicate a significant or unexpected decline in an assets service utility has occurred. Impaired Capital assets are written down using an approach that best reflects the decline in service utility. Assets to be disposed of and assets held for sale are reported at the lower of carrying value or fair value less costs to dispose of.

Depreciation of capital assets is computed using the straight-line method at various rates considered adequate to allocate costs over the estimated useful lives of such assets. The estimated lives by general classification are as follows:

	Years
Buildings and improvements	5-30
Machinery and equipment	5-15

Capitalization of Interest

Interest costs incurred during the construction period for capital assets acquired with debt was capitalized in certain years prior to 2007. After 2007 the Authority did not incur or pay any interest that was eligible for capitalization.

Bond Issue Costs, Original Issue Discount and Deferred Loss on Bond Refundings

Bond insurance (an issuance cost) is deferred and amortized over the life of the respective issue on an effective interest method. Original issue discounts and deferred loss on refundings on long-term indebtedness are amortized using the effective interest method over the life of the debt to which it relates. Interest on capital appreciation debt is accreted using the effective interest method.

Capital Contributions

Certain expenditures for Airport capital assets are significantly funded through the Airport Improvement Program (AIP) of the Federal Aviation Administration (FAA), with certain matching funds provided by the State and the Authority, or from various State allocations or grant programs. Capital funding provided under government grants is considered earned as the related allowable expenditures are incurred.

Grants for capital asset acquisition, facility development and rehabilitation and eligible long-term planning studies are reported in the *Statements of Revenues, Expenses and Changes in Net Position*, after non-operating income and expenses, as capital contributions.

Revenue Recognition

Airfield Landing Fee Charges - Landing fees are principally generated from scheduled airlines, cargo carriers and non-scheduled commercial aviation and are based on the gross landed weight of the aircraft. The estimated landing fee structure is determined annually pursuant to an agreement between the Authority and the signatory airlines based on the adopted operating budget of the Authority and is adjusted at year end for the actual landed weight of all aircraft. Landing fees are recognized as revenue when the related facilities are utilized.

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FBO, Terminal Rents, Concessions and Ground Transportation - FBO revenues are generated from commercial and general aviation users, rental and concession fees are generated from airlines, parking lots, food and beverage, retail, rental cars, advertising and other commercial tenants. Leases are for terms from one to ten years and generally require rentals based on the volume of business, with specific minimum annual rental payments required. Rental revenue is recognized over the life of the respective leases and concession revenue is recognized based on reported concessionaire revenue.

Other - All other types of revenues are recognized when earned.

Passenger Facility Charges

Passenger Facility Charges (PFC) at the rate of $3 per enplaned passenger have been levied by the Airport since March 1, 1994 under an FAA approved application to impose $40,726,364 with collection thereof estimated to be complete in the year 2005. During 1996, the Authority received approval to increase the amount of PFC collections to $116,888,308 extending the estimated collection period through the year 2022. In 2009, the Authority received approval to change the PFC collection from $3.00 per passenger to $4.50 per passenger. In 2020, PFC Application 20-04 in the amount of $8,142,737 was approved by the FAA. In 2022, PFC Application 23-05 in the amount of $26,170,000 to fund certain capital projects through July 1, 2027 was approved by the FAA. In 2024, PFC Application 24-06 in the amount of $12,858,346 to fund certain capital projects through June 1, 2030 was approved by the FAA. Also in 2024, two amendments to PFC Application 20-04 and PFC Application 23-05 were approved for $312,507 and $1,439,839, respectively. Through December 31, 2025 the Authority has collected PFCs including interest earnings thereon totaling $140,012,891.

PFC funds, along with related interest earnings, are recorded as restricted net position until they are applied against future debt service payments under an FAA approved Application to Use. PFC receipts are recognized and recorded as non-operating revenues in the year they are collected.

The Authority has expended $20.3 million of PFCs on projects funded on a pay-as-you-go basis. The Authority also covenanted in the Resolution authorizing the Series 2020 Refunding Bonds to apply future PFC collections to pay a portion of the debt service related to the FAA approved projects included in the Applications. Pursuant to the Resolution, PFCs collected and deposited in a segregated account, together with the interest earned thereon, are applied towards the subsequent debt service payments reducing the amount of debt to be funded from net operating revenue. Through December 31, 2025, the Authority has applied $114.4 million of PFC's towards the payment of debt service.

Compensated Absences

Employees accrue vacation in varying amounts based on length of service. Employees can accumulate up to 300 hours, or 37.5 days of vacation time. Unused vacation time can be liquidated for cash upon separation, retirement or death.

Sick leave is earned by regular, full-time employees at the rate of one day per month. Employees can accumulate up to 1,320 hours or 165 days of sick leave. Any sick leave hours unused at the time of an employee's retirement can be applied as additional service credit in calculating retirement benefits in the New York State Employees' Retirement System. It is the policy of the Authority not to pay accumulated sick leave to employees who terminate prior to retirement.

The liability for compensated absences at year end is for leave that has been earned through year-end but not yet taken or paid.

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Pension Plans

The Authority applies GASB Statement No. 68, Accounting and Financial Reporting for Pensions (GASB 68) to recognize the net pension asset (liability), deferred outflows and deferred inflows of resources, pension expense (revenue), and information about and changes in the fiduciary net position on the same basis as reported by the cost-sharing, multiple employer, defined benefit pension plan. The Authority also applies GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date (GASB 71) to report additional deferred outflows. The Authority's participation in the plans are mandated by State law and includes the New York State and Local Employees' Retirement System (ERS) and the New York State Voluntary Defined Contribution (NYS VDC) plan (the Systems). The Systems recognize benefit payments when due and payable in accordance with benefit terms; investment assets are reported at fair value. More information on pension activity for the Systems is included in Note 12.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, through subsequent events, actual results could differ from those estimated. Some estimates, such as the book value of the Capital Assets (see Note 7), the liability for Net Pension (see Note 12) and Other Post-Employment Benefits (OPEB) (see Note 13) have the potential to vary more significantly over time than other estimates.

Future Governmental Accounting Standards Board Statements To Be Implemented

In April 2024 the Government Accounting Standards Board issued GASB Statement No. 103, *Financial Reporting Model Improvements,* which is to improve key components of the financial report to enhance its effectiveness in providing information essential for decision making and assessing accountability. This statement is effective for reporting periods beginning after June 15, 2025. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In September 2024 the Government Accounting Standards Board issued GASB Statement No. 104, *Disclosure of Certain Capital Assets*, which is to provide users of the financial statements with essential information about certain capital assets. This statement is effective for reporting periods beginning after June 15, 2025. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In December 2025 the Government Accounting Standards Board issued GASB Statement No. 105, *Subsequent Events*, which is to improve the financial reporting requirements for subsequent events. This statement is effective for reporting periods beginning after June 15, 2026. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

NOTE 3 - Cash, Cash Equivalents and Investments

Cash, cash equivalents and investments of the Authority at December 31 consist of the following:

	Book Balance 2025	Bank Balance 2025	Book Balance 2024	Bank Balance 2024
Cash and Cash Equivalents:				
Cash on hand	$ 15,845		$ 13,529	
Cash in bank accounts	65,127,580	$ 66,116,464	63,469,283	$ 64,612,176
Total Cash and Cash Equivalents	$ 65,143,425		$ 63,482,812	

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The Authority's deposits were secured by insurance from the Federal Depository Insurance Corporation (FDIC) covering $500,000 on December 31, 2025 plus $73,504,977 of pledged collateral held by third party trustee banks at December 31, 2025. The FDIC bank insurance program Permanent Rule provides up to $250,000 in coverage for the Authority's Savings Accounts and up to $250,000 for the Authority's demand accounts. Collective balances in excess of these amounts are collateralized at 102% of the prior day closing bank balance.

NOTE 4 - Receivables

Accounts receivable is recorded net of allowances for probable uncollectible accounts. As of December 31, 2025 and 2024, an allowance for uncollectable accounts was not considered necessary.

	As of 12-31-25	As of 12-31-24
Airlines	$ 2,098,739	$ 1,458,900
Concessions	370,806	380,136
Other	1,412,577	1,875,437
Sub-Total	3,882,122	3,714,473
Less Allowances	-	-
Net Accounts Receivable	$ 3,882,122	$ 3,714,473

NOTE 5 – FAA Restricted Funds

The Authority holds funds derived from the disposition of property acquired with grants received from the Federal Aviation Administration (FAA). These funds are restricted for use and limited to capital expenditures approved by the FAA. The following table presents the amounts and changes in such funds:

	2025	2024
Airport Noise Compatibility Grants (FAR150)		
Opening Balance	$ 220,974	$ 210,565
Interest Received during the year	8,720	10,409
Ending Balance	$ 229,694	$ 220,974

NOTE 6 - Due to County of Albany

The net amount due to the county consists of the following:

	As of 12-31-25	As of 12-31-24
Reimbursement of expenses due to County	$ 281,146	$ 264,185

The County provides certain services to the Authority including sheriff officers for public safety, code enforcement inspections, public communications and sewer district charges. The total expenditures paid by the Authority during the years ended December 31, 2025 and 2024 for these services totaled $3,564,405 and $3,525,329, respectively.

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NOTE 7 - Capital Assets

Capital Assets balances and activity for the year ended December 31, 2024 and 2025 was as follows:

	Total 12-31-23	Additions	Deletions	Total 12-31-24	Additions	Deletions	Total 12-31-25
Capital Assets that are not depreciated:							
Land and Easements	$ 48,899,432	$ -	$ -	$ 48,899,432	$ -	$ -	$ 48,899,432
Construction in Progress	20,290,343	35,133,422	-	55,423,765	48,809,440	-	104,233,205
Total	69,189,775	35,133,422	-	104,323,197	48,809,440	-	153,132,637
Capital Assets that are depreciated:							
Buildings	247,884,826	-	-	247,884,826	-	-	247,884,826
Improvements, other than buildings	295,459,669	6,642,485	-	302,102,154	5,328,017	-	307,430,171
Machinery and Equipment	22,058,310	1,155,863	-	23,214,173	4,504,303	-	27,718,476
Sub-total	565,402,805	7,798,348	-	573,201,153	9,832,320	-	583,033,473
Less accumulated depreciation:							
Buildings	(168,099,709)	(8,070,615)	-	(176,170,324)	(8,070,615)	-	(184,240,940)
Improvemnets	(176,038,900)	(11,164,041)	-	(187,202,941)	(11,440,385)	-	(198,643,326)
Machinery and Equipment	(14,736,780)	(929,573)	-	(15,666,353)	(1,135,395)	-	(16,801,748)
Sub-total	(358,875,389)	(20,164,229)	-	(379,039,618)	(20,646,395)	-	(399,686,014)
Total depreciable Capital Assets, net	206,527,416	(12,365,881)	-	194,161,535	(10,814,075)	-	183,347,459
Total Capital Assets, Net	$ 275,717,191	$ 22,767,541	$ -	$ 298,484,732	$ 37,995,365	$ -	$ 336,480,096

NOTE 8 - Long-Term Indebtedness

A summary of the changes in the Authority's long-term indebtedness outstanding during 2024 and 2025 was as follows:

	Outstanding at 12-31-23	Deletions	Outstanding at 12-31-24	Deletions	Outstanding at 12-31-25	Due within one year
Authority Revenue Bonds/Debt Obligations						
Bonds Payable						
Series 2017A & B Refunding	$ 6,070,000	$ (1,110,000)	$ 4,960,000	$ (1,160,000)	$ 3,800,000	$ (1,230,000)
Series 2018A & B GARB	20,750,000	(435,000)	20,315,000	(455,000)	19,860,000	(480,000)
Series 2019A GARB	8,970,000	(185,000)	8,785,000	(190,000)	8,595,000	(200,000)
Series 2020A & B Refunding	19,505,000	(5,550,000)	13,955,000	(5,820,000)	8,135,000	(6,120,000)
Total Bonds Payable	55,295,000	(7,280,000)	48,015,000	(7,625,000)	40,390,000	(8,030,000)
Unamortized Premiums	3,311,412	(1,017,614)	2,293,798	(818,233)	1,475,565	(597,997)
Total Long-term Indebtedness	$ 58,606,412	$ (8,297,614)	$ 50,308,798	$ (8,443,233)	$ 41,865,565	$ (8,627,997)

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Authority Outstanding Debt Issues

Series 2017A General Airport Revenue Refunding Bonds - In March of 2017, the Authority closed on the sale of two General Airport Revenue Refunding Bond (non AMT) issues totaling $7,795,000 to refund the Series 2003A Airport Revenue Bonds and Series 2006A. Coupon interest rates range from 3.125% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2033. The amount of outstanding principal, premiums and deferred loss as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2025	$ 1,610,000	$ 13,931	$ 18,842
December 31, 2024	$ 2,480,000	$ 51,858	$ 29,192

Series 2017B General Airport Revenue Refunding Bonds – In March of 2017, The Authority issued $6,600,000 (AMT) of Series 2017B General Airport Revenue Refunding Bonds to refund the Series 2006B Airport Revenue Bonds and Series 2006C. Coupon interest rates range from 3.250% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2035. The amount of outstanding principal, premiums and deferred loss as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2025	$ 2,190,000	$ -	$ 46,741
December 31, 2024	$ 2,480,000	$ 10,549	$ 56,397

Series 2018A General Airport Revenue Bonds - In November of 2018, the Authority issued $14,770,000 (non AMT) of Series 2018A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport and other projects in the Authority's 2015-2019 capital plan. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2048. The amount of outstanding principal and premiums as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2025	$ 14,770,000	$ 484,205
December 31, 2024	$ 14,770,000	$ 636,356

Series 2018B General Airport Revenue Bonds - In November of 2018, The Authority issued $7,820,000 (AMT) of Series 2018B General Airport Revenue Bonds to fund projects in the Authority's 2015-2019 capital plan and to provide funds for a portion for the Upstate Airport Development & Revitalization Project at the Airport. The bonds are payable from a lien on net revenues derived by the Authority for the operation of the airport. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2034. The amount of outstanding principal and premiums as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2025	$ 5,090,000	$ 179,007
December 31, 2024	$ 5,545,000	$ 252,057

Series 2019A General Airport Revenue Bonds - In November of 2019, the Authority issued $9,620,000 (non AMT) of Series 2019A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport. Coupon interest rates range from 4.000% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2042. The amount of outstanding principal and premiums as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2025	$ 8,595,000	$ 418,473
December 31, 2024	$ 8,785,000	$ 542,329

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Series 2020A General Airport Revenue Forward Refunding Bonds - In March of 2020, the Authority issued $4,390,000 (non AMT) of Series 2020A General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. The amount of outstanding principal, premiums and deferred loss as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2025	$ 2,465,000	$ 208,587	$ 67,894
December 31, 2024	$ 2,885,000	$ 288,525	$ 201,321

Series 2020B General Airport Revenue Refunding Bonds - In March of 2020, the Authority issued $30,220,000 (AMT) of Series 2020B General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest range are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. The amount of outstanding principal, premiums and deferred loss as of December 31, 2025 and 2024 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2025	$ 5,670,000	$ 172,708	$ 71,787
December 31, 2024	$ 11,070,000	$ 512,123	$ 99,298

Below is a schedule of future bond payments by years:

Years Ending	Principal	Interest	Total
2026	$ 8,030,000	$ 1,910,000	$ 9,940,000
2027	1,455,000	1,508,500	2,963,500
2028	1,530,000	1,437,550	2,967,550
2029	1,585,000	1,366,275	2,951,275
2030	1,665,000	1,291,731	2,956,731
2031-2035	6,215,000	5,496,819	11,711,819
2036-2040	6,120,000	4,019,800	10,139,800
2041-2045	7,725,000	2,412,050	10,137,050
2046-2049	6,065,000	563,750	6,628,750
TOTAL	$ 40,390,000	$ 20,006,475	$ 60,396,475

Line of Credit

On February 28, 2024 the Authority closed on a $30 million revolving line of credit note to provide interim funding for a capital project currently under construction. The terminal connector project is budgeted at $100 million and is funded $60 million from New York State Department of Transporation and $40 million from the FAA. Interim funding is needed to help bridge the gap between the time the vendors are paid and when reimbursement is received from either of the two funding sources. The note matures on February 28, 2025 for a period of two (2) years with a renewal maturity of February 28, 2027. Interest is paid on only the days that the loan is used at a rate of the Secured Overnight Financing Rate plus 1.20%. As of December 31, 2025 the balance on the line of credit was $3,226,470. In 2025 the Authority paid $412,882 of interest expense for the balances on the line of credit throughout 2025.

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Bond Defeasance

On August 3, 2021 the Authority defeased a certain portion of Airport Revenue Refunding Bonds, Series 2017A, ("2017A Bonds") by placing cash of $659,688 in a trust account with Manufacturers and Traders Trust Company, the escrow agent for the defeasance. The cash deposit has an irrevocably pledge to the payment of a portion of the outstanding bonds. The escrow agent has been authorized to substitute assets that are not essentially risk-free in the trust portfolio. Principal and interest from the cash have been deemed sufficient to retire the principal and interest on the $669,030 outstanding balance of the 2017A Bonds issued to refund 2006A Bonds that were used to finance renovation of the previous Authority administration building. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Authority's financial statements.

Annual estimated cash flows after December 31, 2025, in the escrow account for the defeasance are summarized below:

	Beginning Balance	Debt Service	Interest	Ending Balance
2026	$ 108,488	$ 109,289	$ 801	-

Debt Limit

The Authority's debt limit was increased from $175 million to $285 million during 2004 by State legislation enacted (Chapter 500), amending the Albany County Airport Authority Act, Title 32 of Article 8, of the New York State Public Authorities Law. The Act authorizes the Authority to issue bonds, notes or other obligations in the aggregate outstanding principal amount not exceeding $285,000,000. In addition, the Authority is authorized to issue refunding bonds, provided that upon a refunding the aggregate principal amount of bonds, notes or other obligations outstanding under the Act may be greater than $285,000,000 only if the present value of the aggregate debt service of the refunding bonds, notes or other obligations does not exceed the present value of the refunded bonds, notes or other obligations (calculated as provided in the Act). As of December 31, 2025 and 2024, the Authority had $40.4 million and $48.0 million, respectively, of principal debt outstanding issued which does not include deferred losses and bond premiums.

The Authority adopted a Derivatives Policy which allows for the use of Derivative Financial products for capital financing. The Derivatives Policy prohibits the use of Derivative Financial products for either investment or speculation. The Derivatives Policy recognizes derivatives as non-traditional financial products, including but not limited to, floating to fixed rate swaps, swaptions, caps, floors, collars and municipal warrants. The Derivatives Policy requires:

- that transactions entered into under the policy must be for a market transaction for which competing good faith quotations may be obtained at the discretion of the Authority and with the advice and recommendation of the Authority's swap adviser, and other financial professionals;
- that transactions should produce material economic benefit believed to not otherwise be attainable under the current existing market conditions, or existing conventional debt structures, and improve the flexibility of debt management strategies;
- employ a structure that will attempt to minimize any additional floating rate basis risk, tax law risk or credit risk to the Authority and justify the acceptance of these risks for a particular transaction, based on the additional benefits to the Authority; and
- limits the total amount of derivative financial product transactions so as not to exceed thirty-three percent (33%) of the total authorized debt limit of the Authority (currently $285 million).

The Authority adopted a Variable Rate Debt Policy which allows for the use of variable rate debt within prescribed limitations. The Variable Rate Debt Policy recognizes permanent and interim uses of variable

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rate debt. Interim use of variable rate debt may occur during the construction phase of a project for which the Authority intends to obtain permanent financing at the conclusion of the construction phase. The Variable Rate Debt Policy provides that:

- "Permanent Variable Rate Debt Exposure" includes variable rate debt which the Authority does not intend to be refinanced by a long-term fixed rate debt;
- "Net Permanent Variable Rate Debt Exposure" is permanent variable rate debt that is not offset by the cash, cash equivalent and short-term investment assets of the Authority;
- permanent variable rate debt excludes, with some exceptions, variable debt that has been synthetically changed to fixed rate debt by the use of a financial derivative hedge product with a fixed-payer interest rate swap;
- net permanent variable rate debt, excluding synthetic fixed rate transactions, should not generally exceed twenty percent (20%) of the Authority's outstanding indebtedness;
- the Authority did not utilize any derivative or variable rate debt products in 2025.

NOTE 9 - Capital Contributions and Net Position

Since its inception, the Authority has received capital contributions from the County of Albany in the form of net assets transferred from the date of inception and from Federal and State grants as shown below:

	Inception To Date	Year Ended 2025	Year Ended 2024
County of Albany	$ 486,324,500	$ -	$ -
Federal	213,053,408	30,723,366	9,217,143
State	144,777,081	9,203,880	26,424,023
Total	$ 844,154,989	$ 39,927,246	$ 35,641,166

Net position consists of the following:

	2025	2024
Net investment in capital assets	$ 289,774,606	$ 243,024,508
Working capital	16,508,320	19,656,129
Passenger facility charge funds	4,682,320	8,438,466
Operating and replacement funds	9,878,798	9,405,342
CFC funds	506,863	487,621
Unrestricted assets	25,643,476	24,772,183
	$ 346,994,383	$ 305,784,249

Under the master bond resolution adopted in 1997, the Authority agreed to create and maintain two reserves. Both were to be funded by depositing funds in separate bank accounts in accordance with the master bond resolution and are included as a component of unrestricted cash and cash equivalents on the statements of net position. The Operating and Maintenance Reserve is to be equal to two months operating and maintenance expenses and is to be used only if the Authority does not have sufficient funds in its current operating accounts to pay these expenses on a timely basis.

The Renewal and Replacement Reserve is to be equal to $500,000 and can be used solely for non-recurring major maintenance, repairs, renewals, or replacements related to Airport facilities. Both reserves have been funded as required.

NOTE 10 - Airline Lease and Use Agreements

Six commercial passenger airlines, fifteen affiliated commercial passenger airlines and two cargo airlines serving the Airport have executed the first five year renewal option on the Airline Use and Lease

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Agreement ("Agreement"). This Agreement has a five-year term effective January 1, 2016 with an option for one five year renewal to extend the Agreement to December 31, 2025. In 2020, due to COVID, the Authority offered an extension of a one-year term ending December 31, 2021 and two one-year options for 2022 and 2023 and one two-year option extensions. During 2025, the Authority and the signatory airlines and cargo carriers negotiated a new Agreement to be effective January 1, 2026. As of December 31, 2025, the Agreement is awaiting execution by the signatory airlines and cargo carriers. The Authority charges signatory rates to carriers who have executed the Agreement and non-signatory rates to all other airlines and Airport users.

In general, the rate formulas under the Airline and Cargo Carrier Agreements in effect provide that at the end of each year the total financial requirements for each of the Airport cost centers be determined by applying revenues related to that cost center before the rate required to be paid by signatory airlines and cargo carriers is determined. The landing fee calculation uses a residual cost methodology. The terminal rate is based upon calculation of the total cost per square foot subject to annual settlement based upon actual cost. The Agreement also contains a calculation of an amount for capital expenditures not subject to majority-in-interest (MII) approval by the Signatory Airlines in the rates and charges calculation. This amount is deducted after the net amount available for revenue sharing between the signatory airlines and the Authority is determined; therefore, not affecting the initial rates and charges established for billing the airlines. The net requirement is then divided by appropriate usage factors to determine the rates and fees applicable to signatory airlines.

The Agreements provide a net income sharing mechanism by which the Signatory Airlines and Cargo Carriers receive a percentage of the Airport's net income (as defined in the Agreements) during the term of the agreement in the form of a rate credit offset. The Agreements also provide for extraordinary coverage protection where the Signatory Airlines and Cargo carriers have agreed to provide additional revenue to the Airport should net revenues be less than the required amount under the Master Bond Resolution.

In 2025, the net revenue sharing was fifty percent to the airlines and fifty percent to the Authority. Under this formula, the airlines and cargo carriers received a credit of $2,993,074 for the rates and charges settlements and they received a credit of $6,376,093 for their share of the revenue sharing; totaling $9,369,167. In 2024, the airlines and cargo carriers received debits of $2,395,708 for the rates and charges settlements and also received a credit $3,564,235 for their share of the revenue sharing; totaling $5,959,943. As of December 31st, a liability is recorded for the amount due to the Signatory carriers as well as a reduction in revenues.

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NOTE 11 - Lessor Airport Tenant Agreements

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. As lessor, the asset underlying the lease is not recognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

For the purposes of the GASB No. 87 implementation, Airport Leases have been categorized as follows:

1. GASB No. 87 Leases - Included
2. GASB No. 87 Leases - Excluded Leases - Regulated
3. GASB No. 87 Leases - Excluded Leases - Short Term

GASB No. 87 Leases - Included

In accordance with GASB No. 87, the Authority recognizes a lease receivable and a deferred inflow of resources for leases the Authority categorizes as GASB No. 87 - Included. For these leases, the Authority is reporting Lessor Lease Receivables of $16,316,843 for the beginning of the year ending December 31, 2025. For the year 2025, the Authority reported lease revenue of $2,758,436 and interest revenue of $274,534 related to lease payments received. Below is the activity for the lease receivable for December 31, 2025 and 2024:

	2025	2024
Beginning lease receivable	$ 16,316,843	$ 19,691,411
Remeasurement/new lease	(1,080,791)	(646,921)
Adjusted lease receivable	15,236,052	19,044,490
Annual lease revenue	(2,758,436)	(3,061,457)
Implied interest	274,534	333,810
Ending lease receivable	$ 12,752,150	$ 16,316,843
Current lease receivable	2,985,319	2,483,902
Long term lease receivable	9,766,831	13,832,941
	$ 12,752,150	$ 16,316,843

Ending lease receivable is $2,985,319 and $9,766,831 for current and non-current assets, respectively as of December 31, 2025.

The following table is the future years of minimum payments and implied interest as of December 31, 2025:

	Principal	Interest	Total Future Minimum Lease Payments
2026	$ 2,985,319	$ 216,967	$ 9,766,832
2027	2,150,270	174,923	7,791,485
2028	2,215,697	131,370	5,707,158
2029	2,149,211	87,410	3,645,357
2030	1,479,360	48,213	2,214,210
2031-2034	1,772,293	42,177	-

Deferred Inflows of Resources Related to GASB 87 - The Authority reported deferred inflows of resources related to GASB 87 for December 31, 2025 and 2024:

	2025	2024
Beginning Balance	$ 15,194,017	$ 18,721,114
Remeasurement/new lease	(604,851)	(646,921)
Adjusted beginning balance	14,589,166	18,074,193
Deferred revenue recognized	(2,728,276)	(2,880,176)
Ending Balance	$ 11,860,890	$ 15,194,017

No. 87 Excluded Leases - Regulated

In accordance with GASB No. 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings, e.g. the U.S. Department of Transportation and the Federal Aviation Administration, regulated aviation leases between airports and air carriers and other aeronautical users.

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Regulated leases for the Authority include the following:

Airline Use and Lease Agreement - Signatory Airlines

The rights, services and privileges, including the lease of preferentially-assigned gates, an airline has in connection with the use of the airport and its facilities is addressed in the Airline Use and Lease Agreement (ULA). By definition, a ULA is considered a regulated lease and does not recognize a receivable and corresponding deferred inflow of resources for 2025 the Authority recognized landing fee, terminal, apron and passenger boarding bridge lease revenue of $5,090,522, $4,656,951, $827,582, and $1,039,797, respectively.

Due to the variable nature of the above revenues from year-to-year, expected future minimum payments are indeterminable.

T-Hangars

On various dates, the Authority entered into a month to month T-hangar lease agreements with tenants for the use of one (1) of forty (40) T hangars located at 360 Old Niskayuna Road. In 2025, $160,601 in T-hangar revenue was recorded.

FBO Community Hangars tenants

On various dates, the Authority entered into a month to month agreements with tenants for the use of a specified amount of space located in one of two FBO/community hangars located at Building 109 (16 Jetway Dr.) and Building 112 (6 Jetway Dr.). In 2025, $584,988 in FBO hangar revenue was recorded.

GASB No. 87 Excluded Leases Short-Term

In accordance with GASB No. 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for leases short-term leases. Short-term leases are certain leases that, at the commencement of the lease term, has a maximum possible term under the lease contract of 12 months (or less), including any options to extend, regardless of their probability of being exercised.

NOTE 12 - Pension Plans

Plan Descriptions - The Authority participates in the New York State and Local Employees' Retirement System (ERS) cost-sharing multiple-employee retirement system. The ERS provides retirement benefits as well as death and disability benefits. Obligations of employers and employees to contribute and benefits to employees are governed by the New York State Retirement and Social Security Law (NYSRSSL). As set forth in the NYSRSSL, the Comptroller of the State of New York (Comptroller) serves as sole trustee and administrative head of the Systems. The Comptroller shall adopt and amend rules and regulations for the administration and transaction of the business of the systems and for the custody and control of their funds. The Systems issue a publicly available annual financial report that includes audited financial statements and required supplementary information. This report may be obtained by writing to the New York State and Local Employees' Retirement System, Office of the State Comptroller, 110 State Street, Albany, NY 12207.

Funding Policy - Contributory and noncontributory requirements depend upon the point in time at which an employee last joined the System. Most members of the ERS who joined the System on or before July 26, 1976 are enrolled in a non-contributory plan. Employees who last joined ERS subsequent to July 26, 1976 are enrolled in a contributory Plan. Tier 3 through Tier 5 employees must contribute 3 percent of their salary. Tier 3 and Tier 4 employees with more than ten years of membership or credited service within the

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System are not required to contribute. Tier 6 member contribution rates vary from 3 percent to 6 percent depending on salary. Tier 5 and 6 members are required to contribute for all years of service. Members cannot be required to begin contributing or to make increased contributions beyond what was required when their memberships began.

The Authority is required to contribute at an actuarially determined rate. The required contributions for the year ended December 31, 2025 was $293,343 or 20.0% of the covered employees' payroll. In December 31, 2024 the required contribution was $284,489 or 15.9% of the covered employees' payrolls. The Authority's contributions made to the Systems were equal to 100% of the required contributions for each year.

Pension Liability - At December 31, 2025 the Authority reported the following asset/(liability) for its proportionate share of the net pension asset/(liability) for the System. The net pension asset/(liability) was measured as of March 31, 2025. The total net pension asset/(liability) used to calculate the net pension asset/(liability) was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension asset/(liability) was based on a projection of the Authority's long-term share of contributions of all participating members, actuarially determined. This information was provided by the ERS System in a report provided to the Authority. The net pension asset/(liability) is included in the non-current assets/liabilities on the Statement of Net Position for December 31, 2025 and 2024:

	2025	2024
Actuarial valuation date	April 1, 2024	April 1, 2023
Net pension liability	$ 718,693	$ 660,114
Authority's portion of the Plan's total net pension liability	0.0041917%	0.0044832%

Payables to the pension plan - ERS employer contributions are paid annually based on the System's fiscal year which ends on March 31st. Payments to the ERS due February 1 were prepaid at a discounted amount of $293,343 and $284,489 during the Authority's year ended December 31, 2025 and 2024. Accordingly, the Authority did not owe any payables to the Pension System as of December 31, 2025 or 2023.

Pension Expense - For the year ended December 31, 2025, the Authority recognized its proportionate share of pension expense of $157,319. For December 31, 2024, the pension expense was $284,464.

Collective Pension Expense - Collective pension expenses includes certain current period changes in the collective net pension liability, projected earnings on pension plan investments, and the amortization of deferred outflows or resources and deferred inflows of resources for the current period. The collective pension expense for the periods ended December 31, 2025 and 2024 was $226,230 and $354,872, respectively.

Deferred Outflows and Inflows of Resources Related to Pension - The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources for December 31, 2025 and 2024:

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	Outflows of Resources 2025	Inflows of Resources 2025	Outflows of Resources 2024	Inflows of Resources 2024
Differences between expected and actual experience	$ 178,384	$ 8,414	$ 212,622	$ 18,000
Change of assumptions	30,141	-	249,574	-
Net difference between projected and actual earnings on pension plan investments	56,387	-	-	322,462
Changes in proportion and differences between contributions and proportionate share of contributions	173,024	-	184,182	38,602
Contributions subsequent to the measurement date	293,343	45,367	284,489	-
Balance as of December 31,	$ 731,279	$ 53,781	$ 930,867	$ 379,064

The Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net pension asset/(liability) in the year ended December 31, 2026 and December 31, 2025, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows as of December 31, 2025 and 2024:

Year ended:	2025	2024
2025	$ -	$ (63,775)
2026	189,902	180,795
2027	218,097	213,235
2028	(41,082)	(62,940)
2029	17,236	-
2030		
Thereafter	-	-

The total pension liability as of March 31, 2025 was determined by using an actuarial valuation as of April 1, 2024, with updated procedures used to roll forward the total pension liability to March 31, 2025. The actuarial valuation used the following actuarial assumptions:

	2025	2024
Measurement date	March 31, 2025	March 31, 2024
Actuarial valuation date	April 1, 2024	April 1, 2023
Inflation rate	2.9%	2.9%
Salary Scale	4.3%	4.4%
Investment rate of return (net of investment expense, including inflation)	5.9%	5.9%
Cost of Living Adjustments	1.5% annually	1.5% annually

Decrements – Based upon FY 2016-2021 experience

Mortality improvement - Society of Actuaries' Scale MP-2021

Pensioner mortality - Based on gender/collar specific tables based upon FY 2016-2021 experience..

The long-term expected rate of return on pension plan investments was determined using a building block method in which best estimate ranges of expected future real rates of return (expected returns net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the target asset allocation are summarized below:

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Asset class	Target allocation	Long-Term expected real rate of return
Domestic equity	25.0%	3.54%
International equity	14.0%	6.57%
Private equity	15.0%	7.25%
Real estate	12.0%	4.95%
Credit	4.0%	5.40%
Opportunistic/ARS portfolio	3.0%	5.25%
Real assets	4.0%	5.55%
Fixed Income	22.0%	2.00%
Cash	1.0%	0.25%
	100.0%	

Discount rate - The discount rate used to calculate the total pension liability was 5.9%. The projection of cash flows used to determine the discount rate assumes that contributions from plan members will be made at the current contribution rates and that contributions from employers will be made at statutorily required rates, actuarially. Based upon the assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore the long term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Proportionate Share of the Net Pension Liability/(Asset) to the Discount Rate Assumption -The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 5.9%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (4.9%) or one percentage point higher (6.9%) than the current rate:

	1% Decrease 4.9%	Current Discount 5.9%	1% Increase 6.9%
April 1, 2024	$ 2,079,988	$ 718,693	$ (417,989)
April 1, 2023	$ 2,075,467	$ 660,114	$ (521,999)

New York State Voluntary Defined Contribution (NYS VDC) Plan - Under state legislation enacted in 2012, Authority Employees first hired after June 30, 2013 who earn least $75,000 per year or more are eligible to join the NYS VDC Plan instead of the ERS Plan. The NYS VDC Plan is administered by the State University of New York Optional Retirement Plan (SUNY OPR). SUNY OPR has contracted with TIAA-CREF to administer the NYS VDC Plan. The NYS VDC plan is portable among employers and eligible employees vest 366 days after first joining the plan or other employer funded contract with any of the NYS VDC investment providers. The Authority's contribution rate is 8% of participating employee salary for the duration of employment. Participating employee contribution rates range from 5.75% to 6% based upon salary level. During the initial vesting period the Authority must contribute 4% interest to a vesting employee's contribution deduction not yet remitted to the Plan. The Authority has three employees who participate in the NYS VDC Plan. The Authority's employer contributions to the NYS VDC plan through December 31, 2025 and 2024 was $30,170 and $44,699, respectively.

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NOTE 13 - Other Post Employment Benefits (OPEB)

During 2009 the Authority adopted a formal written OPEB plan and created a legally separate trust to accumulate resources to fund the Authority's obligation to pay for OPEB benefits under the plan. The OPEB plan provides that all full-time and regular part-time employees with qualifying years of service with the Authority (including any years with the State of New York or County of Albany immediately preceding becoming an Authority employee) who retire from the Authority and are collecting retirement benefits through the New York State and Local Employees' Retirement System, shall receive health insurance benefits from the Authority as a retired employee. Such benefits shall be equal to the health insurance benefits received by the employee at the time of their retirement and the costs thereof to the retired employee shall be at the same rate or percentage sharing the employee was paying at the time of their retirement. A qualifying retiree's surviving spouse and eligible dependents can continue to receive OPEB benefits as long as they do remain otherwise eligible to be a dependent of the deceased employee. Retired employees are required to contribute to the cost of the plan benefit in proportion to the amount they contributed toward the cost of their health insurance prior to retirement. The Authority allows each employee to accumulate up to 1,320 hours of unused sick time and apply the value of this to fund their required contribution. The plan is a single-employer defined benefit plan Effective January 1, 2008. The Authority adopted GASB Statement 45 - *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*-,prospectively which requires reporting, on an accrual basis, the liability associated with other postemployment benefits. The OPEB liability at transition was zero, being amortized over a thirty-year period. Effective January 1, 2018 the Authority adopted GASB Statement 75, which replaced GASB 45 and required the previously unrecognized liability for OPEB benefits to reported as a liability on the statement of Net Position and also changed the measurement focus to fair value measurement. The accrued liability is based upon an actuarial valuation that reflects a long-term perspective. Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events far into the future, and that actuarially determined amounts are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. The Albany County Airport Authority OPEB Trust has issued a separate audited financial statement which may be obtained by contacting the Albany County Airport Authority OPEB Trustee c/o the Albany County Airport Authority, 737 Albany Shaker Road, Terminal Building, Third Floor, Albany, NY 12211-1057.

The OPEB Plan is a single-employer defined benefit healthcare plan trust administered by the Authority. The Plan provides medical insurance benefits to eligible retirees who elect to receive it, and their eligible dependents. Membership of the Plan consists of 44 plan members composed of; 16 active and 28 retired employees. The Plan is a governmental plan that is not subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA). The Plan was created by the Albany County Airport Authority to be managed by a sole trustee intended to be the Chief Financial Officer of the Authority who is the plan Trustee. The Plan is a component unit of the Albany County Airport Authority. The Trust has a fiduciary duty to provide plan benefits to eligible beneficiaries. As long as the Albany County Airport Authority provides the required benefits, the Trust's obligation is fulfilled and it may then reimburse the Albany County Airport Authority for the cost of the benefits provided, if requested to do so.

The Schedule of Changes in the net OPEB liability and other OPEB information is located in the Required Supplementary Information Section of this document.

For 2025, one key assumption has changed since the prior valation. The impact of this assumption change increased disclosed liabilities by approximately $160,000:

- change in the discount rate from 4.28% to 4.43%,

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Eligibility

An employee hired on or after January 1, 2005 shall become eligible to retire under this plan upon attainment of age 55 as an active member and completion of 10 years of service. Those hired after January 1, 2017 must have 15 years of service and have reached the age of 55.

Contributions

Contributions to the Plan are likely to be entirely funded by the employer (the Authority). Participants hired prior to July 1, 2005 are not required to contribute to the plan. Participants hired on or after July 1, 2005 are required to contribute 10% of the cost of benefits to the plan, offset by the value of their unused sick leave up to 1,320 hours at the time of retirement. The Plan was established and may be amended by the Authority. The Authority has no obligation to fund the plan. Contributions made were provided for in the Authority's annual budgets for 2008 through 2025 along with interest earnings thereon. Any future contributions to the plan would be authorized by a future resolution of the Authority.

Net OPEB Liability

The net OPEB liability (NOL) was measured as of December 31, 2025, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

Investment Policy

The Authority has adopted an investment policy for the Trust that the Authority may amend from time to time. The Authority adopted an Investment Policy for effectively supervising, monitoring and evaluating the investment assets of the Plan. The investment policy allows for the plan assets to be comprised of:

Fixed Income	0%-60%
Cash Equivalent	5%-100%
Domestic Equity	0%-60%
International Equity	0%-60%
Other Equity	0%-20%

As of December 31, 2025 all plan assets were on deposit with M & T Bank, in an interest bearing demand deposit account, the entire balance of which was collateralized by obligations that are guaranteed by the U.S. Government and held by a 3rd party custodian. The Trustee believes the investment and management of the assets of the Plan have complied with the Trust investment policy adopted by the Authority.

Actuarially Determined Contribution (ADC)

The Airport's Actuarially Determined Contribution (ADC) is an amount actuarially determined in accordance with parameters of GASB Statement 74/75 which is composed of the service cost and amortization of the unfunded liability using a 30 year flat dollar amortization of such unfunded liability. The following table shows the components of the Airport's annual ADC for the fiscal year and the amount actually contributed to the plan:

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	2025	2024
Service Cost	$ 140,775	$ 174,717
30 year amortization of NOL	224,258	230,892
Actuarial determined contribution	365,033	405,609
Contributions in relation to the actuarially determined contribution	(550,512)	(463,149)
Contribution deficiency/(excess)	$ (185,479)	$ (57,540)
Covered Employee Payroll	$ 2,660,937	$ 2,583,434
Contributions as a % of covered employee payroll	20.69%	17.93%
Discount Rate	4.43%	4.28%

Funded Policy, Status and Progress

The contribution requirements of plan members and the Authority are established and may be amended through Authority resolutions. For the period ending on the December 31, 2025 Measurement Date, total Authority premiums excluding implicit costs for the retiree medical program were $382,306. The Authority also made a contribution to the OPEB Trust of $168,206 for a total contribution during the measurement period of $550,512 to be reported on the financial statement for the fiscal year ending December 31, 2025.

As of the December 31, 2025 Measurement Date, the plan was 39.83% funded. The Total OPEB Liability (TOL) for benefits was $9,220,445, and the Fiduciary Net Position was $3,672,526, resulting in a Net OPEB Liability (NOL) of $5,547,919. The covered payroll (annual payroll of active employees covered by the plan) was $2,660,937 and the ratio of the NOL to the covered payroll was 208.49%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, investment returns, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

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Changes in the OPEB Liability

	2025	2024
Total OPEB liability at beginning of period	$ 9,231,393	$ 9,588,590
Fiduciary net position at beginning of period	3,407,239	3,202,522
Net OPEB liability at beginning of period	5,824,154	6,386,068
Service cost	140,775	174,717
Interest	393,033	383,387
Change in assumptions	(162,450)	(313,602)
Differences between expected and actual experience	-	(240,904)
Net investment income	(97,081)	(102,362)
Employer contributions to the trust	(550,512)	(463,149)
Benefit payments withdrawn from the trust	382,306	360,795
Benefit payments excluding implicit cost	(353,082)	(307,351)
Implicit cost amount	(29,224)	(53,444)
Net OPEB Liability at end of period:	$ 5,547,919	$ 5,824,155

Changes in the Deferred Outflows/Inflows

	Outflows of Resouces 2025	Inflows of Resouces 2025	Outflows of Resouces 2024	Inflows of Resouces 2024
Contributions made subsequent to the measurement date	$ -	-	$ -	-
Differences between actual & expected experience	190,799	(144,544)	381,595	(192,724)
Change of assumptions	133,938	(446,930)	200,905	(508,495)
New difference between projected and actual earnings	-	(12,400)	39,929	(24,458)
Balance as of December 31,	$ 324,737	$ (603,874)	$ 622,429	$ (725,677)

The Authority's contributions made after the measurement date will be recognized as a reduction of the net OPEB asset/(liability) in the subsequent year rather than the current fiscal period. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows as of December 31, 2025 and 2024:

Year ended:	2025	2024
2025	$ -	$ 38,081
2026	(9,986)	24,466
2027	(85,134)	(50,682)
2028	(149,565)	(115,113)
2029	(34,452)	-
2030	-	-
Thereafter	-	-

OPEB Expense Development

Components of the Airport's OPEB expenses for the fiscal years ending December 31, 2025 and 2024:

	2025	2024
Service Cost	$ 140,775	$ 174,717
Interest on the Net OPEB Liability (asset), service cost, and benefit payments	393,033	383,387
Deferred (inflows)/outflows from plan experience	142,616	(70,510)
Deferred (inflows)/outflows from changes of assumptions	(157,048)	(291,610)
Projected earnings on OPEB plan investments	(87,271)	(81,335)
Deferred (inflows)/outflows from earnings on plan investments	18,061	30,237
Net financial statement OPEB expense	$ 450,166	$ 144,886

Money Weighted Rate of Return and Plan Cash Flows

	2025	2024
Beginning value	$ 3,407,239	$ 3,202,523
Annual contribution to OPEB Trust	168,206	102,354
Annual interest earnings	97,081	102,362
Ending value	$ 3,672,526	$ 3,407,239
Money weighted rate of return	2.85%	3.20%

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Discount rate

The following table presents the results of the Net OPEB liability if the discount rate was 1% lower or 1% higher:

	1% Decrease	Current Discount Rate	1% Increase
2025 (4.43%)	$ 6,915,397	$ 5,547,919	$ 4,429,453
2024 (4.28%)	$ 7,207,077	$ 5,824,154	$ 4,694,118

Healthcare Trend

The following table presents the results of the Net OPEB liability if the healthcare cost rate was 1% lower or 1% higher:

	1% Decrease	Current Trend Rate	1% Increase
2025 (4.96%-3.63%)	$ 4,344,786	$ 5,547,919	$ 7,030,437
2024 (5.0%-3.63%)	$ 4,608,835	$ 5,824,154	$ 7,323,490

NOTE 14 - Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority has purchased commercial insurance for all risk above minimal deductible amounts and named the operator of the Airport, AvPorts ALB LLC (AvPorts) as an additional insured. In addition, the FBO, REW Investments (Million Air) and all tenants and users of the Airport are required to have insurance coverage naming the Authority and the County as additional insureds.

No liability is recorded at December 31, 2025 and 2024 for outstanding claims or for any potential claims incurred but not reported as of that date. Settled claims have not exceeded these commercial coverages by any material amounts during the three years ended December 31, 2025. There was no reduction in insurance coverage during 2025.

NOTE 15 - Commitments and Contingencies

FBO Operations – As of September 1, 2013 the Authority entered into an agreement with REW Investments, Inc., (Million Air) to manage the fixed based operations on airport. The Agreement has been modified and extended through August 31, 2026. Under the agreement, Million Air is obligated to manage a full and complete general aviation support function including ground handling, apron services, repair and maintenance, and hangar storage. The agreement also provides for operating and managing the Airport's fuel farm and deicing program for all commercial and general aviation aircraft. Million Air receives full reimbursement of all their on-airport pre-approved related expenses plus a base management fee of $200,000 per annum and various incentive fees based on certain revenue performance indicators.

Airport Operations – AvPorts ALB LLC (d/b/a AvPorts) manages the daily operations and maintenance of the airport under an agreement dated January 1, 2023 and extended through September 30, 2035, subject to two renewal terms each of five (5) years. Operational centers include the airfield, terminal, parking, ARFF, operations, security and vehicle and equipment maintenance. AvPorts receives full reimbursement of all their on-airport pre-approved related expenses plus a base management fee for the initial term of $700,000 and increased annual by the increase in the CPI.

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Capital Improvement Programs - As of December 31, 2025, the Authority has outstanding contractual commitments for completion of certain capital improvement projects totaling $54.7 million of which an estimated $41.8 million is eligible for partial reimbursement from the FAA and the State. The remaining amount is expected to be funded from Airport funds.

Concentration of Credit Risk - The Authority leases facilities to the airlines under certain leases and/or use agreements and to other businesses under agreements to operate concessions at the Airport. Amounts due from airlines represent approximately 54.0% of accounts receivable and airline revenues represent 20.7% of operating revenues for the year ended December 31, 2025.

Environmental Remediation - Pursuant to the enabling legislation creating the Authority, the Airport completed an environmental audit in 1994. It is the opinion of the Authority that all audit findings have been resolved with no material adverse effect on the financial position of the Authority. In prior years, elevated levels of propylene glycol had been detected in Shaker Creek which runs through the Airport. The Authority now operates a glycol collection and disposal system completed in 1999 which successfully addresses this issue.

Compliance Audits - The Authority participates in a number of programs that are fully or partially funded by grants received from other governmental units. Expenditures financed by grants are subject to audit by the appropriate grantor government or agency. An independent audit of these programs has been performed for the years ended December 31, 2025 and 2024 in compliance with: 1) requirements stated in the Single Audit Act of 1996 and Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards; 2) compliance requirements described in the Passenger Facility Charge Audit Guide for Public Agencies issued by the Federal Aviation Administration; and 3) compliance requirements described in the preliminary Draft Part 43 of the New York State Codification of Rules and Regulations applicable to state transportation assistance. The amounts, if any, of expenditures that may be disallowed by the granting government or agency cannot be determined at this time, although any such amounts, if any, are expected to be immaterial.

Litigation - The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business. The Authority is a defendant in various lawsuits. In the opinion of the Authority's counsel the resolution of any legal actions in the aggregate will not have a material adverse effect on the financial position of the Authority.

NOTE 16 - Subsequent Events

The Authority has evaluated subsequent events through xxx, which is the date these financial statements were available to be issued. All subsequent events requiring recognition as of December 31, 2025, have been incorporated into these financial statements.

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Required Supplemental Information

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Albany County Airport Authority
Schedule for the Authority's Proportionate Share of Net Pension Liability
New York State and Local Employees' Retirement System

As of the measurement data of March 31,	2016	2017	2018	2019
Proportion percentage of net pension liability	0.004970%	0.004640%	0.004720%	0.004520%
Proportion amount of net pension (asset)/liability	$ 797,486	$ 436,071	$ 152,292	$ 320,236
Covered payroll	$ 1,640,182	$ 1,623,832	$ 1,682,703	$ 1,596,306
Authority's proportionate share of net pension (asset)/liability as a percentage of covered payroll	48.62%	26.85%	9.05%	20.06%
Plan fiduciary net position as a percentage of total pension liability	90.70%	94.70%	98.24%	96.27%

Albany County Airport Authority
Schedule for the Authority Contributions
New York State and Local Employees' Retirement System

As of December 31,	2016	2017	2018	2019
Contractually required contribution	$ 260,215	$ 252,468	$ 256,525	$ 243,034
Contributions in relation to the contractually required contribution	(260,215)	(252,468)	(256,525)	(243,034)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -
Covered payroll	$ 1,608,253	$ 1,674,841	$ 1,635,511	$ 1,488,995
Contributions as a percentage of covered payroll	16.18%	15.07%	15.68%	16.32%

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Albany County Airport Authority
Schedule for the Authority's Proportionate Share of Net Pension Liability
New York State and Local Employees' Retirement System

2020	2021	2022	2023	2024	2025
0.004194%	0.003508%	0.004279%	0.004785%	0.004483%	0.004192%
$ 1,110,544	$ 3,491	$ (349,754)	$ 1,026,081	$ 660,114	$ 718,693
$ 1,518,180	$ 1,656,433	$ 1,665,848	$ 1,765,158	$ 1,724,027	$ 1,615,218
73.15%	0.21%	-21.00%	58.13%	38.29%	44.50%
86.39%	99.95%	103.65%	90.78%	93.88%	93.08%

Albany County Airport Authority
Schedule for the Authority Contributions
New York State and Local Employees' Retirement System

2020	2021	2022	2023	2024	2025
$ 234,393	$ 284,650	$ 203,751	$ 245,466	$ 284,489	$ 293,343
(234,393)	(284,650)	(203,751)	(245,466)	(284,489)	(293,343)
$ -	$ -	$ -	$ -	$ -	$ -
$ 1,648,401	$ 1,748,058	$ 1,901,294	$ 1,843,806	$ 1,790,580	$ 1,463,225
14.22%	16.28%	10.72%	13.31%	15.89%	20.05%

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Albany County Airport Authority
Schedule of Changes in the Airport's Net OPEB Liability and Related Ratios
For the year ended December 31,

	2018	2019	2020
Total OPEB Liability	$ 8,842,670	$ 10,028,123	$ 8,405,254
Service Cost	217,039	276,198	179,110
Interest on total OPEB liability, sevice cost and benefit payments	325,272	338,961	328,041
Changes in benefit terms	-	-	-
Difference between expected & actual plan experience	(80,361)	(161,281)	(1,065,626)
Changes of assumptions	-	731,575	(835,252)
Benefit payments excluding implicit cost	(150,927)	-	(171,663)
Implicit cost amount	N/A	N/A	(57,479)
Net change in OPEB liability	311,023	1,185,453	(1,622,869)
Total OPEB liability - beginning of period	8,531,647	8,842,670	10,028,123
Total OPEB liability - end of period	$ 8,842,670	$ 10,028,123	$ 8,405,254
Plan Fiduciary Net Position	$ 2,220,686	$ 2,429,013	$ 2,681,769
Interest on fiduciary net position	-	-	-
Earning from plan investments	13,200	44,608	12,647
Employer contribution to trust	300,000	325,000	411,772
Benefit payments from trust, including refunds of member contributions	(150,927)	(161,281)	(171,663)
Administrative expense	-	-	-
Other	-	-	-
Net change in plan fiduciary net position	162,273	208,327	252,756
Plan fiduciary net position - beginning of period	2,058,413	2,220,686	2,429,013
Plan fiduciary net position - end of period	$ 2,220,686	$ 2,429,013	$ 2,681,769
Net OPEB liability	$ 6,621,984	$ 7,599,110	$ 5,723,485
Plan Fiduciary net position as a % of total OPEB liability	25.11%	24.22%	31.91%
Covered employee payroll	$ 1,966,055	$ 1,962,761	$ 2,081,039
Plan NOL as a % of covered employee payroll	336.82%	387.16%	275.03%
Single discount rate to calculate plan liabilities	3.75%	3.25%	2.50%

** Schedule is intended to show information for 10 years. Information will be provided as available until a full 10 years of data is included.

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Albany County Airport Authority
Schedule of Changes in the Airport's Net OPEB Liability and Related Ratios
For the year ended December 31,

	2021	2022	2023	2024	2025
$	8,572,712	$ 9,055,860	$ 9,588,590	$ 9,231,393	$ 9,220,445
	200,491	227,572	153,144	174,717	140,775
	212,098	216,640	389,556	383,387	393,033
	-	-	-	-	-
	-	953,983	-	(240,904)	-
	-	(644,028)	334,839	(313,602)	(162,450)
	(205,200)	(221,607)	(287,409)	(307,351)	(353,082)
	(39,931)	(49,412)	(57,400)	(53,444)	(29,224)
	167,458	483,148	532,730	(357,197)	(10,948)
	8,405,254	8,572,712	9,055,860	9,588,590	9,231,393
$	8,572,712	$ 9,055,860	$ 9,588,590	$ 9,231,393	$ 9,220,445
$	2,880,572	$ 2,998,727	$ 3,202,523	$ 3,407,239	$ 3,672,526
	-	-	-	-	-
	1,417	7,603	89,117	102,362	97,081
	442,517	381,571	459,488	463,149	550,512
	(245,131)	(271,019)	(344,809)	(360,795)	(382,306)
	-	-	-	-	-
	-	-	-	-	-
	198,803	118,155	203,796	204,716	265,287
	2,681,769	2,880,572	2,998,727	3,202,523	3,407,239
$	2,880,572	$ 2,998,727	$ 3,202,523	$ 3,407,239	$ 3,672,526
$	5,692,140	$ 6,057,133	$ 6,386,067	$ 5,824,154	$ 5,547,919
	33.60%	33.11%	33.40%	36.91%	39.83%
$	2,143,470	$ 2,284,727	$ 2,353,269	$ 2,583,434	$ 2,660,937
	265.56%	265.11%	271.37%	225.44%	208.49%
	2.50%	4.31%	4.00%	4.28%	4.43%

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Albany County Airport Authority
Actuarially OPEB Determined Contribution - Deficiency/(Excess)
For the year ended December 31,

	2018	2019	2020
Service Cost	$ 217,039	$ 276,198	$ 179,110
30 year amortization of NOL	357,987	287,733	177,628
Actuarial determined contribution	575,026	563,931	356,738
Contributions in relation to the actuarially determined contribution	(300,000)	(325,000)	(411,772)
Contribution deficiency/(excess)	$ 275,026	$ 238,931	$ (55,034)
Covered Employee Payroll	$ 1,966,055	$ 1,962,761	$ 2,081,039
Contributions as a % of covered employee payroll	15.26%	16.56%	19.79%
Discount Rate	3.75%	3.25%	2.50%
Money Weighted Rate of Return	0.64%	2.01%	0.52%

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** Schedule is intended to show information for 10 years. Information will be provided as available until a full 10 years of data is included.

Albany County Airport Authority
Actuarially OPEB Determined Contribution - Deficiency/(Excess)
For the year ended December 31,

	2021	2022	2023	2024	2025
$	200,491	$ 227,572	$ 153,144	$ 174,717	$ 140,775
	176,655	241,067	244,027	230,892	224,258
	377,146	468,639	397,171	405,609	365,033
	(442,517)	(381,571)	(459,488)	(463,149)	(550,512)
$	(65,371)	$ 87,068	$ (62,317)	$ (57,540)	$ (185,479)
$	2,143,470	$ 2,284,727	$ 2,353,269	$ 2,583,434	$ 2,660,937
	20.64%	16.70%	19.53%	17.93%	20.69%
	2.50%	4.31%	4.00%	4.28%	4.43%
	0.05%	0.26%	2.96%	3.20%	2.85%

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Albany County Airport Authority

OPEB Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the written plan as currently approved by the Authority and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

Investment rate of return	2.50%, net of OPEB plan investment expense, including inflation.
Municipal bond rate	4.43% as of December 31, 2025 (source: S&P Municipal Bond 20-Year High Grade Index-SAPIHG)
Actuarial Cost Method	Individual Entry Age Normal
Single equivalent discount rate	4.43%, net of OPEB plan investment expense, including inflation.
Inflation	2.50% as of December 31, 2024 and for future periods
Salary Increases	3.00% annually as of December 31, 2024 and for future periods
Cost of living adjustments	Not Applicable
Pre-retirement mortality	General: PubG-2010 Mortality Table for Employees projected generationally with scale MP-2020 for males and females
Post-retirement mortality	General: PubG-2010 Mortality Table for Healthy Annuitants projected generationally with scale MP-2020 for males and females
Disabled mortality	General: PubG-2010 Mortality Table for Disabled Annuitants projected generationally with scale MP-2020 for males and females

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OPEB Plan Membership

At December 31, 2025, OPEB plan membership consisted of the following:

Inactive employees or beneficiaries currently receiving benefits	28
Active Employees	16
Total	44

Events Subsequent to the OPEB Measurement Date

To the best of our knowledge there were no material events subsequent to the Measurement Date that would impact the figures shown in this report.

Changes in OPEB Assumptions from December 31, 2024 to December 31, 2025

- Discount rate has been changed from 4.28% to 4.43%

OPEB Contributions

The contribution requirements of plan members and the Airport are established and may be amended through Airport ordinances. The Airport contributed $168,206 beyond the pay-as-you-go cost for the period ending on December 31, 2025 Measurement Date. For the year ending on December 31, 2025 Measurement Date total Airport premiums plus implicit costs for the retiree medical program were $382,306. $29,224 of the $382,306 represents implicit cost.

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Other Supplemental Information

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Albany County Airport Authority
Debt Service Requirements to Maturity

GENERAL AIRPORT REVENUE BONDS

YEAR	Principal	Interest	Authority Total	Outstanding Principal at Year End
2026	$ 8,030,000	$ 1,910,000	$ 9,940,000	$ 32,360,000
2027	1,455,000	1,508,500	2,963,500	30,905,000
2028	1,530,000	1,437,550	2,967,550	29,375,000
2029	1,585,000	1,366,275	2,951,275	27,790,000
2030	1,665,000	1,291,731	2,956,731	26,125,000
2031	1,170,000	1,212,963	2,382,963	24,955,000
2032	1,230,000	1,158,906	2,388,906	23,725,000
2033	1,285,000	1,101,800	2,386,800	22,440,000
2034	1,240,000	1,041,400	2,281,400	21,200,000
2035	1,290,000	981,750	2,271,750	19,910,000
2036	1,105,000	919,600	2,024,600	18,805,000
2037	1,165,000	864,350	2,029,350	17,640,000
2038	1,220,000	806,100	2,026,100	16,420,000
2039	1,285,000	745,100	2,030,100	15,135,000
2040	1,345,000	684,650	2,029,650	13,790,000
2041	1,410,000	621,350	2,031,350	12,380,000
2042	1,470,000	554,950	2,024,950	10,910,000
2043	1,540,000	485,700	2,025,700	9,370,000
2044	1,615,000	413,100	2,028,100	7,755,000
2045	1,690,000	336,950	2,026,950	6,065,000
2046	1,765,000	262,050	2,027,050	4,300,000
2047	1,840,000	183,700	2,023,700	2,460,000
2048	1,920,000	101,800	2,021,800	540,000
2049	540,000	16,200	556,200	-
TOTAL	$ 40,390,000	$ 20,006,475	$ 60,396,475	

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Albany County Airport Authority
Governmental Payments and Services
For the Years Ended December 31, 2025 and December 31, 2024

	2025	2024
UNITED STATES - Department of Agriculture		
Dept. of Agriculture - Wildlife Management Program	$ 57,125	$ 54,997
STATE OF NEW YORK		
Department of Civil Service - Health Insurance	$ 796,919	$ 828,746
State and Local Employees' Retirement System	293,343	284,489
Unemployment Insurance	8,948	6,241
Dept. of Taxation & Finance - Sales Tax	181,394	253,094
Dept. of Taxation & Finance - Petroleum Business Tax	76,946	125,144
Dept. of Labor Bureau of Public Works	2,167	26,171
DEC - Oil Spill Fee	10,979	43,392
DEC - SPDES Program Fees & Permits	110	2,410
Total State of New York	1,370,806	1,569,687
COUNTY OF ALBANY		
Direct Costs:		
Sheriff	3,494,944	3,474,088
Code Enforcement	69,461	37,902
Shared Services - IT, Legal & Communications	-	8,339
Sewer District Charges	-	5,000
Total County of Albany	3,564,405	3,525,329
LATHAM WATER DISTRICT - Water Service	181,056	187,735
TOWN OF COLONIE, RECEIVER OF TAXES		
Sewer Taxes	166,112	78,972
Verdoy Fire Dept.	2,961	1,811
Albany County Tax	9,654	7,403
Town of Colonie Tax	7,563	5,840
School Taxes - North Colonie	47,872	36,007
Total Town of Colonie, Receiver of Taxes	234,162	130,033
VILLAGE OF COLONIE		
Wastewater Conveyance	7,500	7,500
CAPITAL DISTRICT TRANSPORTATION AUTHORITY		
Employee Ground Transportation	13,750	27,500
TOTAL PAYMENTS TO OTHER GOVERNMENTAL ENTITIES	$ 5,428,804	$ 5,502,781

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Albany County Airport Authority

Insurance Schedule

Policy	2025 Insurance Carrier	Policy Term	2024 Premium	2025 Premium	Deductible	Insurance Limits
Aviation Liability	N/A	N/A	N/A	N/A	N/A	N/A
Excess Aviation Liability	N/A	N/A	N/A	N/A	N/A	N/A
Property incl. Business Income	Chubb	12/31/24 - 12/31/25	$ 445,612	$ 484,835	$ 25,000	$402M
Auto - subject to audit	Chubb	12/31/24 - 12/31/25	$ 90,060	$ 114,764	$ 1,000	$5M
Workers Compensation	Chubb	12/31/24 - 12/31/25	$ 6,905	$ 6,434	N/A	Statutory
Public Officials	Chubb/ACE	12/31/24 - 12/31/25	$ 43,051	$ 47,581	$ 75,000	$7.5M
Crime	Travelers	12/31/24 - 12/31/25	$ 8,152	$ 8,020	$ 50,000	$5M
Tank Farm Property	Markel	12/31/24 - 12/31/25	$ 47,498	$ 45,659	$ 50,000	$3.8M
Violent & Malicious Acts	Beazley	12/31/24 - 12/31/25	$ 16,340	$ 15,978	$ 0	$1M
Pollution	Beazley	12/31/24 - 12/31/25	$ 35,350	$ 35,350	$ 100,000	$10M
Cyber Liability	Chubb/ACE	12/31/24 - 12/31/25	$ 49,232	$ 46,856	$ 75,000	$1M
Fiduciary Liability	Philadelphia Ins	9/1/22 - 12/31/25	$ 2,498	$ 2,498	$ 10,000	$3M
Builders Risk	Chubb	12/31/24 - 12/31/25	$ 11,025	$ 11,025	$ 25,000	$10M

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INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Members
Albany County Airport Authority
Administrative Building, Suite 200
Albany, New York 12211

We have performed the procedures enumerated below on Customer Facility Charges (CFC) of the Albany County Airport Authority, a component unit of the County of Albany, New York (the Authority and specified party) for the period January 1, 2025 - December 31, 2025. The Albany County Airport Authority's management is responsible for Compliance with Customer Facility Charges (CFC) for the period January 1, 2025 - December 31, 2025.

The Albany County Airport Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of determining compliance with New York State laws and the contracts between the concessionaires and the Authority based on the procedures below. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and the associated findings are as follows:

1. Excess CFC funds, if any, will be designated for future CFC projects. Determine any excess CFC funds are appropriately restricted by the Authority for future CFC use.

   Findings: There were no exceptions noted as a result of applying this procedure.

We were engaged by the Albany County Airport Authority to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the AICPA. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with the Customer Facility Charges for the period January 1, 2025 - December 31, 2025. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Albany County Airport Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the informational use of the Authority's Board of Directors and management, The State of New York, and the concessionaries participating in the CFC program and is not intended to be and should not be used by anyone other than these specified parties.

Latham, NY
_____, 2026

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Albany County Airport Authority
Customer Facility Charges
Schedules of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2025 and 2024

	December 31, 2025	December 31, 2024
Revenue		
Customer facility charges	$ -	$ -
Interest income	19,242	22,965
Total Revenue	19,242	22,965
Expenses		
Customer facility charges cost for rental car improvements	-	-
Administrative expenses	-	-
Total Expenses	-	-
Increase in Net Position	19,242	22,965
Net Position - CFC, Beginning of Year	487,621	464,656
Net Position - CFC, End of Year	$ 506,863	$ 487,621

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Statistical

This section of the Authority's annual comprehensive financial report presents detailed information for understanding and supporting the information in the financial statements, note disclosures and required supplementary information.

Financial Trends **Pages 78-81**

These tables contain trend information to assist the reader understand how the Authority's financial performance has changed over time.

Revenue Capacity **Pages 82-83**

These tables contain trend information to assist the reader understand the Authority's most significant revenue source, airline rates and charges.

Debt Capacity **Pages 84-87**

These tables contain trend information to assist the reader understand the Authority's current debt outstanding, debt history and the Authority's ability to issue additional debt in the future.

Demographic and Economic Information **Pages 88-91**

These tables contain trend information to assist the reader understand the environment within which the Authority's financial activities take place.

Operating Information **Pages 92-101**

These tables contain trend information to assist the reader understand the underlying factors affecting the Authority's ability to generate revenue, highlighting trends in operations, activities and resources.

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Albany County Airport Authority
Total Annual Revenues, Expenses and Changes in Net Position
For Years Ended December 31,

	2016	2017	2018	2019
REVENUES				
Airfield	$ 5,882,274	$ 6,678,085	$ 6,588,133	$ 6,207,119
Fixed based operations	8,300,218	8,572,457	10,427,353	10,426,891
Terminal	4,777,241	5,019,779	5,538,045	5,178,553
Concessions	7,540,431	8,070,379	8,262,260	8,496,949
Ground transportation	15,163,022	15,325,640	15,721,089	16,906,909
Other	4,075,479	4,360,796	4,292,488	4,626,970
	45,738,665	48,027,136	50,829,368	51,843,391
OTHER REVENUES				
Interest income	12,280	10,676	488,263	1,403,088
Passenger facility charges	5,385,946	5,431,444	5,638,922	6,194,834
Customer facility charges	-	-	-	757,428
Grant income	222,772	138,700	300,997	150,480
Insurance recovery	-	-	170,896	8,704
Improvement charges	368,400	368,400	368,400	368,400
	5,989,398	5,949,220	6,967,478	8,882,934
TOTAL REVENUES	51,728,063	53,976,356	57,796,846	60,726,325
EXPENSES				
Salaries and benefits	14,209,606	15,014,472	16,019,364	16,981,665
Services and supplies	17,904,007	18,380,540	21,330,763	22,554,099
Depreciation	14,396,008	14,761,280	15,335,569	15,344,151
	46,509,621	48,156,292	52,685,696	54,879,915
OTHER EXPENSES				
Interest expense	5,002,200	4,261,394	3,898,788	4,369,737
Grant expense	-	-	-	-
Insured expenses	-	-	170,896	-
Customer facility charges	-	-	-	302,039
Bond issuance costs	-	252,877	390,361	237,068
Amortization of bond issuance costs	100,347	76,280	68,308	60,020
	5,102,547	4,590,551	4,528,353	4,968,864
TOTAL EXPENSES	51,612,168	52,746,843	57,214,049	59,848,779
Capital contributions	2,389,827	4,616,709	3,297,047	25,142,535
Special Items	-	-	1,022,220	-
Extraordinary Item	-	-	148,595	-
INCREASE (DECREASE) IN NET POSITION	$ 2,505,722	$ 5,846,222	$ 5,050,659	$ 26,020,081
NET POSITION AT YEAR END COMPOSED OF:				
Net investment in capital assets	$ 170,626,920	$ 172,661,198	$ 170,718,128	$ 189,798,618
Restricted	21,191,423	22,238,003	26,650,235	30,532,217
Unrestricted	18,636,175	21,401,539	17,201,297 <1>	20,258,906
	$ 210,454,518	$ 216,300,740	$ 214,569,660	$ 240,589,741

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<1> The 2018 Unrestricted net position was adjusted by $6,781,739 in accordance with GASB Statement No. 74

Source: Authority's audited financial statements.

Albany County Airport Authority
Total Annual Revenues, Expenses and Changes in Net Position, Con't
For Years Ended December 31,

2020	2021	2022	2023	2024	2025
$ 5,071,172	$ 5,545,788	$ 6,537,793	$ 5,512,260	$ 8,084,030	$ 7,761,335
6,307,406	9,326,061	12,506,123	12,361,731	12,580,220	11,478,244
5,657,600	5,363,151	4,974,060	3,510,123	7,986,439	6,620,756
3,749,264	6,891,504	8,645,042	9,462,456	9,899,079	10,169,467
5,719,989	9,327,909	16,405,065	17,907,220	18,733,652	24,358,385
4,313,893	4,321,044	4,514,195	4,476,417	5,155,121	5,389,138
30,819,324	40,775,457	53,582,278	53,230,207	62,438,541	65,777,325
309,776	263,747	846,754	2,371,341	3,043,592	2,679,186
1,858,876	4,055,447	5,318,185	5,699,317	6,275,661	6,405,101
50	-	-	-	-	-
11,053,631	4,810,756	1,420,740	5,232,617	331,254	59,220
-	77,967	-	335,000	32,201	6,297
368,400	368,400	368,400	368,400	368,400	368,400
13,590,733	9,576,317	7,954,079	14,006,675	10,051,108	9,518,204
44,410,057	50,351,774	61,536,357	67,236,882	72,489,649	75,295,529
15,874,108	15,147,001	16,535,441	18,575,008	21,031,147	22,019,299
17,317,169	18,619,605	23,815,320	25,583,853	29,276,983	29,290,165
17,465,299	18,387,208	18,882,884	19,050,784	20,164,229	20,646,395
50,656,576	52,153,814	59,233,645	63,209,645	70,472,359	71,955,859
3,699,761	2,575,159	2,314,999	2,108,164	2,083,566	2,056,782
-	-	1,282,040	-	508,728	-
-	-	-	-	-	-
-	-	-	-	-	-
249,796	-	-	-	-	-
40,733	-	-	-	-	-
3,990,290	2,575,159	3,597,039	2,108,164	2,592,294	2,056,782
54,646,866	54,728,973	62,830,684	65,317,809	73,064,653	74,012,641
10,850,904	11,276,697	5,982,119	16,929,595	35,641,166	39,927,246
(921,707)	-	-	-	-	-
-	-	-	-	-	-
$ (307,612)	$ 6,899,498	$ 4,687,792	$ 18,848,668	$ 35,066,162	$ 41,210,134
$ 204,476,085	$ 209,491,889	$ 210,618,826	$ 216,453,882	$ 243,024,508	$ 289,774,606
24,351,663	23,862,862	25,249,714	30,709,182	37,987,558	31,576,301
11,454,381	13,826,876	16,000,879	23,555,023	24,772,183	25,643,476
$ 240,282,129	$ 247,181,627	$ 251,869,419	$ 270,718,087	$ 305,784,249	$ 346,994,383

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Albany County Airport Authority
Changes in Cash and Cash Equivalents
For Years Ended December 31,

	2016	2017	2018
Cash Flows From Operating Activities			
Cash received from providing services	$ 45,595,258	$ 47,814,646	$ 50,885,469
Cash paid to suppliers	(28,239,666)	(33,640,390)	(34,607,021)
Cash paid to employees	(1,190,846)	(1,237,120)	(1,301,582)
Net Cash Provided/(Used) By Operating Activities	16,164,746	12,937,136	14,976,866
Cash Flows from Noncapital Financing Activities			
Grant Income	222,772	138,700	300,997
Grant Expense	-	-	-
Net Cash Provided by Noncapital Financing Activities	222,772	138,700	300,997
Cash Flows From Investing Activities			
Interest received	12,280	10,676	488,263
Purchase of investments	-	-	(12,247,000)
Sale of investments	-	-	-
Interest on passenger facility charges	14,941	18,476	97,262
Net Cash Provided/(Used) by Investing Activities	27,221	29,152	(11,661,475)
Cash Flows From Capital and Related Financing Activities			
Purchase of capital assets	(4,244,291)	(9,055,546)	(8,637,400)
Principal payments on bonds and notes payable	(8,567,000)	(8,803,000)	(9,419,000)
Interest paid	(4,394,462)	(3,673,229)	(3,549,403)
Line of credit	-	-	-
Payment to refunding agent	-	(16,794,552)	-
Issuance of bonds	-	15,826,250	24,865,926
Defeasance of bonds	-	-	-
Cost of issuance	-	(336,179)	(390,361)
ANCLUC funds	-	-	-
Concession improvement funds	(212,759)	107,689	75,447
Customer facility charges	-	-	-
Improvement charges	368,400	368,400	368,400
Insurance receoveries	-	-	-
Bank line of credit	-	-	-
LIBOR settlement	-	-	1,496,915
Sale of Land	-	-	858,257
Capital contributions	3,164,885	3,797,722	3,324,887
Passenger facility charges	5,356,286	5,338,723	5,759,701
Net Cash Provided (Used) By Capital and Related Financing Activities	(8,528,941)	(13,223,722)	14,753,369
Net increase/(decrease)	7,885,798	(118,734)	18,369,757
Cash and cash equivalents, beginning of year	40,138,544	48,024,342	47,905,608
Cash and cash equivalents, end of year	$ 48,024,342	$ 47,905,608	$ 66,275,365

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Source: Authority's audited financial statements.

Albany County Airport Authority
Changes in Cash and Cash Equivalents, Con't
For Years Ended December 31,

2019	2020	2021	2022	2023	2024	2025
$ 51,691,849	$ 33,479,937	$ 39,222,233	$ 53,926,133	$ 54,282,774	$ 60,658,418	$ 65,609,674
(36,461,993)	(36,037,289)	(32,267,789)	(36,820,066)	(35,171,562)	(54,813,109)	(46,226,936)
(1,316,130)	(1,387,077)	(1,424,181)	(1,550,298)	(1,652,261)	(1,761,830)	(1,586,018)
13,913,726	(3,944,429)	5,530,263	15,555,769	17,458,951	4,083,479	17,796,720
150,480	11,053,631	4,810,756	1,420,740	5,232,617	331,254	59,219
-	-	-	(1,282,040)	-	(508,728)	-
150,480	11,053,631	4,810,756	138,700	5,232,617	(177,474)	59,219
1,404,897	309,775	263,747	846,755	2,195,741	3,219,199	2,679,186
-	-	-	-	-	-	-
12,524,389	-	-	-	-	-	-
290,775	92,075	14,375	72,719	295,276	461,962	266,533
14,220,061	401,850	278,122	919,474	2,491,017	3,681,161	2,945,719
(53,630,854)	(25,488,688)	(12,086,065)	(9,500,688)	(20,442,784)	(39,097,078)	(59,064,927)
(7,554,000)	(7,390,000)	(6,365,000)	(6,685,000)	(7,020,000)	(7,280,000)	(7,625,000)
(4,341,280)	(3,749,289)	(3,666,302)	(3,335,200)	(3,002,652)	(2,863,167)	(2,704,131)
-	-	-	-	-	4,713,985	(1,487,515)
-	-	-	-	-	-	-
10,556,850	(5,500,594)	-	-	-	-	-
-	-	(660,417)	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
(177,676)	(40,978)	65,411	74,933	125,600	144,566	152,186
455,389	50	-	-	-	-	-
368,400	368,400	368,400	368,400	368,400	368,400	368,400
8,704	-	77,967	-	335,000	32,201	6,297
6,542,341	(6,552,137)	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
16,720,643	17,043,877	11,462,991	5,495,453	11,046,289	22,601,454	45,091,711
5,574,996	2,304,901	3,642,193	5,217,050	5,362,067	6,023,831	6,121,934
(25,476,487)	(29,004,458)	(7,160,822)	(8,365,052)	(13,228,080)	(15,355,808)	(19,141,045)
2,807,780	(21,493,406)	3,458,319	8,248,891	11,954,505	(7,768,642)	1,660,613
66,275,365	69,083,145	47,589,739	51,048,058	59,296,949	71,251,454	63,482,812
$ 69,083,145	$ 47,589,739	$ 51,048,058	$ 59,296,949	$ 71,251,454	$ 63,482,812	$ 65,143,425

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Albany County Airport Authority
Principal Revenue Sources, Revenue per Enplaned Passenger and
Signatory Airlines Rates and Charges <1>
For Years Ended December 31,

	2016	2017	2018
PRINCIPAL REVENUE SOURCES			
AIRLINE REVENUE			
Landing fees	$ 3,838,764	$ 4,436,193	$ 4,239,274
Apron fees	571,813	649,858	654,321
Fixed based operations	2,564,049	2,753,266	3,320,378
Terminal rental	3,471,855	3,613,674	4,077,678
Loading bridge rentals	565,362	614,076	670,939
TOTAL AIRLINE REVENUE	11,011,843	12,067,067	12,962,590
Percent of Total Revenues	21.3%	22.4%	22.4%
NON-AIRLINE REVENUES			
Parking	14,870,476	14,985,272	15,248,081
Rental car	5,057,259	5,427,741	5,561,921
Other	14,799,086	15,547,056	17,056,776
TOTAL NON-AIRLINE REVENUES	34,726,821	35,960,069	37,866,778
Percent of Total Revenues	67.1%	66.6%	65.5%
NON-OPERATING REVENUES			
Passenger facility charges	5,385,947	5,431,444	5,638,922
Customer facility charges	-	-	-
Grant income	222,772	138,700	300,997
Interest	12,280	10,676	488,263
Insurance recovery	-	-	170,896
Other	368,400	368,400	368,400
TOTAL NON-OPERATING REVENUES	5,989,399	5,949,220	6,967,478
Percent of Total Revenues	11.6%	11.0%	12.1%
TOTAL REVENUES	$ 51,728,063	$ 53,976,356	$ 57,796,846
Enplaned Passengers	1,407,005	1,417,835	1,466,706
TOTAL REVENUE PER ENPLANED PASSENGER	$ 36.76	$ 38.07	$ 39.41
SIGNATORY AIRLINES RATES AND CHARGES			
Landing Fee (per 1,000 lbs MGLW)	$ 2.73	$ 3.12	$ 2.92
Apron Fees (per sq. foot)	1.19	1.33	1.31
Annual Terminal Rental Rates (per sq. foot)	81.11	79.86	86.48
Annual Loading Bridge Rental (per bridge)	40,383.00	47,237.00	51,611.00
Airline Cost per Enplanement: Airport Operations	6.00	6.57	6.57

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The Authority has entered into a series of five-year agreements with its signatory airlines that provides a rate setting methodology. The current agreement term ends on December 31, 2025.

<1> The revenue basis to which the signatory rates and charges apply and the principal airline revenue payers can be found on pages 98-103

Source: Authority's audited financial statements and statistics reports

Albany County Airport Authority
Principal Revenue Sources, Revenue per Enplaned Passenger and
Signatory Airlines Rates and Charges, Con't <1>
For Years Ended December 31,

2019	2020	2021	2022	2023	2024	2025
$ 3,938,543	$ 2,929,026	$ 3,155,441	$ 4,152,622	$ 3,210,290	$ 5,407,562	$ 5,090,522
633,074	656,208	610,650	652,799	695,886	799,369	827,582
3,144,641	1,715,933	2,109,228	3,263,798	3,796,281	3,567,157	3,979,237
3,741,740	4,483,012	3,988,907	3,517,611	2,037,451	6,230,028	4,656,951
655,170	394,805	508,023	690,599	684,897	976,862	1,039,797
12,113,168	10,178,984	10,372,249	12,277,429	10,424,805	16,980,978	15,594,089
19.9%	22.9%	20.6%	20.0%	15.5%	23.4%	20.7%
16,249,822	5,474,391	9,038,813	15,985,811	17,366,540	18,193,177	23,812,155
5,396,551	2,471,572	4,985,255	6,160,142	6,332,799	6,984,590	7,336,597
18,083,850	12,694,377	16,379,140	19,158,896	19,106,068	20,279,796	19,034,484
39,730,223	20,640,340	30,403,208	41,304,849	42,805,407	45,457,563	50,183,236
65.4%	46.5%	60.4%	67.1%	63.7%	62.7%	66.6%
6,194,834	1,858,876	4,055,447	5,318,185	5,699,317	6,275,661	6,405,101
757,428	50	-	-	-	-	-
150,480	11,053,631	4,810,756	1,420,740	5,232,617	331,254	59,220
1,403,088	309,776	263,747	846,754	2,371,341	3,043,592	2,679,186
8,704	-	77,967	-	335,000	32,201	6,297
368,400	368,400	368,400	368,400	368,400	368,400	368,400
8,882,934	13,590,733	9,576,317	7,954,079	14,006,675	10,051,108	9,518,204
14.6%	30.6%	19.0%	12.9%	20.8%	13.9%	12.6%
$ 60,726,325	$ 44,410,057	$ 50,351,774	$ 61,536,357	$ 67,236,887	$ 72,489,649	$ 75,295,529
1,518,969	520,029	976,037	1,290,529	1,376,639	1,507,130	1,594,077
$ 39.98	$ 85.40	$ 51.59	$ 47.68	$ 48.84	$ 48.10	$ 47.23
$ 2.75	$ 3.20	$ 3.15	$ 3.38	$ 2.77	$ 3.70	$ 3.47
1.16	1.27	1.15	1.23	1.38	1.58	2.64
90.57	59.45	71.82	90.42	88.46	126.50	134.15
40,948.00	28,200.00	36,287.00	49,328.00	52,684.00	69,776.00	74,271.00
5.90	16.30	8.49	7.00	4.83	8.90	7.29

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Albany County Airport Authority
Ratios of Outstanding Debt
For Years Ended December 31,

	2016	2017	2018
Ratio of Authority issued Revenue Bond Debt Service to Total Expenses			
Principal	$ 8,567,000	$ 8,803,000	$ 9,419,000
Interest	4,477,430	3,730,422	3,697,735
Total Debt Service	$ 13,044,430	$ 12,533,422	$ 13,116,735
Total Expenses	$ 51,612,168	$ 52,746,843	$ 57,214,049
Ratio of Debt Service to Total Expenses	25.27%	23.76%	22.93%
Debt Service per Enplaned Passenger			
Net Debt Service	$ 9,436,220	$ 8,923,166	$ 10,281,822
Enplaned Passengers	1,407,005	1,417,835	1,466,706
Debt Service per Enplaned Passenger	$ 6.71	$ 6.29	$ 7.01
Outstanding Debt (Authority and County) per Enplaned Passenger			
Outstanding debt by type:			
General Airport Revenue Bond (GARB)	$ 86,670,000	$ 76,190,000	$ 89,790,000
NYS EFC	1,546,000	1,128,000	699,000
Subtotal	88,216,000	77,318,000	90,489,000
Unamortized Premiums/Discounts (net)	1,483,693	2,248,604	3,741,495
Total Outstanding Debt and Premiums	$ 89,699,693	$ 79,566,604	$ 94,230,495
Enplaned Passengers	1,407,005	1,417,835	1,466,706
Outstanding Debt per Enplaned Passenger	$ 64	$ 56	$ 64
Debt Limit per Enplaned Passenger			
Debt Limit	$ 285,000,000	$ 285,000,000	$ 285,000,000
Enplaned Passengers	1,407,005	1,417,835	1,466,706
Debt Limit per Enplaned Passenger	$ 203	$ 201	$ 194

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Source: Authority's audited financial statements and statistics reports

Albany County Airport Authority
Ratios of Outstanding Debt, Con't
For Years Ended December 31,

2019	2020	2021	2022	2023	2024	2025
$ 7,554,000	$ 7,390,000	$ 6,365,000	$ 6,685,000	$ 7,020,000	$ 7,280,000	$ 7,625,000
4,248,934	4,665,327	2,575,159	2,314,999	2,108,163	2,638,966	2,291,250
$ 11,802,934	$ 12,055,327	$ 8,940,159	$ 8,999,999	$ 9,128,163	$ 9,918,966	$ 9,916,250
$ 59,848,779	$ 54,597,444	$ 54,728,970	$ 62,830,684	$ 65,317,809	$ 73,064,668	$ 74,012,633
19.72%	22.08%	16.34%	14.32%	13.97%	13.58%	13.40%
$ 8,039,474	$ 7,914,410	$ 5,047,159	$ 5,106,999	$ 5,487,759	$ 6,277,494	$ 6,274,778
1,518,969	520,029	976,037	1,290,529	1,376,639	1,507,130	1,594,077
$ 5.29	$ 15.22	$ 5.17	$ 3.96	$ 3.99	$ 4.17	$ 3.94
$ 92,555,000	$ 75,945,000	$ 69,000,000	$ 62,315,000	$ 55,295,000	$ 48,015,000	$ 40,390,000
-	-	-	-	-	-	-
92,555,000	75,945,000	69,000,000	62,315,000	55,295,000	48,015,000	40,390,000
4,116,578	7,538,441	5,918,169	4,522,195	3,311,406	2,293,797	1,475,564
$ 96,671,578	$ 83,483,441	$ 74,918,169	$ 66,837,195	$ 58,606,406	$ 50,308,797	$ 41,865,564
1,518,969	520,029	976,037	1,290,529	1,376,639	1,507,130	1,594,077
$ 64	$ 161	$ 77	$ 52	$ 43	$ 33	$ 26
$ 285,000,000	$ 285,000,000	$ 285,000,000	$ 285,000,000	$ 285,000,000	$ 285,000,000	$ 285,000,000
1,518,969	520,029	976,037	1,290,529	1,376,639	1,507,130	1,594,077
$ 188	$ 548	$ 292	$ 221	$ 207	$ 189	$ 179

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Albany County Airport Authority
Revenue Bond Debt Service Coverage
For Years Ended December 31,

	2016	2017	2018	2019
NET REVENUES				
Operating Revenues	$ 45,738,668	$ 48,027,140	$ 50,829,607	$ 51,843,389
Interest Income <1>	12,280	10,676	243,269	700,892
TSA (LEO) Reimbursement	222,772	138,700	126,921	150,480
Grant income	-	-	174,077	-
Improvement Charges	368,400	368,400	368,400	368,400
Total Revenues	$ 46,342,120	$ 48,544,916	$ 51,742,274	$ 53,063,161
LESS: Total Operating Expenses <2>	(31,521,233)	(33,373,689)	(36,935,812)	(37,622,202)
LESS: Authority Share of Funds Remaining	-	-	-	-
LESS: Air Service Incentive Cost to Airport	(539,720)	(67,041)	(244,691)	(1,489,603)
Net Revenues	$ 14,281,167	$ 15,104,186	$ 14,561,771	$ 13,951,356
DEBT SERVICE				
1999 NYS EFC Revenue Bonds	$ 457,308	$ 455,397	$ 458,514	$ 441,549
Less: 1999 NYS EFC Interest Subsidy	(16,856)	(13,277)	(9,241)	(4,803)
2003 A Revenue Bonds	463,473	118,080	-	-
2006 A & B Revenue Bonds	1,098,489	275,865	-	-
2006 C Revenue Bonds	400,980	99,867	-	-
2010 A Refunding Bonds	10,540,689	10,549,011	10,557,831	8,112,581
Less: PFC Revenues used for Debt Service	(3,608,210)	(3,610,256)	(2,834,913)	(3,763,460)
2017 A & B Refunding Bonds	-	583,089	757,375	430,225
2018 A & B Revenue Bonds	-	913,764	1,203,925	1,130,125
2019 Revenue Bonds	-	-	-	771,322
2020 A & B Revenue Bonds	-	-	-	703,378
Net Debt Service	$ 9,335,873	$ 9,371,540	$ 10,133,491	$ 7,820,917
DEBT SERVICE COVERAGE <3>	1.53	1.61	1.44	1.78
Does not include required amounts held in Bond Reserve Accounts as follows:				
1999 NYS EFC Bonds	$ 277,389	$ 277,389	$ 277,389	$ -
2003 A Revenue Bonds	514,100	-	-	-
2006 A & B Revenue Bonds	1,128,600	-	-	-
2006 C Revenue Bonds	404,263	-	-	-
2010 A Refunding Bonds	9,523,517	9,523,517	9,523,517	9,523,517
2017 A & B Refunding Bonds	-	1,261,495	1,261,495	1,261,496
2018 A & B Revenue Bonds	-	-	1,475,750	1,475,750
2019 A Revenue Bonds	-	-	-	556,850
2020 A & B Revenue Bonds	-	-	-	-
Total Bond Reserve Accounts	$ 11,847,869	$ 11,062,401	$ 12,538,151	$ 12,817,613

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<1> Includes only interest allocated to the airline revenue centers under the Master Bond Resolution.

<2> Total Operating Expenses include contributions actually paid to employee benefit trusts, as provided for under the master bond resolution rather than the expense under GASB Statements No. 68, No. 71 and No. 75.

<3> 2018 debt service coverage does not include $1,496,915 received for a settlement for an alleged manipulation of LIBOR.

Source: Authority's audited financial statements and statistics reports

Albany County Airport Authority
Revenue Bond Debt Service Coverage, Con't
For Years Ended December 31,

2020	2021	2022	2023	2024	2025
$ 30,819,110	$ 40,477,233	$ 53,719,872	$ 53,385,246	$ 62,619,566	$ 66,283,425
181,306	37,269	256,800	1,279,477	1,400,554	1,196,775
139,080	126,921	138,700	138,700	50,996	-
10,914,550	4,363,325	-	-	-	-
368,400	368,400	368,400	368,400	368,400	368,400
$ 42,422,446	$ 45,373,148	$ 54,483,772	$ 55,171,823	$ 64,439,516	$ 67,848,600
(32,620,872)	(34,060,350)	(40,232,987)	(43,517,373)	(49,834,183)	(50,148,943)
(232,741)	-	-	-	-	-
(619,410)	(126,162)	(262,824)	(571,357)	(755,941)	(1,186,402)
$ 8,949,423	$ 11,186,636	$ 13,987,961	$ 11,083,093	$ 13,849,392	$ 16,513,255
$ -	$ -	$ -	$ -	$ -	$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
6,124,250	-	-	-	-	-
(4,140,917)	(3,494,931)	(3,639,794)	(3,640,404)	(3,641,472)	(3,641,472)
1,570,150	2,067,901	1,466,400	1,472,150	1,379,900	1,374,397
1,474,750	1,471,750	1,473,000	1,473,250	1,472,500	1,470,750
556,216	556,150	554,500	552,750	555,750	553,350
1,283,454	6,515,500	6,526,250	6,524,500	6,525,250	6,517,750
$ 6,867,903	$ 7,116,370	$ 6,380,356	$ 6,382,246	$ 6,291,928	$ 6,274,775
1.30	1.57	2.19	1.74	2.20	2.63
$ -	$ -	$ -	$ -	$ -	$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1,261,496	1,261,496	1,261,496	1,261,496	1,261,496	1,261,496
1,475,750	1,475,750	1,475,750	1,475,750	1,475,750	1,475,750
556,850	556,850	556,850	556,850	556,850	556,850
$ 3,948,630	$ 3,948,630	$ 3,948,630	$ 3,948,630	$ 3,948,630	$ 3,948,630
$ 7,242,726	$ 7,242,726	$ 7,242,726	$ 7,242,726	$ 7,242,726	$ 7,242,726

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Albany International Airport
Population in the Air Trade Area

	2024	2020	2020 vs. 2010	2010	2010 vs. 2000	2000
PRIMARY TRADE AREA						
State of New York						
Albany County	319,964	313,987	3.2%	304,204	3.3%	294,565
Columbia County	60,299	61,403	-2.7%	63,096	0.0%	63,094
Fulton County	52,073	53,132	-4.3%	55,531	0.8%	55,073
Greene County	46,903	47,912	-2.7%	49,221	2.1%	48,195
Montgomery County	49,648	49,485	-1.5%	50,219	1.0%	49,708
Rensselaer County	160,749	160,900	0.9%	159,429	4.5%	152,538
Saratoga County	240,360	235,794	7.4%	219,607	9.5%	200,635
Schenectady County	162,261	159,315	3.0%	154,727	5.6%	146,555
Schoharie County	30,151	29,752	-9.2%	32,749	3.7%	31,582
Warren County	65,288	65,638	-0.1%	65,707	3.8%	63,303
Washington County	59,839	65,618	3.8%	63,216	3.6%	61,042
State of Massachusetts						
Berkshire County	128,726	128,774	-1.9%	131,219	-2.8%	134,953
State of Vermont						
Bennington County	38,047	37,300	0.5%	37,125	0.4%	36,994
PRIMARY TRADE AREA	1,414,308	1,409,010	1.7%	1,386,050	3.6%	1,338,237
SECONDARY TRADE AREA						
State of New York						
Delaware County	44,191	44,221	-7.8%	47,980	-0.2%	48,055
Dutchess County	299,963	295,398	-0.7%	297,488	6.2%	280,150
Essex County	36,744	37,326	-5.2%	39,370	1.3%	38,851
Hamilton County	5,082	5,073	4.9%	4,836	-10.1%	5,379
Herkimer County	59,585	60,024	-7.0%	64,519	0.1%	64,427
Otsego County	60,524	58,377	-6.2%	62,259	0.9%	61,676
Ulster County	182,977	181,627	-0.5%	182,493	2.7%	177,749
State of Connecticut						
Litchfield County	185,000	184,874	-2.7%	189,927	4.2%	182,193
State of Massachusetts						
Franklin County	70,871	70,930	-0.6%	71,372	-0.2%	71,535
Hampden County	464,151	464,407	0.2%	463,490	1.6%	456,228
Hampshire County	165,399	146,592	-7.3%	158,080	3.8%	152,251
State of Vermont						
Addison County	38,047	37,343	1.4%	36,821	2.4%	35,974
Rutland County	60,198	60,477	-1.9%	61,642	-2.8%	63,400
Windham County	45,627	45,850	3.0%	44,513	0.7%	44,216
Windsor County	57,697	57,744	1.9%	56,670	-1.3%	57,418
SECONDARY TRADE AREA	1,776,056	1,750,263	-1.8%	1,781,460	2.4%	1,739,502
TOTAL PRIMARY AND SECONDARY TRADE AREA POPULATION	3,190,364	3,159,273	-0.3%	3,167,510	2.9%	3,077,739
State of New York	19,867,248	20,108,296	3.8%	19,378,102	2.1%	18,976,457
United States	340,110,988	331,511,512	7.4%	308,745,538	9.4%	282,171,936

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Sources: U.S. Department of Commerce, Bureau of the Census

Albany International Airport
Largest Private-Sector Employers in Primary Air Trade Area

Rank	Employer	Industry	Employees 2025
1	Albany Med Health System	Health Care	16,741
2	St. Peter's Health Partners	Health Care	11,154
3	Northeast Grocery Inc.	Retail Grocery, Headquarters, and Dist. Center	8,025
4	Hannaford Supermarkets	Retail Grocery	5,000
5	Regeneron Pharmaceuticals Inc.	Health Services	4,500
6	Stewart's Shops Corp.	Dairy Products/Convenience Stores	3,765
7	GE Vernova	Energy, Research, Industrial	2,700
8	Ellis Medicine	Health Care	2,689
9	Global Foundries	Semiconductor Manufacturing	2,500
10	Community Care Physicians	Health Care	1,940
11	Rensselaer Polytenchic Institute	Educational Services	1,790
12	Center for Disability Services	Health Care	1,785
13	Anthem Blue Cross	Health Insurance	1,708
14	St Mary's Healthcare	Health Care	1,635
15	Charter Communications	Communications	1,488
16	Broadview Federal Credit Union	Banking	1,375
17	CDPHP	Health Insurance Carrier	1,272

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Source: Capital Region Book of Lists

Albany International Airport
Colleges and Universities in Primary Air Trade Area

Name	County	Public/Private	Enrollment 2025
University at Albany, State University of New York	Albany	Public	17,567
Excelsior University	Albany	Private	12,701
SUNY Empire State University	Albany	Public	11,139
Hudson Valley Community College	Rensselaer	Public	9,368
Rensselaer Polytechnic Institute	Rensselaer	Private	7,049
Siena College	Albany	Private	3,722
SUNY Schenectady County Community College	Schenectady	Public	3,700
Russell Sage College	Rensselaer	Private	2,790
Skidmore College	Saratoga	Private	2,704
SUNY Adirondack	Warren	Public	2,581
Union College	Schenectady	Private	2,046
Fulton-Montgomery Community College	Fulton-Montgomery	Public	1,946
SUNY Cobleskill	Schoharie	Public	1,882
Columbia-Greene Community College	Columbia-Greene	Public	1,699
Albany Medical College	Albany	Private	852
Albany College of Pharmacy	Albany	Private	837
Maria College	Albany	Private	745
Albany Law School	Albany	Private	669
Clarkson University	Albany	Private	193
			84,190

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Source: Capital Region Book of Lists

Albany International Airport
Airport Information
As of December 31,

			2016	2025
Airport Code:	ALB			
Location:	7 miles Northwest of downtown Albany, New York, the capital of the State of New York			
Elevation:	285 ft.			
International:	Customs / Immigration F.I.S. Facility			
Tower:	TRACON 24 / 7 - 365			
FBO:	Million Air			
Acres (+/-):			1,171	1,171
Runways:	1/19 North/South ILS / VOR / GPS		8,500 X 150 ft.	8,500 X 150 ft.
	10/28 East/West VOR / GPS		7,200 X 150 ft.	7,200 X 150 ft.
Terminal:	Airlines - sq. ft.		90,623	91,484
	Tenants - sq. ft.		44,320	44,501
	Public/Common - sq. ft.		104,426	103,509
	Mechanical - sq. ft.		50,916	50,794
	Total - sq. ft.		290,285	290,288
	Number of passenger gates		21	21
	Number of loading bridges		16	16
	Number of Concessionaires in Terminal		6	6
	Number of Rental Car Agencies in Terminal		6	6
Apron:	Commercial Airlines - sq. ft.		810,901	810,901
	Cargo Airlines - sq. ft.		210,600	210,600
	FBO - sq. ft.		640,000	640,000
Parking:	Spaces assigned	Garage	1,912	2,912
		Short-term	222	181
		Long-term	1,468	1,880
		Economy	2,286	2,763
		Rental Cars	307	307
		Employees	348	336
		Total	6,543	8,379
Cargo:	Air Cargo Building - sq. ft.		50,500	50,500
Employees:	Authority		22.0	20.0
	Airport Operations		154.25	150.00
	Fixed Based Operator		33.0	37.0
	Total		209.25	207.00

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Albany International Airport
Enplaned Passengers
2016-2025

AIRLINE	2025	Percent of Total 2025	2024	Percent of Total 2024	2023
Southwest Airlines	524,892	32.9%	474,703	31.5%	450,081
Delta Airlines	167,561	10.5%	173,766	11.5%	157,889
American Airlines	159,323	10.0%	186,660	12.4%	134,842
Jet Blue	135,267	8.5%	107,256	7.1%	86,637
Allegiant Air	100,762	6.3%	84,613	5.6%	83,013
United Airlines	77,774	4.9%	94,659	6.3%	104,000
American Eagle (Piedmont)	75,423	4.7%	77,188	5.1%	67,234
American Eagle (PSA)	72,850	4.6%	63,280	4.2%	69,804
United Express (Commutair)	61,341	3.8%	56,754	3.8%	49,733
Delta Connection (SkyWest)	54,761	3.4%	34,602	2.3%	34,585
Delta Connection (Endeavor)	42,968	2.7%	62,319	4.1%	76,543
American Eagle (Envoy)	34,648	2.2%	11,352	0.8%	4,623
United Express (Republic)	23,847	1.5%	13,050	0.9%	25,006
Avelo Airlines	21,258	1.3%	11,667	0.8%	
Breeze Airways	13,775	0.9%			
United Express (SkyWest)	12,001	0.8%	13,321	0.9%	4,583
American Eagle (Republic)	8,862	0.6%	8,181	0.5%	4,481
United Express (Go Jet)	5,337	0.3%	25,725	1.7%	10,324
American Eagle (SkyWest)			6,154	0.4%	1,704
American Eagle (Air Wisconsin)			1,129	0.1%	3,277
Delta Connection (Republic)					4,904
United Express (Air Wisconsin)					2,336
United Express (Mesa)					29
Frontier Airlines					
United Express (Express Jet)					
United Express (Transtates)					
Delta Connection (Go Jet)					
Cape Air					
American Eagle (Transtates)					
OneJet					
Elite Airways					
Boutique Air					
Delta Connection (Express Jet)					
United Express (Shuttle America)					
Delta Connection (Shuttle America)					
Sub Total	1,592,650	99.9%	1,506,379	100.0%	1,375,628
Charters	1,427	0.1%	751	0.1%	1,011
TOTAL	1,594,077	100.0%	1,507,130	100.0%	1,376,639

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Source: Albany County Airport Authority

Albany International Airport
Enplaned Passengers
2016-2025

2022	2021	2020	2019	2018	2017	2016
365,474	319,869	174,133	488,147	565,731	566,801	569,101
134,888	96,631	37,667	171,022	164,105	173,086	158,638
115,598	49,026	45,182	96,650	109,476	115,904	115,298
90,792	75,211	29,793	92,149	89,609	90,744	87,036
71,337	50,033	28,588	78,107	3,635		
83,426	26,980	9,332	104,868	92,342	83,366	95,299
58,831	60,644	38,271	92,085	51,098	56,509	32,788
64,368	67,978	13,080	57,755	48,234	38,262	23,360
45,739	48,722	32,102	87,554	96,702	80,981	72,990
61,586	11,283	13,190	51,147	31,211	27,157	4,336
63,726	46,195	18,904	14,753	10,109	19,527	39,496
26,184	7,086	13,545	27,306	43,436	37,949	33,591
30,105	9,234	3,057	853	4,078	185	286
5,738	8,368	9,113	5,426	15,390	17,881	14,603
11,863	29,136	17,358	11,002	44,001	19,831	38,616
13,665	18,761	282	658	1,162	13,964	5,185
4,034	8,706	6,599	27,580		92	1,946
				313	34,044	52,701
38	7,033		155			
3,578	2,899	10,652	17,488	10,683		
		252	5,812	4,448	8,122	10,653
38,284	31,693	16,739	60,804	11,123		
		1,475	7,019	9,312	3,593	10,964
		50	1,418	11,255	4,644	4,059
			13,739	22,203	3,651	4,768
			3,275	11,777	12,966	16,090
				8,177	3,980	
				3,964	989	
				1,044		
				827	1,852	
					524	13,525
					115	65
						1,611
1,289,254	975,488	519,364	1,516,772	1,465,445	1,416,719	1,407,005
1,275	549	665	2,297	1,261	1,116	429
1,290,529	976,037	520,029	1,519,069	1,466,706	1,417,835	1,407,434

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Albany International Airport
Landed Weights
2016-2025

Commercial Carriers	2025	Percent of Total 2025	2024	Percent of Total 2024	2023
Southwest Airlines	569,789,602	28.6%	487,601,803	26.8%	475,359,502
Delta Airlines	193,867,090	9.7%	199,880,103	11.0%	246,428,072
American Airlines	182,608,608	9.2%	206,189,913	11.3%	138,501,553
Jet Blue	143,118,486	7.2%	111,254,554	6.1%	90,377,883
Allegiant Air	103,645,428	5.2%	81,671,823	4.5%	78,500,799
United Airlines	92,360,398	4.6%	105,942,788	5.8%	120,016,876
American Eagle (PSA)	89,685,400	4.5%	79,312,097	4.4%	88,034,598
American Eagle (Piedmont)	77,915,249	3.9%	78,002,553	4.3%	69,272,553
Delta Connection (Sky West)	65,407,618	3.3%	40,068,089	2.2%	41,758,359
United Express (Commutair)	63,932,000	3.2%	56,804,000	3.1%	47,828,000
Delta Connection (Endeavor)	62,930,096	3.2%	77,269,801	4.3%	42,721,904
Avelo Airlines	42,555,739	2.1%	18,985,322	1.0%	
American Eagle (Envoy)	42,038,639	2.1%	13,755,318	0.8%	5,585,792
United Express (Republic)	28,988,995	1.5%	10,040,661	0.6%	51,842,134
Breeze Airways	28,518,506	1.4%			
United Express (SkyWest)	15,208,312	0.8%	15,112,833	0.8%	5,080,206
American Eagle (Republic)	12,886,119	0.6%	15,124,593	0.8%	6,295,799
United Express (Go Jet)	7,686,000	0.4%	39,650,000	2.2%	14,884,000
Charters	3,427,474	0.2%	4,116,927	0.2%	2,926,004
Delta Connection (Republic)	374,780	0.0%	522,054	0.0%	1,948,883
American Eagle (SkyWest)	134,000	0.0%	7,035,000	0.4%	2,010,000
American Eagle (Air Wisconsin)			1,222,000	0.1%	3,290,000
United Express (Air Wisconsin)					2,397,000
United Express (Mesa)					150,000
Frontier Airlines					
United Express (Express Jet)					
United Express (Transtates)					
Cape Air					
Delta Connection (Go Jet)					
OneJet					
American Eagle (Transtates)					
Boutique Air					
Elite Airways					
Delta Connection (Express Jet)					
Delta Connection (Shuttle America)					
United Express (Shuttle America)					
	1,827,078,539	91.7%	1,649,562,232	90.8%	1,535,209,917
Cargo Carriers					
United Parcel Service	115,495,841	5.8%	117,239,600	6.5%	119,945,840
Federal Express	49,500,000	2.5%	50,094,000	2.8%	49,698,000
Ameriflght					4,051,304
Wiggins Airways			280,500	0.0%	2,711,500
Mountain Air Cargo			399,500	0.0%	25,500
	164,995,841	8.3%	168,013,600	9.2%	176,432,144
Grand Total	1,992,074,380	100.00%	1,817,575,832	100.00%	1,711,642,061

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Source: Albany County Airport Authority

Albany International Airport
Landed Weights
2016-2025

2022	2021	2020	2019	2018	2017	2016
378,302,300	333,567,995	323,968,000	500,895,200	571,924,399	579,923,601	586,092,000
214,614,613	108,233,599	63,701,610	193,329,310	185,285,718	197,829,323	183,615,710
129,482,907	54,674,892	73,424,515	115,775,436	129,717,613	142,955,406	139,386,707
92,092,433	82,397,589	48,480,223	105,034,143	103,377,946	102,628,355	104,956,520
67,927,459	51,877,867	45,431,430	84,122,513	3,884,529		
99,606,972	30,980,057	22,688,482	130,077,387	111,690,471	96,782,482	126,927,674
88,835,105	81,230,303	20,267,607	65,256,809	60,450,498	48,282,802	29,126,003
58,665,601	67,133,700	60,629,849	94,895,104	52,247,399	61,141,955	39,101,103
75,081,861	13,908,099	20,571,505	58,877,612	34,467,201	29,942,300	4,573,100
47,564,000	54,296,000	49,852,000	96,448,000	103,927,006	96,037,006	83,099,012
26,971,802	57,227,300	49,483,908	16,654,910	12,478,297	21,488,406	42,351,100
29,840,261	7,644,899	23,510,259	32,802,755	53,400,168	48,111,665	42,416,420
42,841,207	11,670,387	5,907,531	1,343,937	4,861,628	291,898	522,057
6,343,388	12,075,108	18,969,872	6,227,313	17,178,060	18,891,990	14,888,118
17,824,901	33,952,352	26,382,407	13,263,507	54,108,619	24,958,355	50,137,054
19,276,000	26,291,000	549,000	670,000	1,273,000	14,472,000	5,427,000
3,013,912	4,338,054	1,901,672	5,514,002	2,964,555	2,376,000	1,012,000
821,884	14,695,958		514,116	514,123	291,888	
4,690,000	10,787,000	11,926,000	34,103,000	67,000	134,000	2,867,000
				423,000	38,399,000	63,497,000
3,948,000	2,444,000	14,053,000	18,659,000	11,562,000		
		603,000	6,432,000	4,623,000	8,860,000	11,524,000
41,717,184	37,460,128	25,711,365	54,948,790	11,049,772		
		1,999,570	9,487,770	11,104,057	4,112,026	11,818,840
		44,092	1,489,869	11,342,682	4,305,591	4,156,332
			4,644,301	14,261,700	15,933,102	20,413,009
			16,331,904	24,185,598	3,791,201	5,261,399
				11,115,418	3,336,049	
				8,162,550	4,146,748	
				2,489,923	4,934,982	
				2,182,000		
				67,000	911,502	15,960,701
					147,268	1,489,218
					144,623	72,311
1,449,461,790	1,096,886,287	910,056,897	1,667,798,688	1,616,386,930	1,575,561,524	1,590,691,388
123,034,881	122,675,761	110,128,000	103,060,000	102,199,838	102,618,000	103,574,000
50,292,000	54,846,000	51,876,000	53,262,000	51,876,000	50,420,000	51,084,000
4,121,596	5,333,131	4,839,121	4,390,800	4,670,805	4,233,647	4,100,650
5,091,500	6,466,365	4,326,509	7,182,500	9,163,514	10,166,496	9,992,302
		831,680				
182,539,977	189,321,257	172,001,310	167,895,300	167,910,157	167,438,143	168,750,952
1,632,001,767	1,286,207,544	1,082,058,207	1,835,693,988	1,784,297,087	1,742,999,667	1,759,442,340

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Albany International Airport
Aircraft Operations
2016-2025

Commercial Carriers	2025	Percent of Total 2025	2024	Percent of Total 2024	2023
Southwest Airlines	8,192	23.1%	7,044	21.0%	6,700
American Eagle (Piedmont)	3,570	10.0%	3,574	10.6%	3,174
United Express (Commutair)	2,906	8.2%	2,582	7.7%	2,174
Delta Airlines	2,600	7.3%	2,718	8.1%	2,418
American Eagle (PSA)	2,568	7.2%	2,302	6.9%	2,566
American Airlines	2,367	6.7%	2,900	8.6%	2,003
Jet Blue	2,004	5.6%	1,564	4.7%	1,290
Delta Connection (Sky West)	1,750	4.9%	1,056	3.1%	1,112
Delta Connection (Endeavor)	1,680	4.7%	2,156	6.4%	2,736
Allegiant Airlines	1,394	3.9%	1,136	3.4%	1,104
United Airlines	1,278	3.6%	1,520	4.5%	1,566
American Eagle (Envoy)	1,132	3.2%	374	1.1%	158
United Express (Republic)	778	2.2%	310	0.9%	1,398
United Express (SkyWest)	406	1.1%	504	1.5%	138
Avelo Airlines	398	1.1%	170	0.5%	
American Eagle (Republic)	344	1.0%	268	0.8%	168
Breeze Airways	282	0.8%			
United Express (Go Jet)	252	0.7%	1,300	3.9%	488
Charters	30	0.1%	34	0.1%	36
Delta Connection (Republic)	10	0.0%	14	0.0%	186
American Eagle (SkyWest)	4	0.0%	210	0.6%	60
American Eagle (Air Wisconsin)			54	0.2%	140
United Express (Air Wisconsin)					102
United Express (Mesa)					4
United Express (Express Jet)					
Frontier Airlines					
American Eagle (Transtates)					
Boutique Air					
Cape Air					
Delta Connection (Express Jet)					
Delta Connection (Go Jet)					
Delta Connection (Shuttle America)					
Elite Airways					
OneJet					
United Express (Transtates)					
United Express (Shuttle America)					
	33,945	95.5%	31,790	94.7%	29,721
Cargo Carriers					
United Parcel Service	1,088	3.1%	1,106	3.3%	1,114
Federal Express	500	1.4%	506	1.5%	502
Wiggins Airways			66	0.2%	638
Mountain Air Cargo			94	0.3%	6
Ameriflight					484
	1,588	4.5%	1,772	5.3%	2,744
Grand Total	35,533	100.0%	33,562	100.0%	32,465

Source: Albany County Airport Authority

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Albany International Airport
Aircraft Operations
2016-2025

2022	2021	2020	2019	2018	2017	2016
5,426	4,890	4,558	7,524	8,586	8,864	8,900
2,688	3,076	2,092	4,384	4,730	4,946	4,396
2,162	2,468	2,552	4,348	1,568	1,446	1,510
2,112	1,664	1,172	446	496	188	540
2,550	2,308			2,292	1,506	864
1,794	778	690	948	744	424	
1,334	1,258	602	1,206	2,394	2,946	1,902
2,004	372	644	1,478	706	112	144
2,478	1,610	302	1,738	578	610	530
958	724	574		1,222	1,134	190
1,334	418	916	2,838	2,770	3,040	2,792
884	204	546	2,450	492		
1,168	418		1,018	92		
170	350	14	192	138	264	344
476	906	1,050	1,660	1,466	1,330	1,636
			466	48	38	16
54	38				4	2
24	396		20	360	802	1,514
140	322	90	432	56		
			14	18	1,634	2,702
168	138	522	1,588	518	196	190
		2	68	130	8	14
632	862	104	36	14	8	
558	498	356	354	2	26	502
		554	240	374	190	
				502	978	
		594	794	1,444	666	1,346
				38	432	162
		324	760	1,848	2,060	2,010
				2	4	122
				1,454	1,446	1,476
				156		
			1,356	4,164	4,652	5,960
					4	70
29,114	23,698	18,258	36,358	39,402	39,958	39,834
1,128	1,162	860	904	886	974	982
508	554	480	538	524	508	476
1,198	1,216	944	1,690	2,154	2,390	2,350
		14				
512	486	498	546	584	534	456
3,346	3,418	2,796	3,678	4,148	4,406	4,264
32,460	27,116	21,054	40,036	43,550	44,364	44,098

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Albany International Airport
Aircraft Operations
2016-2025

Year	Airlines	Cargo	General Aviation	Military	Total
2016	39,834	4,264	17,576	3,057	64,731
2017	39,962	4,406	16,818	2,974	64,160
2018	39,402	4,148	17,753	3,300	64,603
2019	36,446	3,750	17,608	2,944	60,748
2020	19,604	3,174	16,414	3,487	42,679
2021	23,751	3,418	17,441	3,239	47,849
2022	33,267	3,346	14,521	2,592	53,726
2023	34,046	2,744	14,647	2,173	53,610
2024	31,790	1,772	19,764	2,379	55,705
2025	27,988	1,588	25,324	2,640	57,540

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Source: Albany County Airport Authority

Albany International Airport
Airlines Serving the Albany International Airport

MAJORS / NATIONALS

Allegiant Air
American Airlines
Avelo Airlines
Breeze Airways
Delta Air Lines
Jet Blue Airways
Southwest Airlines
United Airlines

REGIONAL / COMMUTERS

CommutAir d/b/a United Express
Endeavor d/b/a Delta Connection
Envoy d/b/a American Eagle
Piedmont d/b/a American Eagle
PSA d/b/a American Eagle
Republic d/b/a American Eagle
Republic d/b/a United Express
Sky West d/b/a United Express
Sky West d/b/a Delta Connection

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ALL-CARGO CARRIERS

Federal Express
United Parcel Service

As of December 31, 2025
Source: Albany County Airport Authority

Albany International Airport
Major Carrier Airline Service

SCHEDULED JET AIRLINE SERVICE
As of December 2025

CARRIER	NON-STOP SERVICE
Allegiant	Myrtle Beach (MYR)
	Nashville (BNA)
	Orlando (SFB)
	Punta Gorda (PGD)
	Sarasota (SRQ)
	St. Pete–Clearwater (PIE)
American	Charlotte (CLT)
	Chicago O'Hare (ORD)
	Dallas/Ft. Worth (DFW)
	Miami (MIA)
	Philadelphia (PHL)
	Washington National (DCA)
Avelo	Concord, NC (USA)
	Raleigh-Durham (RDU)
Breeze	Charleston (CHS)
	Ft. Myers (RSW)
	Raleigh-Durham (RDU)
Delta	Atlanta (ATL)
	Detroit (DTW)
	New York LaGuardia (LGA)
JetBlue	Fort Lauderdale (FLL)
	Orlando (MCO)
Southwest	Baltimore (BWI)
	Chicago Midway (MDW)
	Denver (DEN)
	Fort Lauderdale (FLL)
	Las Vegas (LAS)
	Nashville (BNA)
	Orlando (MCO)
	Tampa (TPA)
United	Chicago O'Hare (ORD)
	Washington Dulles (IAD)

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Albany International Airport
Top 20 Primary Origination and Destination Passenger Markets

2025 Rank	Market	Length	2025 Passengers	2024 Passengers	2016 Passengers
1	Orlando (MCO)	MH	331,292	301,031	296,106
2	Ft. Lauderdale	MH	173,870	150,494	213,539
3	Chicago (ORD)	MH	104,617	105,082	124,476
4	Atlanta	MH	91,698	98,350	87,539
5	Tampa	MH	87,187	97,307	142,869
6	Charlotte	SH	86,245	82,826	73,287
7	Denver	MH	80,898	82,606	69,202
8	Las Vegas	LH	67,945	55,950	82,968
9	Washington (DCA)	SH	65,117	64,726	75,053
10	Nashville	MH	63,504	65,836	N/A
11	Raleigh/Durham	SH	62,921	50,515	35,139
12	Baltimore	SH	58,472	63,865	93,511
13	Myrtle Beach	MH	54,650	50,234	N/A
14	Dallas/Ft. Worth	MH	53,943	55,429	33,894
15	Phoenix (PHX)	LH	53,771	50,974	48,031
16	Los Angeles	LH	52,031	53,285	66,471
17	San Francisco	LH	47,375	40,931	58,112
18	Punta Gorda	MH	45,977	41,272	N/A
19	Detroit	MH	43,325	45,638	N/A
20	Chicago (MDW)	MH	40,607	44,195	N/A

* Notes:
SH Short Haul = 0 to 600 miles
MH Medium Haul = 601 to 1,800 miles
LH Long Haul = over 1,801 miles

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Compliance

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Members
Albany County Airport Authority

DRAFT

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the business-type activities and fiduciary activities of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated_____, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We identified a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2025-001 that we consider to be a significant deficiency.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. We did not identify any instances of noncompliance.

The Authority's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the finding identified in our audit and described in the accompanying schedule of findings and questioned costs. The Authority's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

DRAFT

Latham, NY
_____, 2026

Albany County Airport Authority
Schedule of Expenditures of Federal and NYS DOT Financial Assistance
For the Year Ended December 31, 2025

Federal Project Number	NYS Project Number	Federal * Percent Participation	Description of Project	Assistance Listing Number	Total Grant Amount Federal	Total Grant Amount State	Year Ended 12/31/25 Expenditures Federal	Year Ended 12/31/25 Expenditures State
CAPITAL CONTIRBUTIONS:								
Direct Award - U.S. Department of Transportation Federal Aviation Administration Airport Improvement Program								
147-21	N/A	100%	Replace 3 pieces of snow equipment	20.106	$ 1,537,634	N/A	$ 813,644	$ -
148-24	N/A	100%	COVID-19 Airport Rescue Grant	20.106	12,113,223	N/A	11,654,597	-
150-22	1A00.30	90%	Rehabilitate Runway 10-28 and associated Taxiways	20.106	7,144,824	$ 269,900	26,078	-
151-23	1A00.31	90%	Replace Air Traffic Control Tower HVAC and base building HVAC and Roof	20.106	2,000,000	52,632	130,449	(44,115)
152-24	1A00.33	90%	Rehabilitation of Terminal A. Aquire and install two passenger loading bridges	20.106	10,600,000	278,948	5,442,581	60,252
153-24	1A00.32	90%	Runway 1-19 Rehabilitation and Lighting upgrades	20.106	9,326,858	518,159	8,099,817	449,990
154-25	1A00.34	90%	Terminal Building Improvements - Reconstruct 60,000 square feet of existing Terminal Building including construction of main entrance, lobby, security, baggage and exterior areas, canopies, sidewalks, and HVAC - Phase 1 Construction	20.106	21,915,184	1,217,510	4,271,433	213,571
155-25	1A00.35	90%	Reconstruct 22,500 sq yrs of GA apron, construct a new 1,900 sq yds deicing pad and rehabilitate 35,600 sq yds of GA apron	20.106	12,936,210	718,678	284,767	15,820
Direct Award - New York State Department of Transportation								
N/A	1A00.95	N/A	Upstate Economic Development and Revitalization Grant Program		N/A	60,000,000	-	7,763,053
N/A	1A00.94	N/A	Rehabilitation of existing elevators		N/A	1,612,560	-	259,809
Direct Award - New York State Energy Research and Development Authority								
N/A	215582	N/A	Thermal Energy Network Detailed Design		N/A	500,000	-	485,500
			GRAND TOTAL		$ 77,573,933	$ 65,168,387	$ 30,723,366	$ 9,203,880

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(*) The remaining percentage is shared equally between the State of New York and the Authority with the exception of federal grants 147-21 and 148-24.

See accompanying Notes to Schedule of Federal and New York State Department of Transportation Financial Assistance.

Albany County Airport Authority
Notes to Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance
For the Year Ended December 31, 2025

1. Scope of Audit Pursuant to the Uniform Guidance

   The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation. The Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance (the Schedule) includes all of the federal award programs and the New York State Department of Transportation matching grant award for the FAA's Airport Improvement Act (Assistance Listing #20.106) administered by the Albany County Airport Authority, an entity defined in the financial statements.

2. Basis of Accounting

   The accompanying Schedule includes the federal award activity of the Authority under programs of the federal government for the year ended December 31, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

3. Summary of Significant Accounting Policies

   Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The Authority has not elected to use the 15-percent de minimis indirect cost rate as allowed under the Uniform Guidance and did not claim any indirect costs and has not claimed any indirect costs.

4. Federal Reimbursements

   Federal reimbursements are based upon specific expenditures. Therefore, the amounts reported here represent grant income earned rather than cash received. There were no funds provided to subrecipients.

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH THE UNIFORM GUIDANCE

To the Members
Albany County Airport Authority

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2025. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Albany County Airport Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with requirements of laws, statutes, regulations, rules, and provisions of contract grant agreements applicable to the Authority's federal programs.

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Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

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Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Latham, NY
_____, 2026

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FINANCIAL ASSISTANCE PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY NEW YORK STATE CODIFICATION OF RULES AND REGULATIONS

To the Members
Albany County Airport Authority

Report on Compliance

Opinion

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements identified as subject to audit in the *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* (NYCRR), that could have a direct and material effect on its state transportation assistance program for the year ended December 31, 2025.

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its state transportation assistance program for the year ended December 31, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the *Preliminary Draft Part 43 of NYCRR*. Our responsibilities under those standards and the NYCRR are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the state transportation assistance program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, regulations, rules, and provisions of contract grant agreements applicable to the state transportation assistance program.

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Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the *Preliminary Draft Part 43 of NYCRR* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the state transportation assistance program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the NYCRR, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the NYCRR, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

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Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations*. Accordingly, this report is not suitable for any other purpose.

Latham, NY
_____, 2026

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Albany County Airport Authority
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2025

A. SUMMARY OF AUDIT RESULTS

1. The auditor's report expresses an unmodified opinion on the financial statements of the Albany County Airport Authority.

2. There were no material weaknesses identified during the audit of the financial statements, however as noted in Section B, a significant deficiency was reported.

3. No instances of noncompliance material to the financial statements of the Albany County Airport Authority were disclosed during the audit.

4. The auditor's report on compliance for the major federal award program for the Albany County Airport Authority expresses an unmodified opinion.

5. There were no audit findings related to the major federal award program for the Albany County Airport Authority.

6. The Airport Improvement Program (Assistance Listing #20.106), including the New York State Department of Transportation (NYSDOT) matching grants for this program was the major program for the year ended December 31, 2025.

7. The dollar threshold used to distinguish between Type A and B programs was $1,000,000.

8. The Albany County Airport Authority was considered a low-risk auditee.

B. FINDINGS - FINANCIAL STATEMENT AUDIT

Findings related to the financial statements which are required to be reported in accordance with Government Auditing Standards:

Significant Deficiency

2025-001 Contract Documentation and Retention

Criteria: The Authority enters into contracts and agreements for various operational components of the airport.

Statement of Condition: During our testing of rental revenue related to cargo facilities, we noted three organizations leasing space from the Authority do not have current, written agreements related to those leases.

Context: As part of our audit procedures, we review various contractual agreements supporting financial statement recognition.

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Effect of Condition: There is no binding agreement of mutual understanding, and the Authority may not be receiving the correct amount in lease revenue. As of December 31, 2025, unpaid invoices of $319,777 date back to August 2025.

Cause: Agreements have expired and not been re-negotiated, and not all documentation has been retained in an area that it can be located and reviewed.

Recommendation: We recommend that all agreements be in writing and retained on file for a reasonable period of time.

View of Responsible Officials and Planned Corrective Actions: Management agrees with the finding and will implement the recommendations.

Status of Prior Year Findings

2024-001 Missing Board Approvals over Contracts

Condition: The Board of Directors was not being made aware of contracts and invoice approvals when per Procurement guidelines all these decisions should be brought to the Board of Directors to vote and approve on them.

Current Status: This comment was corrected and therefore not considered necessary to repeat in current year.

C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AND NYS DOT AWARD PROGRAM AUDIT

NONE

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR THE PASSENGER FACILITY CHARGE PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION

To the Members
Albany County Airport Authority

Report on Compliance

Opinion

We have audited the Albany County Airport Authority's (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies* (Guide), issued by the Federal Aviation Administration, that could have a direct and material effect on its Passenger Facility Charge Program for the year ended December 31, 2025.

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its Passenger Facility Charge Program for the year ended December 31, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guide. Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for Audit of Compliance section of the report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the state transportation assistance program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal controls over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contract grant agreements applicable to its Passenger Facility Charge Program.

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Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the *Passenger Facility Charge Audit Guide for Public Agencies* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the Passenger Facility Charge Program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the Passenger Facility Charge Program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the Passenger Facility Charge Program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Passenger Facility Charge Program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the *Passenger Facility Charge Audit Guide for Public Agencies,* issued by the Federal Aviation Administration. Accordingly, this report is not suitable for any other purpose.

Latham, NY
_____, 2026

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Albany County Airport Authority
Schedule of Passenger Facility Charges
Collected and Expended

For the Year Ended December 31, 2025

Quarter Ended	PFC Charges Received	Interest Earned	Total Received	Expenditures on Approved Projects	
Beginning Balance	$ 129,540,405	$ 4,084,020	$ 133,624,425	$ 125,581,728	$ 8,042,697
1/31/2025	1,408,705	78,599	1,487,304	1,365,207	
3/31/2025	1,663,079	80,250	1,743,329	1,539,098	
6/30/2025	1,629,201	68,023	1,697,224	4,182,173	
12/31/2025	1,420,949	39,661	1,460,610	3,074,769	
Total 2025	6,121,934	266,533	6,388,467	10,161,247	(3,772,780)
Total Program to Date	$ 135,662,339	$ 4,350,553	$ 140,012,892	$ 135,742,975	
PFC Funds to be used for future debt service payments and project disbursements:					$ 4,269,917

Reconcilation of cash basis above to accrual basis in the financial statements:

PFC and Interest Received	12/31/24 PFC Receivable	12/31/2025 PFC Receivable	PFC Net Income Per Financials
$ 6,388,467	$ (395,769)	$ 412,403	$ 6,405,101

SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Scope of Audit Pursuant to September 2000 Passenger Facility Charge Audit Compliance and Reporting Guide for Public Agencies.

The Albany County Airport Authority is a body corporate and politic, constituting a public benefit corporation. The Schedule of Passenger Facility Charges Collected and Expended includes all the PFCs and the interest earnings thereon collected by the Authority beginning May 1, 1994 through December 31, 2024. Passenger Facility Charges are collected pursuant to a Federal Aviation Administration (FAA) approved application in 1994 to Impose $40,726,364. During 1996, the Authority requested and received approval to increase the amount of PFCs to $116,888,308 projected to be collected through the year 2026. Effective September 1, 2009, the Authority implemented an approved change to the PFC collection from $3.00 per passenger to $4.50 per passenger. The current estimated collection period is through July 1, 2030.

B. Basis of Accounting

The top schedule above was prepared on an cash basis of accounting. Passenger Facility Charges are recorded as deferred revenue until used for debt service payments under an FAA approved application to use.

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Albany County Airport Authority
Passenger Facility Charge Program
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2025

A. SUMMARY OF AUDIT RESULTS

1. No material weaknesses were identified during the audit of the passenger facility program.

2. The auditor's report on compliance for the passenger facility charge program expresses an unmodified opinion.

3. There were no audit findings related to the passenger facility charge program.

B. FINDINGS AND QUESTIONED COSTS

NONE

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Biographies of the Members of the Albany County Airport Authority

Samuel Fresina is president of the New York State Professional Fire Fighters Association. He was elected in 2016, after his career as a full-time, professional fire fighter in the City of Albany. Previous to his current position, he served as the NYSPFFA's secretary-treasurer and executive vice president. Born and raised in Albany, NY, Sam graduated from the Christian Brothers Academy in 1985 to enlist in the U.S. Air Force, where he served as a crash/rescue and structural fire fighter. After four years of military service (two abroad) he received an honorable discharge to become a professional firefighter in Albany. During his two decades of service to Albany residents in firehouses around the city, Sam became actively involved in the union— first as a shop steward for Local 2007, then trustee on the union's executive board, before being elected president of the local in 1997, a position he retained for fourteen years. Additionally, Sam has served as vice president of the Capital District affiliate of the AFL- CIO and, since 2004, has worked as a field services representative for the International Association of Fire Fighters (IAFF). He also currently serves on the advisory board for the New York State Common Retirement Fund.

Kevin Hicks, Sr. is a lifelong resident of Albany County. He is the retired President and Political Director of the Empire State Regional Council of Carpenters, representing over 20,000 Union Carpenters in New York State. During this tenure he served as a Board member of the Eastern Occupational Health and Safety Board. He is also President Emeritus of the Greater Capitol Region Building Trades Council and a former Board member of the New York State Building Trades Council. Kevin is a decorated United States Army Veteran of the Vietnam War. He presently serves as the Legislative Liaison for the Tri-County Council of Vietnam Veterans. In addition to serving on the Albany County Airport Authority, he also serves as a Board member on the Guilderland Industrial Development Agency. He remains active in many civic and Veterans organizations in the capital district. Kevin currently lives in Guilderland with his wife Deborah.

Steven Heider, retired Chief of Police for the Town of Colonie Police Department, is nearly a lifelong resident of Colonie. He served as the Town's fifth Police Chief, retiring in 2015 after serving on the force for 42 ½ years. During his tenure as Colonie Police Chief, the Town of Colonie was rated the #1 community with the lowest crime rating in the country for two consecutive years. A graduate of Colonie Central High School, Hudson Valley Community College and Russell Sage College, he began his career in 1973 and continues today to be involved in many community activities. Throughout his long career he has served on many committees and boards to promote public safety and to advocate for those that lacked the resources to do so throughout the Capital Region and beyond. He also served as President of the New York State Association of Chiefs of Police, Inc. The retired Chief is also a former member of the Village of Colonie Planning board and is a current member and Chairman of the Town of Colonie Planning Board. In addition to the Albany County Airport Authority board, he also serves on the boards of the Colonie Youth Center Inc., and the Scautub Insurance Agency located in Scotia, New York.

Harold Iselin is a lifelong resident of Albany County. He is the managing shareholder of Greenberg Traurig's Albany office and co-chair of GT's Government Law and Policy practice. He focuses his practice on governmental affairs and health care matters, representing diverse clients before State regulatory agencies and the New York State Legislature. He also advises businesses and non-profit organizations on complex corporate transactions and board governance. Additionally, he handles significant civil litigation matters and internal investigations. Previously, Harold was a trial attorney in the U.S. Department of Justice from 1984 to 1986, following which he became Assistant Counsel to the Governor of New York with responsibility for transportation, education, veterans' affairs and freedom of information matters. Harold serves on a broad range of community and non-profit organizations. He is the former board chair of the Capital Repertory Theater and also serves on the board of Proctors. In addition, he serves on the

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boards of the New York State Archives Partnership Trust and the Arthur Ashe Institute for Urban Health. Harold is a graduate Columbia Law School, Wesleyan University and Guilderland High School.

Sari O'Connor, Principal at the Albany Consulting Group, specializing in Board Governance and Community Relations, has nearly 20 years experience in development, communications and board governance to support non-profits in the greater Capital Region. Her professional experience includes arts and culture and human services serving as Executive Operating Officer at the Palace Performing Arts Center and Chief Development Officer at Northern Rivers Family Services. Sari graduated Adelphi University Cum Laude and earned a Master's Degree in Education from SUNY Stony Brook. She also achieved Certificates of Completion in Human Resources from Indiana/Purdue University and Performance Measurement for Effective Management of Nonprofit Organizations from the Harvard Business School Executive Education Program. In addition to supporting numerous educational, artistic and philanthropic organizations, Sari currently serves as the Volunteer Executive Director of the Albany Police and Fire Foundation. Prior service includes a Mayoral appointee on the City of Albany Planning Board, Charter Review Commission, and Board of Zoning Appeals. She was also the founder and volunteer chair of "A Community of Excellence" at The College of Saint Rose raising more than $1.5 million for student scholarships and the Sullivan Institute during her ten years as chairwoman.

John-Raphael Pichardo was born and raised in the Hudson Valley of NY. He currently serves as Senior Counsel for National Grid. He is also the owner of his own general service law firm Pichardo & Associates, LLC where he places an emphasis in immigration, real estate, and assists small businesses and entrepreneurs alike. Previously, John-Raphael was Counsel to the City of Albany Common Council. He was the primary drafter of several laws in effect in the City Of Albany, one in particular is the reforms of the Community Police Review Board and the Albany Police Department. John-Raphael graduated in 2012 from the University at Albany, SUNY with a B.A. in Political Science and Minor in Music. In 2015, John-Raphael received his J.D. from Quinnipiac University School of Law with a concentration in Tax Law in North Haven, Connecticut. During his time at law school, John-Raphael served as the Northeast Regional Chair of the National Black Law Student Association overseeing all the 32 chapters of Northeast region and was a founding member of the Quinnipiac Chapter of Latino Law Student Association. Prior to starting his own law firm, John-Raphael worked as a Court Attorney in New York City Housing Court. He then served as a Law Clerk for the New York State Department of Labor where he prosecuted employers throughout the State for improper payment of wages and retaliation. Prior to starting law school, he had the distinct honor of serving as a Session Assistant to State Senator Liz Krueger in 2012. In his spare time, John-Raphael likes to be physically active by working out or doing outdoor calisthenics. He is also a classically trained opera singer.

Janet Thayer is an attorney practicing in the areas of trusts and estates, elder law, commercial and residential real estate, and business law as Of Counsel with Vella, Carbone & Vinson, LLP. She also has practiced as a sole practitioner, an in-house counsel for Albany Medical Center and an associate counsel at the State University of New York. In 2022, she retired from the University at Albany Campus as Senior Managing Counsel having received UA President's Award for Outstanding Service and the SUNY Chancellor's Award for Outstanding Service. Janet has taught as an adjunct lecturer at two local colleges, and she lectures at continuing legal education seminars and other public forums. Janet received a Bachelor of Arts degree in History, magna cum laude, from Wheaton College, in Norton, Massachusetts in 1985. She received a law degree from Albany Law School of Union University, Albany, New York in 1988. She has served on the Zoning Board of Appeals for the Town of Guilderland, as an Assistant Town Attorney for the Town of Guilderland, and as a member of the Character Committee for the Third Judicial District. Janet is also a licensed private pilot. Janet currently resides in Guilderland with her husband and has three adult stepchildren.

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Biographies of the Albany County Airport Authority Senior Staff

Peter F. Stuto, Esq., is the Chief Executive Officer of the Authority and is responsible for the oversight of the affairs of the Authority. Mr. Stuto was previously the Authority's Airport Counsel for many years and before that he served as Assistant Counsel in the Office of the Majority Counsel of the New York State Assembly. Mr. Stuto has held positions of financial consultant with Merrill Lynch, attorney with Hiscock & Barclay, and Floor Counsel to New York State Senate Minority Leader.

John A. O'Donnell, PE, is the Chief Operating Officer of the Authority and is primarily responsible for the daily oversight of Airport construction projects currently underway. Mr. O'Donnell was previously the Authority's Airport Chief Executive Officer (2003-2019). Prior to his appointment in 2003, Mr. O'Donnell served as Chief Operating Officer (2000-2003) and Director of Project Development (1996-2000) for the Authority. Prior to the Authority, Mr. O'Donnell served as Director of Design Consultant Services for the Office of General Services for the State of New York and Assistant to the Chief Engineer at Callanan Industries.

Margaret Herrmann, is the Chief Financial Officer of the Authority and is responsible for financial planning, budgeting, operating and capital accounting procedures and controls, and financial policies and procedures. Ms. Herrmann was previously employed as the Chief Accountant for the Airport Authority (1995-2024) and was responsible for oversight of many of her current responsibilities as well as with the supervision of the finance department.

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AIRLINE RATES AND CHARGES SETTLEMENT AND REVENUE SHARING TRANSFER CALCULATION

Year Ended December 31, 2025

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MARCH 23, 2026

FRASCA & ASSOCIATES, LLC
521 MADISON AVENUE, SEVENTH FLOOR
NEW YORK, NY 10022
TEL: 212 355-4050

February 23, 2026

Members of the Albany County Airport Authority
Administration Building, 2nd Floor
Albany International Airport

RE: Rates and Charges Settlement and Revenue Sharing Transfer Calculation for Fiscal Year 2025

Honorable Members of the Authority:

The Albany County Airport Authority (the Authority) is required, pursuant to the terms of the 2016 Airline Use and Lease Agreement (the Airline Agreement), to perform certain calculations using audited financial information for such fiscal year (the Settlement Calculation). The Settlement Calculation must be performed within 180 days following the close of each fiscal year. Authority staff presents the results of each fiscal year's Settlement Calculation in a report titled the Airline Rates and Charges Settlement and Revenue Sharing Transfer Calculation (the Settlement Report).

As requested by the Authority, we have reviewed the Settlement Report covering fiscal year 2025 to assess its accuracy, completeness, and conformity with requirements. In connection with this review of the 2025 Settlement Report, we examined the 2025 Settlement Calculation, the Airline Agreement, and such other documents and calculations as were needed by us to achieve the necessary level of comfort with the accuracy and completeness of the 2025 Settlement Report.

We found the operating revenues and operating expenses presented in the 2025 Settlement Report to be in agreement with the Authority's Annual Comprehensive Financial Report for the year ended December 31, 2025, and with the 2025 Settlement Calculation. We believe the methodology used in the 2025 Settlement Calculation is consistent with the requirements of the Airline Agreement and established practices.

We are pleased to have been of service to the Authority in this matter.

Sincerely,

David Neyer

David Neyer
Vice President

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ALBANY COUNTY AIRPORT AUTHORITY
ALBANY INTERNATIONAL AIRPORT

INTRODUCTION

This report presents the 2025 Signatory Airline rates and charges settlement and revenue sharing transfer calculation for Albany International Airport (Airport), as provided for in Schedule “G” of the 2016 Airline Use and Lease Agreement (Agreement). The results are based upon the Authority’s financial statements as audited by MMB+Co., an independent public accounting firm and adjustment specified in the Airline Use and Lease Agreement.

The Authority and the Airlines completed negotiations in 2015 for a five year Airline Use and Lease Agreement to expire December 31, 2020. In 2020, due to COVID, the Authority offered an extension of a one-year term ending December 31, 2021 and two one-year options and one two-year option extensions. In 2024, negotiations began for a new Agreement to be effective January 1, 2026. As of December 31, 2025, a final draft of the Agreement has been sent to the signatory carriers for execution. Under the Agreement the Authority charges signatory rates to carriers who have executed the Agreement ("Signatory Airlines") and non-signatory rates to those who have not ("Non-Signatory Airlines"). The Agreement permits Signatory Airlines to designate a non-signatory airline as an affiliate by providing a payment guarantee, thereby enabling its affiliate to enjoy the benefits of Signatory Airline Rates and Charges. During 2025, there were a total of six signatory passenger carriers, twelve signatory affiliate carriers, and two signatory cargo carriers operating at the Airport.

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Overview:

Airport revenues and expenses in 2025 were impacted by certain factors, each of which had a significant effect on the rates and charges settlement calculation. These factors include enplanements, commercial and cargo landed weights and are summarized as follows:

	2025 Actual	2024 Actual	2025 vs. 2024	% inc/ (dec)	2025 Budget	2025 vs. Budget	% inc/ (dec)
Enplanements	1,594,077	1,507,130	86,947	5.8%	1,504,000	90,077	6.0%
Passenger Landed Weight (M-lbs)	1,827,079	1,649,562	177,517	10.8%	1,608,000	219,079	13.6%
Cargo Landed Weight (M-lbs)	164,996	168,014	(3,018)	-1.8%	207,000	(42,004)	-20.3%

The results for 2025 after including the Rates and Charges adjustments and the results of the Revenue Sharing calculation can be summarized as follows:

	Budget	Actual
Revenues (before Revenue Sharing)	$71,885,722	$74,224,692
Expenses		
Operating & Non-Capital Equipment	54,078,273	50,148,943
Debt Service, net of PFCs	6,274,775	6,274,775
Capital Expenditures	4,044,255	4,398,119
Reserves	650,670	650,670
Total Expenses	65,047,973	61,472,507
Funds Remaining	$ 6,837,748	$12,752,185
Revenue Sharing		
Authority (50%)	$ 3,418,874	$ 6,376,092
Less: Cost of Air Service Incentives	(400,000)	(1,186,402)
Authority Net Share	$ 3,018,874	$ 5,189,690
Airlines (50%)	3,418,874	6,376,092
Total	$ 6,837,748	$12,752,185

The final rates and charges settlement and revenue sharing calculation for 2025 will result in the Authority crediting the Airlines $9,369,167. The settlement impact on the rates and charges can be summarized as follows:

	Rates	Settlement
Landing Fee:		
Budget rate calculation	$ 4.77	
Final rate per settlement	$ 3.47	$ (2,492,845)
Terminal Rental Fee:		
Budget rate calculation	$ 140.04	
Final rate per settlement	$ 134.15	(414,786)
Apron Fee:		
Budget rate calculation	$ 1.99	
Final rate per settlement	$ 1.64	(227,854)
Loading Bridge Fee:		
Budget rate calculation	$ 64,099	
Final rate per settlement	$ 74,271	142,411
Total Rates and Charges Settlement		(2,993,074)
Revenue Sharing		(6,376,093)
Total Due to the Airlines		$ (9,369,167)

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The remaining sections of this report discuss the various elements of the rates and charges settlement together with the revenue sharing calculation for 2025.

Tables 1 through 4 present a comparison of 2025 budget versus the audited financial statements. Tables 5 through 10 present the rates and charges settlements and the revenue sharing transfer calculation. The net settlement and revenue sharing for each signatory airline is summarized in Table 11.

REVENUES

Table 1 presents budget versus audited revenues for 2025. Revenues in 2025, after the settlement were $67,848,600, lower than the amount budgeted of $68,466,848 by $618,248 or 0.9%. The largest contributor to this decrease was the difference in landing fees and terminal fees vs what was budgeted after the settlements and the increase in the airfield and terminal revenue sharing. Parking revenues were $4,704,555 higher than budgeted due to the parking rate increase effective January 1, 2025. The increase in parking revenues contributed $2.2M to the higher than budgeted revenue sharing.

EXPENSES

Table 2 presents the 2025 adopted budget and audited expenses by category and cost center. The 2025 actual expenses were $50,148,943, lower than the budget of $54,078,273 by $3,929,330 or 7.3%.

Personnel Services and Employee Benefits for AvPorts, Million Air and the Authority is summarized as follows:

	Budget			Actual		
	Salaries	Benefits	Total	Salaries	Benefits	Total
Airport Mgmt	$11,666,833	$ 4,909,623	$16,576,456	$10,480,728	$ 4,571,406	$15,052,134
FBO	2,532,531	615,360	3,147,891	2,534,616	673,399	3,208,015
Authority	2,279,825	1,745,451	4,025,276	2,312,524	1,472,514	3,785,038
Total	$16,479,189	$ 7,270,434	$23,749,623	$15,327,868	$ 6,717,319	$22,045,187

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COST CENTER ALLOCATIONS

Under the Airline Use and Lease Agreement, the expense budget includes seven direct costs centers: airfield, terminal, loading bridges, parking, landside, FBO commercial and FBO General Aviation and five indirect costs centers: ARFF, operations, security, vehicle/equipment maintenance, and administration - including Airport Management, FBO and Authority. The expenses for four of the five indirect costs centers (excluding administration) are allocated to the direct costs centers based on an analysis of the staff hours worked or the related activities that occurred during the year. After those indirect costs are allocated to the direct cost centers, administration is allocated based on the total actual direct and indirect costs for each direct cost center. The allocated amounts for 2025 are set forth in Table 2-2.

CAPITAL EXPENDITURES FUND CONTRIBUTION

Table 4 shows the calculation of the Capital Expenditures Fund Contribution. In the 2016 Airline Use and Lease Agreement, capital expenditures up to $3.0 million are not subject to the signatory Airlines majority-in-interest (MII) vote. The $3.0 million shall be adjusted by the same percentage as the increase or decrease in current year non-airline revenue versus 2016 non-airline revenues. With the increase in non-airline revenue, the calculation of the capital expenditures was $4,398,119 for 2025.

RATES AND CHARGES IMPLICATIONS

All settlement calculations are based on the methodology set forth in the Airline Use and Lease Agreement. There are individual settlement calculations for landing fees, landing fee surcharges, apron fees, terminal rental rates, and loading bridge charges. Upon completion of the settlement calculation, the revenues for each of these items are updated to reflect the adjusted revenues and then a revenue sharing calculation is applied. Below is a summary of each of the settlement areas:

- Table 5 presents the landing fee revenues budgeted versus actual. The calculated signatory landing rate for 2025 of $3.47 is determined by taking the Net Airfield Requirement and dividing by the signatory airline and cargo landed weight. The signatory landing fee rate budgeted in 2025 was $4.77.

- Table 5-1 presents the allocation of the $1.30 landing fee rate differential resulting in an amount of $2,492,845 due to the signatory carriers. The individual settlement for each signatory airline and cargo carrier is calculated by multiplying the $1.30 times their landed weight to arrive at the settlement amount.

- Table 6 and Table 6-1 present the apron fee rate calculation and settlement. The apron fee of $827,582 is an allocation equal to 10% of the airfield total requirement. The amount billed during 2025 was $1,055,436 resulting in a credit of $227,854 due to the signatory carriers. This amount is allocated to the carriers based on the amount of apron area (in square feet) leased to each of the signatory carriers.

- Table 7 presents the terminal rental rate calculations budgeted versus actual. The calculated signatory terminal rental rate for 2025 of $134.15 is determined by taking the Net Terminal Requirement and dividing by the total rentable terminal space. The terminal rental rate budgeted in 2025 was $140.04.

- Table 7-1 presents the allocation of the $5.89 terminal rental settlement which results in an amount due to the signatory carriers in the amount of $414,786. $310,038 of the settlement is an allocation to each of the signatory carriers is based on their pro-rated share of the airline area utilized in the terminal. Per the Agreement, the amount allocated to the baggage claim area is 20% split equally to each airline

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and 80% based on each signatory airline's enplanements, accounting for $104,748 of the terminal rental settlement.

- Table 8 presents the loading bridge settlement. The total loading bridge requirement was $1,039,797 and the amount billed was $897,387. This resulted in a $142,410 settlement due from the signatory carriers allocated based on the number of bridges each airline utilizes.

CALCULATION OF REVENUE SHARING TRANSFERS

Exhibit G-3 of the Agreement provides the methodology for the calculation of the net revenue sharing between the Authority and the signatory passenger airlines. This calculation allows the passenger signatory airlines to share in any net funds remaining after fulfillment of all the Airport's requirements.

- Table 9 presents the calculation and allocation of funds remaining. For 2025 the funds remaining resulted in a balance due to the signatory airlines of $6,376,092.

- Table 10 presents the Airline Cost per Enplanement for 2025. This calculation is after including all the settlement and revenue sharing calculation shown in Tables 6 through 9. For 2025, the airline cost per enplanement from airport operations was $7.29. This is a decrease from the $10.72 budgeted.

ALLOCATION OF 2025 SETTLEMENT CALCULATION

- Table 11 presents a summary showing the allocation for each of the settlement items to each of the signatory carriers for the year 2025.

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Table 1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
REVENUES
(page 1 of 2)

	Budget 2025	Audited 2025
AIRFIELD		
Airline Landing Fees	$ 7,670,160	$ 6,365,740
Airline Airfield Revenue Sharing	(683,775)	(1,275,218)
Cargo Landing Fees	997,150	572,536
Glycol Disposal Fee	301,436	424,900
Airline Apron Fee	1,003,013	827,582
Tenant Maintenance	30,000	35,315
Control Tower Rental	806,376	810,481
	$ 10,124,360	$ 7,761,336
FBO		
Jet A Fuel Sales	$ 7,450,000	$ 4,811,074
Avgas Fuel Sales General Aviation	424,350	437,438
Auto Gas Fuel Sales	95,000	122,411
Diesel Fuel Sales	200,000	158,273
Into-plane	810,000	831,020
Fuel Farm	916,500	1,130,007
General Aviation Landing Fees	340,000	482,125
General Aviation Parking Fees	550,000	618,709
Avgas Fuel Sales Commercial	20,000	12,988
Deicing Type I - Sprayed	764,500	1,092,486
Deicing Type IV - Sprayed	66,950	145,560
Deicing Type I - Consortium	440,550	598,432
Deicing Type IV - Consortium	118,350	168,744
Deicing - GA	109,100	127,885
General Aviation Tenants	449,130	584,988
General Aviation Customer Services	135,000	156,103
	$ 12,889,430	$ 11,478,243
TERMINAL		
Airline Space Rental	$ 9,976,714	9,757,825
Airline Terminal Revenue Sharing	(2,735,099)	(5,100,874)
TSA Space Rental	565,538	565,554
Nonairline Space Rental	297,491	331,898
Non-Signatory Per Turn Fee	9,000	88,191
Loading Bridge Rentals	897,387	1,039,797
Tenant Maintenance	20,559	22,036
Utility Reimbursement	36,920	42,637
	$ 9,068,510	$ 6,747,064
GROUND TRANSPORTATION		
Parking	$ 19,107,600	$ 23,812,155
Access Fees	238,166	65,005
TNCs	368,030	481,225
	$ 19,713,796	$ 24,358,385

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Table 1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
REVENUES
(page 2 of 2)

	Budget 2025	Audited 2025
CONCESSIONS		
Rental Cars	$ 6,511,300	$ 7,336,597
Food and Beverage	1,490,000	1,666,584
Retail	953,600	1,084,376
Advertising	-	-
Operating Permits	348,420	416,448
Telephone - Tenants	49,032	45,447
Bank ATMs	14,598	14,461
Vending Machines	14,900	20,439
Baggage Cart Concessions	14,900	16,149
	$ 9,396,750	$ 10,600,501
OTHER AIRPORT		
Land Rental	$ 363,074	$ 392,624
Industrial Park	617,937	667,721
T Hangars	176,328	160,601
Tie Downs	1,586	3,041
Parking Garage Space Rent	89,702	88,833
Parking Garage Kiosk Rent	21,600	21,600
Hangar Rentals	950,492	971,172
Building Rental	76,965	104,664
Cargo Building Rental	1,341,818	1,308,322
State Executive Hangar/Maint	1,247,083	1,247,083
Utility Reimbursement	165,000	200,374
Reimbursement of Property Taxes	25,357	45,226
Internet and Cable Access	2,660	2,660
Fingerprinting	39,000	48,029
Tenant Maintenance	2,000	-
Scrap and Equipment Sales	5,000	33,040
Other	80,000	42,906
	$ 5,205,602	$ 5,337,896
TOTAL REVENUES	$ 66,398,448	$ 66,283,425
OTHER REVENUES		
Interest Earnings	$ 1,700,000	$ 1,196,775
TSA (LEO) Reimbursement	-	-
Improvement Charges	368,400	368,400
	$ 2,068,400	$ 1,565,175
TOTAL REVENUES	$ 68,466,848	$ 67,848,600
TOTAL REVENUES BEFORE REVENUE SHARING	$ 71,885,722	$ 74,224,692

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Table 2
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
SUMMARY OF EXPENSES

	Budget 2025	Audited 2025
EXPENSES - SUMMARY		
Airport Management	$ 36,862,574	$ 34,996,119
FBO Management	5,553,441	5,414,643
FBO Cost of Sales	5,733,158	3,740,767
Authority	5,929,100	5,997,414
TOTAL EXPENSES	**$ 54,078,273**	**$ 50,148,943**
EXPENSES BY CATEGORY		
Personnel Services	16,479,189	$ 15,327,868
Employee Benefits	7,270,434	6,717,319
Utilities & Communications	3,018,035	2,798,852
Purchased Services	10,890,312	11,016,145
Materials & Supplies	12,798,891	11,405,932
Office	2,523,412	2,309,422
Noncapital Equipment & Facilities	1,098,000	573,405
TOTAL EXPENSES	**$ 54,078,273**	**$ 50,148,943**
DEPARTMENT SUMMARY (Direct & Indirect)		
Direct Cost Centers		
Airfield	$ 4,576,463	$ 4,264,523
Terminal	10,451,652	9,835,348
Loading Bridges	434,705	569,867
Landside:		
Parking	4,968,061	4,718,851
Landside Development	1,621,987	1,899,343
FBO Commercial	3,206,785	3,316,994
FBO GA & Facilities	6,914,106	4,727,136
Total Direct Cost Centers	32,173,759	$ 29,332,062
Indirect Cost Centers		
ARFF	4,259,923	$ 3,999,501
Operations	2,078,808	1,666,947
Security	3,740,676	4,137,440
Vehicle/Equipment	2,408,380	2,021,143
Airport Management Administration	2,321,919	1,883,156
FBO Administration	1,165,708	1,111,280
Airport Authority Administration	5,929,100	5,997,414
Total Indirect Cost Centers	21,904,514	$ 20,816,881
TOTAL EXPENSES	**$ 54,078,273**	**$ 50,148,943**

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Table 2-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
EXPENSES
(Page 1 of 4)

	Budget 2025	Audited 2025
AIRFIELD		
Personnel Services	$ 1,887,079	$ 1,616,497
Employee Benefits	693,904	698,875
Utilities & Communications	266,691	177,521
Purchased Services	429,155	409,142
Materials & Supplies	1,231,990	1,355,788
Office	17,644	6,700
Noncapital Equipment & Facilities	50,000	-
	$ 4,576,463	$ 4,264,523
TERMINAL		
Personnel Services	$ 2,194,929	$ 1,922,268
Employee Benefits	938,908	845,341
Utilities & Communications	1,356,081	1,416,299
Purchased Services	4,182,022	3,792,087
Materials & Supplies	1,567,072	1,616,087
Office	212,640	65,487
Noncapital Equipment & Facilities	-	177,779
	$ 10,451,652	$ 9,835,348
LOADING BRIDGES		
Personnel Services	$ 164,842	$ 173,134
Employee Benefits	98,113	109,113
Utilities & Communications	68,250	68,250
Purchased Services	-	-
Materials & Supplies	103,500	219,370
Office	-	-
Noncapital Equipment & Facilities	-	-
	$ 434,705	$ 569,867

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Table 2-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
EXPENSES
(Page 2 of 4)

	Budget 2025	Audited 2025
PARKING		
Personnel Services	$ 1,883,274	$ 1,611,259
Employee Benefits	699,072	644,281
Utilities & Communications	484,450	403,941
Purchased Services	205,473	196,368
Materials & Supplies	908,300	1,067,832
Office	787,492	682,680
Noncapital Equipment & Facilities	-	112,490
	$ 4,968,061	$ 4,718,851
LANDSIDE		
Personnel Services	$ -	$ -
Employee Benefits	-	-
Utilities & Communications	443,900	393,521
Purchased Services	189,363	195,958
Materials & Supplies	950,724	1,239,638
Office	38,000	70,226
Noncapital Equipment & Facilities	-	-
	$ 1,621,987	$ 1,899,343
ARFF		
Personnel Services	$ 2,287,593	$ 2,448,136
Employee Benefits	993,796	1,109,800
Utilities & Communications	31,200	29,130
Purchased Services	13,358	12,615
Materials & Supplies	316,740	240,299
Office	167,236	94,077
Noncapital Equipment & Facilities	450,000	65,444
	$4,259,923	$3,999,501

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Table 2-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
EXPENSES
(Page 3 of 4)

	Budget 2025	Audited 2025
OPERATIONS		
Personnel Services	$ 1,319,047	$ 1,075,129
Employee Benefits	618,511	469,116
Utilities & Communications	50,400	43,467
Purchased Services	-	-
Materials & Supplies	-	-
Office	90,850	79,235
Noncapital Equipment & Facilities	-	-
	$ 2,078,808	$ 1,666,947
SECURITY		
Personnel Services	$ 175,458	$ 136,949
Employee Benefits	107,374	64,659
Utilities & Communications	4,100	3,930
Purchased Services	3,027,042	3,510,887
Materials & Supplies	261,000	265,983
Office	165,702	118,566
Noncapital Equipment & Facilities	-	36,466
	$ 3,740,676	$4,137,440
VEHICLE/EQUIPMENT		
Personnel Services	$ 874,513	$ 742,455
Employee Benefits	488,929	375,877
Utilities & Communications	20,010	20,413
Purchased Services	78,729	114,764
Materials & Supplies	707,750	702,591
Office	27,449	14,647
Noncapital Equipment & Facilities	211,000	50,396
	$ 2,408,380	$ 2,021,143
FBO COMMERCIAL		
Personnel Services	$ 778,168	$ 840,699
Employee Benefits	180,542	160,230
Utilities & Communications	17,912	26,119
Purchased Services	133,580	80,000
Materials & Supplies	2,096,583	2,193,364
Office	-	-
Noncapital Equipment & Facilities	-	16,582
	$ 3,206,785	$ 3,316,994
FBO GENERAL AVIATION AND FACILITIES		
Personnel Services	$ 1,302,323	$ 1,309,044
Employee Benefits	293,366	429,533
Utilities & Communications	91,610	85,033
Purchased Services	196,875	206,369
Materials & Supplies	4,647,732	2,497,584
Office	293,200	199,573
Noncapital Equipment & Facilities	89,000	-
	$ 6,914,106	$ 4,727,136

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Table 2-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
EXPENSES
(Page 4 of 4)

	Budget 2025	Audited 2025
FBO ADMINISTRATION		
Personnel Services	$ 452,040	$ 384,873
Employee Benefits	141,452	83,636
Utilities & Communications	5,015	1,953
Purchased Services	397,684	557,343
Materials & Supplies	-	-
Office	71,517	74,237
Noncapital Equipment & Facilities	98,000	9,238
	$ 1,165,708	$ 1,111,280
AIRPORT MANAGEMENT ADMINISTRATION		
Personnel Services	$ 880,098	$ 754,901
Employee Benefits	271,017	228,456
Utilities & Communications	-	-
Purchased Services	864,254	867,103
Materials & Supplies	-	-
Office	106,550	32,696
Noncapital Equipment & Facilities	200,000	-
	$ 2,321,919	$ 1,883,156
AIRPORT AUTHORITY ADMINISTRATION		
Personnel Services	$ 2,279,825	$ 2,312,524
Employee Benefits	1,745,450	1,498,402
Utilities & Communications	178,416	129,275
Purchased Services	1,172,777	1,073,509
Materials & Supplies	7,500	7,396
Office	545,132	871,298
Noncapital Equipment & Facilities	-	105,010
	$ 5,929,100	$ 5,997,414
TOTAL EXPENSES	**$ 54,078,273**	**$ 50,148,943**

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Table 2-2
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF INDIRECT COST CENTERS
TO DIRECT COST CENTERS
(Page 1 of 3)

	Budget 2025	Audited 2025
ARFF		
Airfield	$ 638,988	$ 599,925
Terminal	2,044,763	1,919,760
Loading Bridges	42,599	39,995
Landside	1,022,382	959,880
Parking	255,595	239,970
FBO Commercial	127,798	119,985
FBO GA & Facilities	127,798	119,985
Total Allocated	$ 4,259,923	$ 3,999,501
OPERATIONS		
Airfield	$ 831,523	$ 666,779
Terminal	623,642	500,084
Loading Bridges	103,940	83,347
Landside	207,881	166,695
Parking	103,940	83,347
FBO Commercial	103,940	83,347
FBO GA & Facilities	103,940	83,347
Total Allocated	$ 2,078,808	$ 1,666,947
SECURITY		
Airfield	$ 561,101	$ 620,616
Terminal	1,870,338	2,068,720
Loading Bridges	112,220	124,123
Landside	374,068	413,744
Parking	748,135	827,488
FBO Commercial	37,407	41,374
FBO GA & Facilities	37,407	41,374
Total Allocated	$ 3,740,676	$ 4,137,440
VEHICLE/EQUIPMENT		
Airfield	$ 842,933	$ 707,400
Terminal	120,419	101,057
Landside	891,101	747,823
Parking	361,257	303,171
FBO Commercial	120,419	101,057
FBO GA & Facilities	72,251	60,634
Total Allocated	$ 2,408,380	$ 2,021,143

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Table 2-2
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF INDIRECT COST CENTERS
TO DIRECT COST CENTERS
(Page 2 of 3)

	Budget 2025	Audited 2025
Subtotal Allocation before Admin Departments		
Airfield	$ 7,451,009	$ 6,859,243
Terminal	15,110,814	14,424,970
Loading Bridges	693,465	817,333
Landside	4,117,418	4,187,485
Parking	6,436,989	6,172,828
FBO Commercial	3,596,349	3,662,758
FBO GA & Facilities	7,255,502	5,032,477
Total Allocated	$ 44,661,546	$ 41,157,093
Airport Management Administration		
Airfield	$ 444,422	$ 345,224
Terminal	901,298	726,006
Loading Bridges	41,362	41,136
Landside	245,587	210,755
Parking	383,940	310,677
FBO Commercial	132,774	108,207
FBO GA & Facilities	172,535	141,151
Total Allocated	$ 2,321,919	$ 1,883,156
FBO Administration		
Airfield	$ -	$ -
Terminal	-	-
Loading Bridges	-	-
Landside	-	-
Parking	-	-
FBO Commercial	506,948	482,232
FBO GA & Facilities	658,760	629,048
Total Allocated	$ 1,165,708	$ 1,111,280
Airport Authority Administration		
Airfield	$ 1,103,659	$ 1,069,224
Terminal	2,238,245	2,248,576
Loading Bridges	102,717	127,406
Landside	609,880	652,749
Parking	953,460	962,225
FBO Commercial	400,589	406,706
FBO GA & Facilities	520,550	530,527
Total Allocated	$ 5,929,100	$ 5,997,414

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Table 2-2
Albany County Airport Authority
Albany International Airport
Albany International Airport
ALLOCATION OF INDIRECT COST CENTERS TO DIRECT COST CENTERS
(Page 3 of 3)

	Budget 2025	Audited 2025
TOTAL INDIRECT ALLOCATIONS		
Airfield	$ 4,422,627	$ 4,009,169
Terminal	7,798,705	7,564,204
Loading Bridges	402,840	416,008
Landside	3,350,898	3,151,646
Parking	2,806,328	2,726,879
FBO Commercial	1,429,876	1,342,908
FBO GA & Facilities	1,693,241	1,606,067
Total Allocated	$ 21,904,514	$ 20,816,881
TOTAL DIRECT & INDIRECT EXPENSES BY COST CENTER		
Airfield	$ 8,999,090	$ 8,273,692
Terminal	18,250,357	17,399,552
Loading Bridges	837,545	985,875
Landside	4,972,885	5,050,989
Parking	7,774,389	7,445,730
FBO Commercial	4,636,661	4,659,902
FBO GA & Facilities	8,607,347	6,333,203
Total Allocated	$ 54,078,273	$ 50,148,943

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Table 3
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
DEBT SERVICE SUMMARY

	Budget 2025	Audited 2025
Airport Revenue Bonds:		
2017 A Refunding Bonds	981,872	981,872
2017 B Refunding Bonds	392,525	392,525
2018 A Revenue Bonds	738,500	738,500
2018 B Revenue Bonds	732,250	732,250
2019 A Revenue Bonds	553,350	553,350
2020 A Revenue Refunding Bonds Debt Service	564,250	564,250
2020 B Revenue Refunding Bonds Debt Service	5,953,500	5,953,500
Less: PFC's Applied to 2020B Revenue Bonds	(3,641,472)	(3,641,472)
TOTAL DEBT SERVICE	$6,274,775	$6,274,775
Allocation of Total Debt Service to Cost Centers		
Airfield	$ 495,649	$ 495,649
FBO	525,577	525,577
ARFF	23,560	23,560
Terminal	1,776,801	1,776,801
Loading Bridges	46,241	46,241
Landside and Other	3,406,947	3,406,947
TOTAL ALLOCATION	$ 6,274,775	$ 6,274,775

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Table 3-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
AIRPORT REVENUE BONDS DEBT SERVICE
(Page 1 of 3)

	Budget 2025	Audited 2025
2017 A Revenue Refunding Bonds Debt Service	$ 981,872	$ 981,872
Allocation of 2017 A Revenue Refunding Bonds Debt Service to Cost Centers		
Airfield	$ 225,604	$ 225,604
FBO	179,223	179,223
ARFF	23,560	23,560
Terminal	96,056	96,056
Landside and other	283,219	283,219
Parking	174,210	174,210
Total	$ 981,872	$ 981,872
2017 B Revenue Refunding Bonds Debt Service	$ 392,525	$ 392,525
Allocation of 2017 B Refunding Bonds Debt Service to Cost Centers		
Airfield	$ -	$ -
FBO	-	-
Parking	-	-
Landside and other	392,525	392,525
Terminal	-	-
Total	$ 392,525	$ 392,525

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Table 3-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
AIRPORT REVENUE BONDS DEBT SERVICE
(Page 2 of 3)

	Budget 2025	Audited 2025
2018 A Revenue Bonds Debt Service	$ 738,500	$ 738,500
Allocation of 2018 A Revenue Bonds Debt Service to Cost Centers		
Airfield	-	-
FBO	-	-
ARFF	-	-
Terminal	6,647	6,647
Landside and other	-	-
Parking	731,854	731,854
Total	$ 738,500	$ 738,500
2018 B Revenue Bonds Debt Service	$ 732,250	$ 732,250
Allocation of 2018 B Revenue Bonds Debt Service to Cost Centers		
Airfield	$ -	$ -
FBO	346,354	346,354
ARFF	-	-
Terminal	260,681	260,681
Landside and other	125,215	125,215
Parking	-	-
Total	$ 732,250	$ 732,250

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Table 3-1
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
AIRPORT REVENUE BONDS DEBT SERVICE
(Page 3 of 3)

	Budget 2025	Audited 2025
2019 A Revenue Bonds Debt Service	$ 553,350	$ 553,350
Allocation of 2019 A Revenue Bonds Debt Service to Cost Centers		
Airfield	$ -	$ -
FBO	-	-
ARFF	-	-
Terminal	-	-
Landside and other	-	-
Parking	553,350	553,350
Total	$ 553,350	$ 553,350
2020 A Revenue Refunding Bonds Debt Service	$ 564,250	$ 564,250
Allocation of 2020 A Bonds Debt Service to Cost Centers		
Airfield	$ -	$ -
FBO	-	-
ARFF	-	-
Terminal	-	-
Landside and other	564,250	564,250
Parking	-	-
Total	$ 564,250	$ 564,250
2020 B Revenue Refunding Bonds Debt Service	$5,953,500	$5,953,500
Allocation of 2020 B Bonds Debt Service to Cost Centers		
Airfield	$ 726,327	$ 726,327
Terminal	4,060,287	4,060,287
Loading Bridges	119,070	119,070
Landside	1,047,816	1,047,816
Parking	-	-
Total	$ 5,953,500	$ 5,953,500

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Table 3-2
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
CALCULATION OF PFC REVENUES

	Budget 2025	Audited 2025
ENPLANEMENTS	1,504,000	1,594,077
PFC's charged	$4.50	$4.50
LESS: Carrier Compensation	(0.11)	(0.11)
Net PFC Revenue	$4.39	$4.39
% of PFCs collected on Enplanements	87.0%	87.5%
PFC's Available for Debt Service	$5,744,227	$6,121,934
PFC DEBT SERVICE FUND ACTIVITY		
BEGINNING BALANCE	$8,042,690	$8,042,690
PLUS: Deposit of PFC's	5,744,227	6,121,934
PLUS: Interest Earnings on PFC's	172,327	266,533
LESS: Applied Towards Pay as you go Projects	-	(6,519,775)
LESS: Applied Towards 2020B Debt Service	(3,641,472)	(3,641,472)
ENDING BALANCE	$10,317,772	$4,269,910
PFC's APPLIED TO DEBT SERVICE	$ 3,641,472	$ 3,641,472
Allocation of PFC's to Cost Centers		
Airfield	$ 456,283	$ 456,283
Terminal	2,646,869	2,646,869
Loading Bridges	72,829	72,829
Landside	465,491	465,491
Total	$ 3,641,472	$ 3,641,472

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Table 4
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
CALCULATION OF CAPITAL EXPENDITURES FUND CONTRIBUTION

	Budget 2025	Audited 2025
Total Revenues before Revenue Sharing	$71,885,722	$74,224,692
Less:		
Airline Landing Fees	7,670,160	6,365,740
Airline Apron Fee	1,003,013	827,582
Airline Space Rental	9,976,714	9,757,825
Loading Bridge Rentals	897,387	1,039,797
Nonoperating Revenues	2,068,400	1,565,175
NON-AIRLINE REVENUES	$50,270,048	$54,668,573
2016 Non-Airline Revenues	37,289,966	37,289,966
% of Current Year over 2016 Non-Airline Revenues	34.8%	46.6%
Capital Expenditure % times $3,000,000	$4,044,255	$4,398,119
	-	-
Total Capital Expenditure	$4,044,255	$4,398,119

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Table 5
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
LANDING FEE RATES

	Budget 2025	Audited 2025
Airfield:		
Direct O&M Expenses	$ 4,576,463	$4,264,523
Indirect O&M Expenses	4,422,627	4,009,169
O&M Reserve Requirement	108,277	108,277
FBO:		
Commercial Direct O&M Expenses	1,836,477	1,804,192
Commercial Indirect O&M Expenses	1,429,876	1,342,908
Commercial O&M Reserve Requirement	39,301	40,833
Airfield Capital Charges:		
2017 A Refunding Revenue Bonds Debt Service	225,604	225,604
2020 B Revenue Refunding Bonds Debt Service	726,327	726,327
LESS: Applicable Approved PFC Revenues	(456,283)	(456,283)
Airfield Amortization Requirements	-	-
Less: General Aviation Landing Fees	(340,000)	(482,125)
Airfield Capital Charge Coverage	-	-
Airfield Debt Service Reserve Requirement	-	-
Airfield Extraordinary Coverage Protection	-	-
FBO Commercial Revenues Credit:		
Into Plane	(810,000)	(831,020)
Fuel Farm Throughput Fee	(916,500)	(1,130,007)
Avgas Fuel Sales Commercial	(20,000)	(12,988)
LESS: Cost of Sales, Avgas	15,000	10,827
Deicing - Commercial	(1,390,350)	(2,005,222)
LESS: Cost of Sales, Deicing	1,133,308	1,279,514
General Aviation Parking Fees	(550,000)	(618,709)
Total LANDING FEE REQUIREMENT	$ 10,030,127	$ 8,275,821
Total Landed Weight (000-lbs)	1,815,000	1,992,075
COMPENSATORY LANDING FEE RATE	$ 5.53	$ 4.15
LESS: Interest Earning Credit Allocated to Airfield	29,578	42,888
LESS: Glycol disposal Fee	301,436	424,900
LESS: Aircraft Aprons Fee Credit (Per Table 6)	1,003,013	827,582
LESS: Airfield Tenant Maintenance	30,000	35,315
LESS: Non-signatory Airline Landing Fee Credit	47,920	284,298
NET LANDING FEE REQUIREMENT	$ 8,618,180	$ 6,660,837
Signatory Commercial & Cargo Carrier Landed Wt (000-lbs)	1,807,000	1,917,573
Signatory Landing Fee Rate	$ 4.77	$ 3.47
SIGNATORY AIRLINE LANDING FEE REVENUE	$ 7,670,160	$6,081,442
NON-SIGNATORY PASSENGER LANDING FEE REVENUE	-	284,298
TOTAL AIRLINE LANDING FEE REVENUE	$ 7,670,160	$6,365,740
SIGNATORY CARGO LANDING FEE REVENUE	$ 949,230	$572,536
NON-SIGNATORY CARGO LANDING FEE REVENUE	47,920	-
TOTAL CARGO LANDING FEE REVENUE	$ 997,150	$572,536

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Table 5-1

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF LANDING FEE PORTION OF SETTLEMENT

Landing Fee Rate as calculated	$ 3.47	
Landing Fee Rate Billed	$ 4.77	
LANDING FEE RATE SETTLEMENT		$ (1.30)

ALLOCATION TO SIGNATORY AIRLINES	Landed Weights 000's	Total Allocated
COMMERCIAL AIRLINES:		
Allegiant Air	103,645	$ (134,739)
American Airlines	182,610	(237,393)
American - Envoy	42,039	(54,651)
American - Piedmont	77,915	(101,290)
American - PSA	89,685	(116,591)
American - Republic	12,886	(16,752)
American - SkyWest	134	(174)
Delta	193,867	(252,027)
Delta - Endeavor	62,930	(81,809)
Delta - Republic	375	(488)
Delta - SkyWest	65,408	(85,030)
jetBlue	143,118	(186,053)
Southwest	569,790	(740,727)
United	92,360	(120,068)
United - Commutair	63,932	(83,112)
United - Go Jet	7,686	(9,992)
United - Republic	28,989	(37,686)
United - SkyWest	15,208	(19,770)
TOTAL COMMERCIAL AIRLINES:	1,752,577	$ (2,278,350)
CARGO:		
FedEx	49,500	$ (64,350)
United Parcel Service	115,496	(150,145)
TOTAL CARGO:	164,996	$ (214,495)
TOTAL LANDING FEE SETTLEMENT	1,917,573	$ (2,492,845)

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Table 6
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
AIRCRAFT APRON FEE

	Budget 2025	Audited 2025
TOTAL AIRFIELD REQUIREMENT	$ 10,030,127	$8,275,821
10% of AIRFIELD REQUIREMENT	$ 1,003,013	$827,582
TOTAL APRON SQUARE FEET	504,441	504,441
AIRCRAFT APRON FEE (PER SQ FT)	$ 1.99	$1.64

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Table 6-1

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF APRON FEE PORTION OF SETTLEMENT

Total Airfield Requirement	$ 8,275,821	
Aprons Fees (10% of Airfield Requirement)	$ 827,582	
Total Aprons Fees Billed	$ 1,055,436	
APRONS FEES SETTLEMENT		$ (227,854)

ALLOCATION TO SIGNATORY AIRLINES	Square Footage	Total Allocated
Allegiant	29,700	$ (13,415)
American	128,070	(57,849)
Delta	106,326	(48,027)
jetBlue	32,724	(14,781)
Southwest	126,018	(56,922)
United	81,603	(36,860)
Charter/Authority Use	-	$ -
TOTAL APRONS FEE SETTLEMENT	504,441	$ (227,854)

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Table 7
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
TERMINAL RENTAL RATE CALCULATIONS

	Budget 2025	Audited 2025
Terminal Direct O&M Expenses	$ 10,451,652	$ 9,835,348
Terminal Indirect O&M Expenses	7,798,705	7,564,204
Terminal O&M Reserve Requirement	219,588	219,588
Terminal Capital Charges:		
2017 A Refunding Revenue Bonds Debt Service	96,056	96,056
2018 A Revenue Bonds Debt Service	6,647	6,647
2018 B Revenue Bonds Debt Service	260,681	260,681
2020 B Revenue Refunding Bonds Debt Service	4,060,287	4,060,287
LESS: Applicable PFC Revenues	(2,646,869)	(2,646,869)
Terminal Amortization Requirements	-	-
Terminal Capital Charge Coverage	-	-
Terminal Debt Service Reserve Requirement	-	-
Terminal Extraordinary Coverage Protection	-	-
TOTAL REQUIREMENT	$ 20,246,747	$ 19,395,941
Rentable Terminal Space	135,985	135,985
COMPENSATORY TERMINAL RENTAL RATE	$ 148.89	$ 142.63
LESS: Interest Earning Credit allocated to Terminal	$ 131,552	$ 190,749
LESS: Non-airline Terminal Space Rentals	448,446	331,898
LESS: TSA Space Rental	565,538	565,554
LESS: TSA (LEO) Reimbursement	-	-
LESS: Utility Reimbursements	36,920	42,637
LESS: Terminal Tenant Maintenance Reimbursements	20,559	22,036
NET TERMINAL REQUIREMENT	$ 19,043,732	$ 18,243,067
Rentable Terminal Space	135,985	135,985
SIGNATORY TERMINAL RENTAL RATE	$ 140.04	$ 134.15
Signatory Airline Terminal Rental Space	51,626	52,638
SIGNATORY AIRLINE RENTAL REVENUE	$ 7,229,705	$ 7,061,388
MONTH TO MONTH AIRLINE REVENUE	-	-
TOTAL AIRLINE RENTAL REVENUE	$ 7,229,705	$ 7,061,388
Baggage Claim Room Square Footage	17,784	17,784
BAGGAGE CLAIM ROOM REVENUE	$ 2,490,471	$ 2,385,724
NONSIGNATORY AIRLINE RENTAL REVENUE	$ 256,537	$ 310,714
AIRLINE RENTAL REVENUE	$ 9,976,714	$ 9,757,825

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Table 7-1

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF TERMINAL RENTAL PORTION OF SETTLEMENT

TERMINAL RENTAL AREAS:

Terminal Rental Rate as calculated	$ 134.15	
Terminal Rental Rate Billed	$ 140.04	
TERMINAL RENTAL RATE SETTLEMENT		$ (5.89)

ALLOCATION TO SIGNATORY AIRLINES	Square Footage	Total Allocated
Allegiant	2,549	$ (15,014)
American	12,765	(75,186)
Delta	8,507	(50,106)
jetBlue	4,697	(27,665)
Southwest	14,337	(84,445)
United	9,783	(57,622)
TOTAL TERMINAL SETTLEMENT	52,638	$ (310,038)

BAGGAGE CLAIM AREA - JOINT USE:

Terminal Rental Rate	$ 134.15	
Terminal Rental Rate Billed - Baggage Claim Room	$ 140.04	
TERMINAL RENTAL RATE SETTLEMENT - Baggage Claim		$ (5.89)

Baggage Claim Square Footage	17,784
Adjustment of Baggage Claim Area to 2025 Rate	($104,748)

ALLOCATION OF COMMON USE SPACE: Signatory Airlines	Enplanements 2025	80 % Pro-Rated Allocation	20 % Fixed Portion	Total Allocation
Allegiant	100,762	$ (5,421)	$ (3,492)	$ (8,912)
American	351,106	(18,889)	(3,492)	(22,381)
Delta	265,290	(14,272)	(3,492)	(17,764)
jetBlue	135,267	(7,277)	(3,492)	(10,769)
Southwest	524,892	(28,239)	(3,492)	(31,730)
United Airlines	180,300	(9,700)	(3,492)	(13,192)
TOTAL SIGNATORY ENPLANEMENTS	1,557,617	$ (83,798)	$ (20,950)	$ (104,748)

TOTAL TERMINAL PORTION OF SETTLEMENT:	Total
Allegiant	$ (23,926)
American	(97,567)
Delta	(67,870)
jetBlue	(38,434)
Southwest	(116,175)
United Airlines	(70,813)
TOTAL TERMINAL PORTION OF SETTLEMENT:	$ (414,786)

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Table 8

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF LOADING BRIDGE PORTION OF SETTLEMENT

	Budget 2025	Actual 2025
LOADING BRIDGE RENTALS		
Tenant Loading Bridge Debt Service	$ 119,070	$ 119,070
LESS: Applicable PFC Revenues	(72,829)	(72,829)
LESS: Interest Earnings Credit Allocated to Loading Bridges	3,524	(5,110)
Direct Loading Bridge Expenses	434,705	569,867
Indirect Loading Bridge Expenses	402,840	416,008
Loading Bridge Expense Reserve	10,077	12,791
TOTAL LOADING BRIDGE REQUIREMENT	$ 897,387	$ 1,039,797
Total Loading Bridge Rentals Billed		$ 897,387
LOADING BRIDGE SETTLEMENT		$ 142,410

ALLOCATION TO SIGNATORY AIRLINES	# of Bridges	Total Allocated
Allegiant	1	$ 10,955
American	3	32,864
Delta	3	32,864
jetBlue	1	10,955
Southwest	2	21,909
United	3	32,864
TOTAL SIGNATORY LOADING BRIDGES	13	$ 142,410
Charter/Authority Use	-	$ -
TOTAL LOADING BRIDGE SETTLEMENT	13	$ 142,410

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Table 9
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
CALCULATION AND ALLOCATION OF FUNDS REMAINING

	Budget 2025	Audited 2025
TOTAL REVENUES BEFORE REV SHARING	$71,885,722	$74,224,692
TOTAL EXPENSES	54,078,273	50,148,943
NET REVENUES	$17,807,449	$24,075,749
LESS:		
Capital Charges:		
Less: Applicable Approved PFC Revenues	(3,641,472)	(3,641,472)
2017 A Revenue Refunding Bonds Debt Service	981,872	981,872
2017 B Revenue Refunding Bonds Debt Service	392,525	392,525
2018 A Revenue Bond	738,500	738,500
2018 B Revenue Bonds Debt Service	732,250	732,250
2019 Revenue Bond	553,350	553,350
2020 A Revenue Refunding Bonds Debt Service	564,250	564,250
2020 B Revenue Refunding Bonds Debt Service	5,953,500	5,953,500
FBO Net Results	-	-
Capital Charge Coverage	-	-
Debt Service Reserve Requirement	-	-
Capital Expenditures (Per Table 4)	4,044,255	4,398,119
Operating & Maintenance Reserve	650,670	650,670
Renewal and Replacement Reserve	0	0
Subtotal	10,969,701	11,323,565
FUNDS REMAINING	$6,837,748	$12,752,185
	$ 6,837,748	
	50%	50%
Authority Share - 50%	3,418,874	6,376,092
Less Cost of Air Service Incentive Programs	(400,000)	(1,186,402)
Authority Share Net of Air Service Incentive	3,018,874	5,189,690
	50%	50%
Airline Share - 50%	3,418,874	6,376,092
Net Airline Share	3,418,874	6,376,092
	6,837,748	12,752,185
ALLOCATION OF AIRLINE SHARE		
Terminal	2,735,099	5,100,874
Airfield	683,775	1,275,218
TOTAL AIRLINE SHARE	$3,418,874	$6,376,092

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Table 9-1

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF AIRFIELD PORTION OF REVENUE SHARING

AIRFIELD PORTION OF REVENUE SHARING		$ (1,275,218)
ALLOCATION TO SIGNATORY AIRLINES	Landed Weights	Total Allocated
COMMERCIAL AIRLINES:		
Allegiant	103,645	$ (91,127)
American	182,610	(160,556)
Delta	193,867	(170,453)
jetBlue	143,118	(125,833)
Southwest	569,790	(500,975)
United	92,360	(81,205)
TOTAL COMMERCIAL AIRLINES:	1,285,390	$ (1,130,150)
CARGO:		
FedEx	49,500	$ (43,522)
United Parcel Service	115,496	(101,547)
TOTAL CARGO:	164,996	$ (145,069)
TOTAL LANDING FEE SETTLEMENT	1,450,386	$ (1,275,218)

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Table 9-2

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION OF TERMINAL PORTION OF REVENUE SHARING

TERMINAL PORTION OF REVENUE SHARING	$ (5,100,874)

ALLOCATION OF DIRECT PORTION:

Signatory Airlines	Square Footage	Total Allocated
Allegiant	2,549	$ (184,632)
American	12,765	(924,607)
Delta	8,507	(616,187)
jetBlue	4,697	(340,218)
Southwest	14,337	(1,038,471)
United	9,783	(708,612)
	52,638	$ (3,812,726)
JOINT USE SPACE:	17,784	$ (1,288,148)
TOTAL	70,422	$ (5,100,874)

ALLOCATION OF JOINT USE SPACE:

Signatory Airlines	2025 Enplanements	80 % Pro-Rated Allocation	20 % Fixed Portion	Total Allocation
Allegiant	100,762	$ (66,664)	$ (42,938)	$ (109,602)
American	351,106	(232,291)	(42,938)	(275,230)
Delta	265,290	(175,516)	(42,938)	(218,454)
jetBlue	135,267	(89,493)	(42,938)	(132,431)
Southwest	524,892	(347,268)	(42,938)	(390,206)
United Airlines	180,300	(119,286)	(42,938)	(162,225)
TOTAL SIGNATORY ENPLANEMENTS	1,557,617	$ (1,030,518)	$ (257,630)	$ (1,288,148)

TOTAL TERMINAL PORTION OF REVENUE SHARING	Total
Allegiant	$ (294,234)
American	(1,199,836)
Delta	(834,641)
jetBlue	(472,648)
Southwest	(1,428,678)
United Airlines	(870,836)
TOTAL TERMINAL PORTION OF REVENUE SHARING	$ (5,100,874)

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Table 10
Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
AIRLINE COST PER ENPLANEMENT

(Includes Settlement and Revenue Sharing Calculation)	Budget 2025	Audited 2025
AIRPORT OPERATIONS:		
Airline Landing Fees	$ 7,670,160	$ 6,365,740
Airline Space Rental	9,976,714	9,757,825
Loading Bridge Rentals	897,387	1,039,797
Airline Apron Fee	1,003,013	827,582
Airline Share of Revenue Sharing	(3,418,874)	(6,376,092)
Total Airport Operations	$16,128,400	$11,614,852
FBO OPERATIONS:		
Avgas Fuel Sales Commercial	$ 20,000	$ 12,988
Deicing	1,390,350	2,005,222
Into Plane & Fuel Farm	1,726,500	1,961,027
Total FBO Operations	$ 3,136,850	$ 3,979,237
ENPLANEMENTS	1,504,000	1,594,077
COST PER ENPLANEMENT	$ 10.72	$ 7.29
FBO OPERATIONS COST PER ENPLANEMENT	$ 2.07	$ 2.49
TOTAL COMBINED COST PER ENPLANEMENT	$ 12.80	$ 9.78

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Table 11

Albany County Airport Authority
Albany International Airport
2025 Rates & Charges Settlement and Revenue Sharing Calculation
ALLOCATION SETTLEMENT AND REVENUE SHARING

TOTAL SETTLEMENT AND REVENUE SHARING $ (9,369,167)

	SETTLEMENTS				REVENUE SHARING		TOTAL
	Landing Fee	Terminal Rent	Aprons Fees	Loading Bridges	Airfield	Terminal	
Allegiant Air	$ (134,739)	$ (23,926)	$ (13,415)	$ 10,955	$ (91,127)	$ (294,234)	$ (546,487)
American Airlines	(237,393)	(97,567)	(57,849)	32,864	(160,556)	(1,199,836)	(1,720,337)
American - Envoy	(54,651)						(54,651)
American - Piedmont	(101,290)						(101,290)
American - PSA	(116,591)						(116,591)
American - Republic	(16,752)						(16,752)
American - SkyWest	(174)						(174)
Delta	(252,027)	(67,870)	(48,027)	32,864	(170,453)	(834,641)	(1,340,155)
Delta - Endeavor	(81,809)						(81,809)
Delta - Republic	(488)						(488)
Delta - SkyWest	(85,030)						(85,030)
FedEx	(64,350)				(43,522)		(107,872)
jetBlue	(186,053)	(38,434)	(14,781)	10,955	(125,833)	(472,648)	(826,796)
Southwest	(740,727)	(116,175)	(56,922)	21,909	(500,975)	(1,428,678)	(2,821,567)
United	(120,068)	(70,813)	(36,860)	32,864	(81,205)	(870,836)	(1,146,919)
United - Commutair	(83,112)						(83,112)
United - Go Jet	(9,992)						(9,992)
United - Republic	(37,686)						(37,686)
United - SkyWest	(19,770)						(19,770)
United Parcel Service	(150,145)				(101,547)		(251,692)
TOTAL SIGNATORY AIRLINE DISTRIBUTION	$ (2,492,845)	$ (414,786)	$ (227,854)	$ 142,410	$ (1,275,218)	$ (5,100,874)	$ (9,369,167)

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ALBANY COUNTY AIRPORT AUTHORITY
ANNUAL INVESTMENT REPORT

FOR THE FISCAL YEAR ENDING DECEMBER 31, 2025

PREPARED IN ACCORDANCE WITH
SECTION 2925 OF THE PUBLIC AUTHORITIES LAW

Introduction

In accordance with Sections 2925(6) and 2925(7) of the Public Authorities Law and as required by the Albany County Airport Authority (the Authority) Cash Management and Investment Policy (the "guidelines"), the Authority shall annually prepare and approve an Investment Report.

The organization of this report is structured to conform with the prescribed format specified in the section on "Reporting to Oversight Agencies" of the Guidelines. Section I of this Annual Investment Report contains the Authority's Investment Guidelines that were adopted by the Authority on December 7, 2009 and most recently approved on April 16, 2025. Section II presents the amendments to the guidelines since the last investment report. Section III contains a concise explanation of the Guidelines and amendments. Section IV presents the annual independent audit of investments. Section V summarizes the recorded results of the Corporation's investment activity for the year ended December 31, 2025. Section VI presents a list of fees, commissions or other charges paid to firms rendering investment associated services. Section VII presents a list of investments at December 31, 2025.

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After the Authority has reviewed and accepted this report, copies of the report will be submitted to the chief executive officer and chief fiscal officer of the County of Albany and the Office of the State Comptroller.

Section I

ALBANY COUNTY AIRPORT AUTHORITY

CASH MANAGEMENT AND INVESTMENT POLICY

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Last Amended:

July 23, 2018

ALBANY COUNTY AIRPORT AUTHORITY

CASH MANAGEMENT AND INVESTMENT POLICY

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Last Amended:
July 23, 2018
Last Reviewed and Approved:
April 16, 2025

ALBANY COUNTY AIRPORT AUTHORITY

CASH MANAGEMENT AND INVESTMENT POLICY

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APPENDIX

A.	Schedule of Eligible Investments……..	8

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ALBANY COUNTY AIRPORT AUTHORITY

CASH MANAGEMENT AND INVESTMENT POLICY

I. SCOPE

This cash management and investment policy applies to all moneys and other financial resources held on its own behalf or on the behalf of any entity or individual and the investment of those moneys and resources.

II. OBJECTIVES

The primary objectives of the Authority's cash management and investment activities are, in priority order:

- To Conform with all applicable federal, state and other legal requirements (legal);
- To Adequately safeguard principal (safety);
- To provide sufficient liquidity to meet all operating requirements (liquidity); and
- To obtain a reasonable rate of return (yield).

III. DELEGATION OF AUTHORITY

The governing board's responsibility for administration of the cash management and investment program for the Authority is delegated to the Chief Financial Officer who shall establish written procedures for the operation of the cash management and investment program consistent with these guidelines. Such procedures shall include an adequate internal control structure to provide a satisfactory level of accountability based on a data base or records incorporating description and amount of receipts, disbursements, and investments, transaction dates, and other relevant information and regulate the activities of subordinate employees.

IV. PRUDENCE

All participants in the investment process shall seek to act responsibly as custodians of the public trust and shall avoid any transaction that might impair public confidence in the Authority to govern effectively.

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Cash management and investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the safety of the principal as well as the probable income to be derived.

All participants involved in the cash management and investment process shall refrain from personal business activities that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions.

V. DIVERSIFICATION REQUIREMENTS

In order to safeguard principal from imprudent risks, it is the policy of Authority, where possible, to diversify a portfolio among the investment instruments which it may legally and prudently hold and also among investment firms with which it transacts business. However, since the Authority is legally limited in the type of securities it may invest in, the opportunity to diversify among investments is very limited. The terms of each investment will be consistent with the Authority's cash liquidity requirements. The term of Repurchase Agreements will be for periods no longer than ninety days.

VI. INTERNAL CONTROLS

It is the policy of the Authority for all moneys collected by any officer or employee of the Authority to transfer those funds to the Chief Financial Officer within one day for deposit, or within the time period specified in law, whichever is shorter.

The Chief Financial Officer is responsible for establishing and maintaining an internal control structure to provide reasonable, but not absolute, assurance that deposits and investments are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with the Authority's authorization and recorded properly, and is managed in compliance with applicable laws and regulations.

VII. DESIGNATION OF DEPOSITARIES

Any State or Federally chartered commercial bank that can meet the Authority's requirements for cash vault services, is a member of the National Automated Clearing House Association (NACHA), and is able to act as an Originating Depository Financial Institution (ODFI) for direct deposit of payments. The bank must have a minimum long term credit rating of "A" without regard to subcategories from at least one of the Nationally Recognized Statistical Rating Organizations (NRSRO) and no rating below investment grade from any other NRSRO.

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VIII. COLLATERALIZING OF DEPOSITS

In accordance with the provisions of Title 32 of the Public Authorities Law, Section 2788, all deposits of the Authority including certificate of deposits and special time deposits, in excess of the amount insured under the provisions of the Federal Deposit Insurance Act shall be secured by obligations with a market value equal at all times to the amount of the deposit. Obligations eligible for use as collateralization include those issued by the United States or issued by the State of New York or any municipality therein rated in one of the three highest rating categories by at least one nationally recognized statistical rating organization.

IX. SAFEKEEPING AND COLLATERALIZATION

Eligible securities used for collateralizing deposits shall be held by a third party bank or trust company subject to security and custodial agreements.

The security agreement shall provide that eligible securities are being pledged to secure Authority deposits together with agreed upon interest, if any, and any costs or expenses arising out of the collection of such deposits upon default. It shall also provide the conditions under which the securities may be sold, presented for payment, substituted or released and the events which will enable the Authority to exercise its right against the pledged securities. In the event the securities are not registered or inscribed in the name of the Authority, such securities shall be delivered in a form suitable for transfer or with an assignment in blank to the Authority or its custodial bank.

The custodial agreement shall provide that securities held by the bank or trust company, or agent of and custodian for, the Authority will be kept separate and apart from the general assets of the custodial bank or trust company and will not in any circumstances, be commingled with or become part of the backing for any other deposit or other liabilities. The agreement shall also describe that the custodian shall confirm the receipt, substitution or release of the securities. The agreement shall provide for the frequency of revaluation of eligible securities and for the substitution of securities when a change in the rating of a security may cause ineligibility. Such agreement shall include all provisions necessary to provide the Authority a perfected interest in the securities.

X. PERMITTED INVESTMENTS

Title 32 of the Public Authorities Law, Section 2788 authorized the Authority to invest in those obligations specified pursuant to the provisions of Section 98-a of the State Finance Law. In accordance therewith, the Authority authorized the Chief Financial Officer to invest moneys not required for immediate expenditure for terms not to exceed its projected cash flow needs in the investments designated in Appendix A to this policy.

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All investment obligations shall be payable or redeemable at the option of the Authority within such times as the proceeds will be needed to meet expenditures for purposes for which the moneys were provided and, in the case of obligations purchased with the proceeds of bond or notes, shall be payable or redeemable at the option of the Authority within two years of the date of purchase.

XI. AUTHORIZED FINANCIAL INSTITUTIONS AND DEALERS

The Authority shall maintain a list of financial institutions and dealers approved for investment purposes and establish appropriate limits to the amount of investments which can be made with each financial institution or dealer. All financial institutions with which the Authority conducts business must be business worthy. Banks shall provide their most recent Consolidated Report of Condition (Call Report) at the request of the Authority. Security dealers not affiliated with a bank shall be required to be classified as reporting dealers affiliated with the New York Federal Reserve Bank, as primary dealers. The Chief Financial Officer is responsible for evaluating the financial position and maintaining a listing of proposed depositaries, trading partners and custodians. Such list shall be evaluated at least annually.

XII. PURCHASE OF INVESTMENTS

The Chief Financial Officer is authorized to contract for the purchase of investments:

1. Directly, including by use of a repurchase agreement, from an authorized trading partner.
2. By utilizing an ongoing investment program with an authorized trading partner.

All purchased obligations, unless registered or inscribed in the name of the Authority shall be purchased through, delivered to and held in the custody of a bank or trust company. Such obligations shall be purchased, sold or presented for redemption or payment by such bank or trust company only in accordance with prior written authorization from the officer authorized to make the investment. All such transactions shall be confirmed in writing to the Authority by the bank or trust. However, written contracts are not practical, nor is it a regular business practice to enter such contracts for permitted investments other than Repurchase Agreements. Any obligation held in the custody of a bank or trust company shall be held pursuant to a written custodial agreement.

The custodial agreement shall provide that securities held by the bank or trust company, as agent of and custodian for, the Authority will be kept separate and apart from the general assets of the custodial bank or trust company and will not, in any circumstances, be commingled with or become part of the backing for any other deposits or other liabilities. The agreement shall describe how the custodian shall confirm the receipt and

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release of the securities. Such agreement shall include all provisions necessary to provide the local government a perfected interest in the securities.

XIII. REPURCHASE AGREEMENTS

Repurchase agreements are authorized subject to the following restrictions:

1. All repurchase agreements must be entered into subject to a Master Repurchase Agreement;
2. Repurchase Agreements shall be for no more than 90 days and agreements which are "open" (continuing in nature) shall not be made;
3. Trading partners are limited to banks or trust companies authorized to do business in the State of New York and primary reporting dealers;
4. Obligations shall be limited to obligations of the United States and obligations of agencies of the United States where principal and interest are guaranteed by the United States;
5. The Authority or its custodian must take possession of the securities by physical delivery or book entry;
6. The custodian shall be a party other than the trading partner and shall be a member of the Federal Reserve Bank or maintain accounts with member banks to accomplish book-entry transfer of securities to the credit of the Authority.

The Master Repurchase Agreements must include:

1. The events of default which would permit the purchaser to liquidate the pledged collateral;
2. The relationship between parties to the agreement, which shall ordinarily be purchaser and seller:
3. Procedures which ensure that the Authority obtains a perfected security interest in the securities which are the subject of the agreement:
4. The method of computing margin maintenance requirements and providing for timely correction of margin deficiencies or excesses. Specific guidelines regarding margin maintenance shall be established, taking into consideration:
    a. the type of collateral or purchased security;
    b. the maturity of the collateral or purchased security;
    c. the method by which additional margin will be maintained; and
5. Circumstances, if any, under which substitution of securities (collateral) subject to the agreement shall be permitted.

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XIV. REQUIRED REPORTS

Internal Management Reporting

In accordance with Section 2925(5) of the Public Authorities, the Chief Financial Officer shall cause to be prepared and filed with the Authority's board of directors a quarterly report on any new investments, the inventory of existing investments and the selection of investment bankers, brokers, agents, dealers, or auditors.

Reporting to Oversight Agencies

Annually, in accordance with Sections 2925(6) and 2925(7) of the Public Authorities Law, the Authority shall prepare and approve an investment report which shall include:

1. the investment guidelines;
2. amendments to such guidelines since the last investment report;
3. an explanation of the investment guidelines and amendments;
4. the results of the annual independent audit;
5. the investment income record of the Authority; and
6. a list of the total fees, commissions or other charges paid to each investment banker, broker, agent, dealer and adviser rendering investment associated services to the Authority since the last investment report.

Such investment report may be a part of any other annual report that the Authority is required to make. The Investment Report shall be submitted to the chief executive officer and chief fiscal officer of the County of Albany and the Office of the State Comptroller.

Performance Evaluation and Audit

The Authority shall annually engage its financial statement auditor to perform an audit of investments to determine whether: the Authority complies with its own investment policies; investment assets are adequately safeguarded; adequate accounts and records are maintained which accurately reflect all transactions and report on the disposition of Authority investment assets; a system of adequate internal controls is maintained; the Authority complied with the applicable laws and regulations.

The audit of investments shall be designed, to the extent practical, to satisfy both the common interests of the Authority and the public officials accountable to others.

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A written audit report shall be prepared presenting the results of the annual independent audit of all investments and shall include:

1 a description of the scope and objectives of the audit;
2 a statement attesting that the audit was conducted in accordance with generally accepted government auditing standards;
3 a description of any material weaknesses found in the internal controls;
4 a description of all non-compliance with the Authority's own investment policies as well as applicable laws and regulations;
5 a statement of positive assurance of compliance on the items tested; and
6 a statement on any other material deficiency or finding identified during the audit not covered in (5) above.

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APPENDIX A

SCHEDULE OF ELIGIBLE INVESTMENTS

(Pursuant to Section 98-a of the State Finance Law)

___X_ (i) Bonds and notes of the United States.

___X_ (ii) Bonds and notes of this state.

___X_ (iii) General obligation bonds and notes of any state other than this State, provided that such bonds and notes receive the highest rating of at least one independent rating agency designated by the State Comptroller.

___X_ (iv) Obligations for the payment of which the faith and credit of the United States or of this state are pledged. Notes, bonds, debentures, mortgages and other evidences of indebtedness of the United States Postal Service; the federal national mortgage association; federal home loan mortgage corporation; student loan marketing association; federal farm credit system or any other United States government sponsored agency, provided that at the time of the investment such agency or its obligations are rated and the agency receives, or its obligations receive, the highest rating of all independent rating agencies that rate such agency or its obligations, provided, however, that no more than two hundred fifty million dollars may be invested in the obligations of any one agency.

_____(v) Bonds and notes of the Savings and Loan Bank of the state of New York.

_____(vi) Collateral trust notes issued by a trust company, all of the capital stock of which is owned by not less than twenty savings banks of the state of New York.

_____(vii) Obligations of any corporation organized under the laws of any state in the United States maturing within six days provided that such obligations received the highest rating of two independent rating services designated by the State Comptroller and that the issuer of such obligations has maintained such ratings on similar obligations during the preceding year, provided however, that no more than one hundred million dollars may be invested in such obligations of any one corporation.

_____(viii) Bonds and notes issued for any of the corporate purposes of the New York state housing finance agency.

_____(ix) Judgments or awards of the court of claims of New York

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_____(x) Bonds and notes issued for any of the corporate purposes of the New York state medical care facilities finance agency.

_____(xi) Bonds and notes issued for any of the corporate purposes of the New York state project finance agency.

_____(xii) Bonds and notes issued for any of the corporate purposes of the municipal assistance corporation for New York City.

___X_ (xiii) Certificate of deposits of a bank or trust company in this state. Any certificate of deposit shall be fully secured by the issuer thereof.

___X_ (xiv) Repurchase agreements using United States Treasury obligations seven years or less.

All investments must conform to section 98-a of the State Finance Law as may be amended from time to time.

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Section II

AMENDMENTS TO THE GUIDELINES SINCE THE LAST ANNUAL INVESTMENT REPORT

There have been no amendments to the Investment Guidelines since the last annual investment report.

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Section III

Explanation of the Guidelines and Amendments

The Albany County Airport Authority “Cash Management and Investment Policy" most recently amended by the Board on July 23, 2018 is based on the principles of investment safety and control. The Authority's Guidelines contained in Section I are the Authority’s Investment Guidelines which are currently in effect.

The Guidelines set forth the Authority's statement of policy regarding the investment of Authority funds and the objectives of such investments. By the Guidelines, the Authority has determined that the basic guide for the investment of Authority funds shall be the "prudent person rule" as further limited by statute and the Authority's Bond Resolutions. As indicated in the Guidelines, the Authority's objectives for its investment program are to:

- To conform with all applicable federal, state and other legal requirements (legal);
- To adequately safeguard principal (safety);
- To provide sufficient liquidity to meet all operating requirements (liquidity); and
- To obtain a reasonable rate of return (yield).

The Authority has not amended its investment guidelines since July 23, 2018.

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Section IV

Annual examination of Compliance with Investment Guidelines

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INDEPENDENT ACCOUNTANT'S REPORT

To the Members
Albany County Airport Authority

We have examined the Albany County Airport Authority's (Authority) compliance with its investment guidelines and with the requirements of Section 2925 of the New York State Public Authorities Law (NYS PAL) for the year ended December 31, 2025. The Authority's management is responsible for the Authority's compliance with NYS PAL. Our responsibility is to obtain reasonable assurance by evaluating the Authority's compliance with the requirements of NYS PAL and performing other procedures to obtain sufficient appropriate evidence to express an opinion that conveys the results of our evaluation based on our examination.

Our examination was conducted in accordance with attestation standards for a direct examination engagement established by the AICPA and the standards applicable to attestation engagements contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we obtain reasonable assurance by evaluating whether the Authority's investments and policy against the requirements of the NYS PAL and performing other procedures to obtain sufficient appropriate evidence to express an opinion that conveys the results of our evaluation of the Authority's compliance with NYS PAL. The nature, timing and extent of the procedures selected depend on our judgment, including an assessment of the risks that the Authority is not in compliance with NYS PAL in all material respects, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion. We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our examination engagement.

Our examination does not provide a legal determination on the Authority's compliance with NYS PAL.

In our opinion, the Albany County Airport Authority complied, in all material respects with Section 2925 of the New York State Public Authorities Law for the year ended December 31, 2025.

In accordance with *Government Auditing Standards*, we are required to report all deficiencies that are considered to be significant deficiencies or material weaknesses in internal control; fraud and noncompliance with provisions of laws or regulations that have a material effect on the Authority's compliance with its investment guidelines and with the requirements of NYS PAL; and any other instances that warrant the attention of those charged with governance; noncompliance with provisions of contracts or grant agreements, and abuse that has a material effect on the subject matter. We are also required to obtain and report the views of responsible officials concerning the findings, conclusions, and recommendations, as well as any planned corrective actions. We performed our examination to express an opinion on whether the Authority complied with the aforementioned requirements and not for the purpose of expressing an opinion on the internal control over the Authority's compliance with those requirements or other matters; accordingly, we express no such opinions. Our examination disclosed no matters that are required to be reported under *Government Auditing Standards*.

Our examination is not intended to provide any assurance as to the income from investments, fees paid, or investments at the end of the year. This report is for the examination of the Authority's compliance with its investment guidelines and with the requirements of NYS PAL for the year ended December 31, 2025 and is not suitable for any other purpose.

Latham, NY
_____, 2026

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Section V

The Authority's cash management and investment strategy is intended to comply with the Authority's Cash Management and Investment Policy, its' Master Bond Resolution, and other external restrictions.

The Authority's investment and cash management activity during 2025 resulted in $2,671,186 in interest income to the Authority from interest on insured or collateralized bank demand deposits.

Based on the provisions of the Master Bond Resolution and the Federal Aviation Administration Passenger Facility Charge handbook, the interest earned by the Authority's cash and investments during 2025 were allocated as follows:

Passenger Facility Charges	$	266,534
Debt Service Funds		434,997
Construction Funds		49,099
Development Funds		1,158,777
Operating Funds		761,779
	$	2,671,186

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Section VI

The Authority paid no fees, commissions or other charges to firms rendering investment associated services during 2025.

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Section VII

The Authority's cash is invested when market conditions are appropriate based on the Chief Financial Officer's determination of the permissibility and risk of temporary or permanent loss of market value of any cash invested. Because investments, even Treasury Obligations, are reported at fair market value, there is no tolerance for market declines in Debt Service Reserve funds or Construction funds. Passenger Facility Charge (PFC) funds must be retained in interest bearing accounts. Investment of other funds is based upon an assessment of the value of additional potential income versus the loss of liquidity.

There were no investments held by the Authority at December 31, 2025.

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ALBANY COUNTY AIRPORT AUTHORITY
Mission Statement and Performance Measurement Report
Year Ended December 31, 2025

BACKGROUND

The Public Authorities Reform Act of 2009 introduced a requirement that Public Authorities adopt a mission statement and performance measurements. During 2010, the Albany County Airport Authority adopted a new Mission Statement and related Performance Measurements. The Albany County Airport Authority adopted Mission Statement Performance Measurements that are consistent with the recommendations found in the Transportation Research Board ACRP Report 19, - *Developing and Airport Performance Measurement System* issued in 2010 and sponsored by the Federal Aviation Administration. The remainder of this report contains the previously adopted Mission Statement and actual performance measurements for 2021-2025.

MISSION STATEMENT AND PERFORMANCE MEASURES

The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation established and existing pursuant to the Albany County Airport Authority Act, Title 32 of Article 8 of the New York Public Authorities Law. The State of New York (State) created the Authority in 1993 in order to promote the strengthening and improvement of the Airport, to facilitate the financing and construction of the Terminal Improvement Project (TIP) and subsequent capital improvement programs, and give the Authority the power to operate, maintain and improve the Airport.

The Authority is governed by seven members, with four members appointed by the majority leader of the County of Albany (County) Legislature and three members by the County Executive, all with approval of the County Legislature. The Authority members are appointed for a term of four years or until a successor is appointed, except that any person appointed to fill a vacancy will be appointed to serve only the unexpired term.

Based on the County's responsibility for the appointment of the Authority members, their approval of any Airport capital improvement programs and the issuance of certain debt, the Authority is considered a component unit of the County under the criteria set forth by the Governmental Accounting Standards Board (GASB). The financial transactions of the Authority are accounted for in a single enterprise fund.

The Authority is responsible for the efficient planning, development, administration, operation and financial condition of the Airport. The Authority, as landlord, rents space and assesses fees and charges to the airlines and businesses providing goods and services to the traveling public and to the civilian, business, governmental and military users of the Airport. The Authority is responsible for assuring residents of the County, the Town of Colonie and the surrounding areas of minimal environmental impact from air navigation and transportation. The Authority contracted the services of AvPorts ALB LLC ("AvPorts") and Aviation Facilities Company, Inc. to manage the daily operations and maintenance of the Airport and Cargo Facilities and the services of REW Investments, Inc., d/b/a Million Air to manage the daily operations of the Fixed Base Operation (FBO) and Fuel Farm.

The Authority's strategic direction for the Airport is based upon the following vision, mission, goals, and objectives.

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VISION

The Authority's vision statement is a measurable statement describing the future results the Authority seeks to achieve. The Authority's vision for Albany International Airport is to provide an exemplary airport in which to visit, travel, and work.

MISSION

The Authority's mission statement is a broad statement of what the Authority has been charged to accomplish. The Authority's mission is to provide adequate, safe, secure and efficient aviation and transportation facilities at a reasonable cost to the people. To accomplish our mission we will:

- Provide world-class, customer-oriented transportation services;
- Promote airline, cargo, business and general aviation services on airport by providing quality airport facilities;
- Operate the airport and provide services in the most cost-effective manner;
- Foster inter-model transportation;
- Implement the airport's Capital Improvement Plan; and,
- Maintain financial security.

GOAL

The Authority's goal for the airport is derived from its mission and vision for the airport and describes the enduring end state desired for the airport. The Authority's goal for Albany International Airport is:

- To be widely recognized as the best airport of its size in the Northeast as well as an innovative model for a facility with vitality, enthusiasm, friendliness, competence, and efficiency.

OBJECTIVES

The Authority's objectives describe the outcomes required to accomplish the goal. The Authority's objectives in operating the airport are:

- To promote safe, secure, efficient and economic air transportation by preserving and enhancing Airport capacity;
- To acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services;
- To stimulate and promote economic development, trade and tourism;
- To form an integral part of a safe and effective nationwide system of airports to meet the present and future needs of civil aeronautics and national defense and to assure inclusion of the Authority's facilities in state, national and international programs for air transportation and for airway capital improvements; and,
- To ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the state and the capital district area.

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VALUES

The Authority's values describe how the Authority will conduct itself, both internally and externally, while engaging in business activities. The Authority's values are:

Responsiveness – being proactive; having a bias for action and sense of urgency in getting things done; anticipating the needs of tenants and passengers by taking fast action to surpass their expectations; encouraging tenant and passenger input.

Integrity – possessing a commitment to doing the right things right, with consistent adherence to the highest professional standards; keeping commitments to our tenants, passengers, employees, and others.

Innovation – dedicating ourselves to learning and growing; constantly searching for better ways to get the job done; using our collective imagination effectively to solve problems for our tenants, passengers and employees; going beyond perceived boundaries to get desired results.

Teamwork – recognizing that every board member, employee, volunteer, tenant, and others are important to the complete satisfaction of Albany International Airport; feeling personally responsible for successful outcomes; treating everyone with respect; communicating regularly, directly and honestly with our board members, employees, volunteers, tenants, and others.

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MISSON STATEMENT LEVEL PERFORMANCE MEASURES

The Authority has identified the following performance measurements to assess its success in achieving its mission and intended public purpose.

Area of Measurement	Performance Measure	Performance Measure Component	Final 2021	Final 2022	Final 2023	Final 2024	Final 2025
Safety	Employee Accidents and Incidents	Injuries Lost Time Injury Rate	4	2	4	9	14
	Airfield Violations	Runway Incursions	1	0	0	1	0
		Runway Condition FAA Safety Compliance	0	0	0	0	0
		Inspection Discrepancies	9	3	0	2	3
Security	Security Incidents and Violations	Security Badge Breaches:					
		Letters of investigation	1	1	0	0	1
		Violations	3	0	1	56	0
Financial	Revenue Management	Total Airline Revenue per enplaned passenger	$10.63	$9.51	$7.57	$11.27	$9.78
		Total Non-Airline Revenue per enplaned passenger	$31.15	$32.01	$31.09	$30.16	$31.48
		Total Non-Operating Revenue per enplaned passenger	$9.81	$6.16	$10.17	$6.67	$6.15
		Total Revenue per enplaned passenger	$51.59	$47.68	$49.31	$48.10	$47.23
	Cost Performance	Operating Expenses per enplaned passenger	$34.60	$31.27	$32.08	$33.38	$32.19
		Airline Cost per enplaned passenger	$8.49	$7.00	$4.83	$8.90	$7.29
	Debt Management	Debt Service Coverage Ratio	1.57	2.19	1.74	2.20	2.63
		Debt per enplaned passenger	$77	$52	$43	$33	$26
	Liquidity	Days Unrestricted Cash on Hand	241	242	354	323	341
Operational	Aircraft Delays caused by Airport	Number of Aircraft Delay caused by Airport or Runway Closings	0	0	0	0	0
	Aircraft Delays caused by Fixed Base Operations	Number of Aircraft Fueling Delays	13	12	9	13	19
Customer Service	Service Quality	Terminal Cleanliness Concessions Quality and Variety (5 is the highest)	note 1	note 1	4.4[(2)]	4.23	4.08
	Customer Satisfaction	Customer Survey Results (5 is the highest)	note 1	note 1	4.6[(2)]	4.23	4.11
Environmental Sustainability	Environmental Compliance	Violations Identified by Regulatory Agency De-Icing Material Discharge Frequency and Severity of Spills:					
		SPDES violations	0	0	5	0	0
		DEC violations	0	0	0	0	0
	Noise	Noise Levels /Noise Complaints	70	2	8	4	21
People	Employee Satisfaction	Employee Turnover					
		AvPorts	10.3%	10.0%	28.4%	23.0%	26.65%
		Million Air FBO	31.3%	25.0%	23.0%	22.0%	18.0%
		Albany County Airport Authority	0%	0%	0.0%	0.0%	0.0%
	Workforce Diversity	Minority Representation in Workforce	20.7%	21.3%	24.8%	28.19%	30.0%

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note 1 - An Insufficient number of customer satisfaction surveys were conducted to report on this performance measure.

[(2)] Information received ACI's 2023 Airport Service Quality survey

ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

FINANCIAL STATEMENTS
For the Years Ended December 31, 2025 and 2024

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ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

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INDEPENDENT AUDITOR'S REPORT

To the Trustee
Albany County Airport Authority OPEB Trust

Report on the Audit of the Financial Statements

Opinions

We have audited the statements of fiduciary net position of the Albany County Airport Authority OPEB Trust (the Trust), a component unit of the Albany County Airport Authority, as of December 31, 2025 and 2024, and the related statements of changes in fiduciary net position for the years then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the fiduciary net position of the Albany County Airport Authority OPEB Trust as of December 31, 2025 and 2024, and the respective changes in fiduciary net position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* (*GAS*) issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Albany County Airport Authority OPEB Trust and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Trust's ability to continue as a going concern for twelve months beyond the financial statement issuance date, including any currently known information that may raise substantial doubt shortly thereafter.

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Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *GAS* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *GAS*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Trust's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Trust's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the schedule of changes in the Authority's net OPEB liability and related ratios, schedule of actuarially determined contributions, and schedule of money-weighted investment return on pages 14 through 15 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

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Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated ____, 2026 on our consideration of the Albany County Airport Authority OPEB Trust's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Albany County Airport Authority OPEB Trust's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Albany County Airport Authority OPEB Trust's internal control over financial reporting and compliance.

Latham, NY
_____, 2026

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ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

MANAGEMENT DISCUSSION AND ANALYSIS
(Unaudited)

This section provides an overview and analysis of the financial activities of Albany County Airport Authority OPEB Trust (the Trust) for the years ended December 31, 2025 and 2024. The creation of the Trust and its initial funding was authorized on December 7, 2009 by the Albany County Airport Authority's (the Authority) Board of Directors. The Trust was created December 17, 2009 when the trust document was fully executed. Irrevocable transfer of assets to the Trust occurred in each year 2009 through 2025. The purpose of the Trust is to accumulate resources for the payment of medical insurance benefits, to the Authority's retired employees who qualify for and elect to receive the benefit ans for which the Authority is obligated to pay under the post-employment medical benefit plan it sponsors. Readers are encouraged to consider the information presented here in conjunction with additional information furnished in the financial statements.

FINANCIAL HIGHLIGHTS

The net position of Albany County Airport Authority other retiree medical insurance plan (the Plan) at the close of fiscal years 2024 and 2025 are $3,407,239 and $3,672,526, respectively (net assets held in trust for retiree medical insurance benefits). All of the net assets are available to meet the Plan's ongoing obligations to Plan participants and beneficiaries. The Plan's funding objective is to meet long-term benefit obligations through contributions and investment income. The Plan was funded in 2024 and 2025 by the transfer of $102,354 and $168,206, respectively, from the Albany County Airport Authority plus interest earnings in the amount of $102,362 and $97,081 on the deposited balance.

OVERVIEW OF THE FINANCIAL STATEMENTS

The following discussion and analysis are intended to serve as an introduction to the Plan's financial statements, which comprises these components:

- Statement of Fiduciary Net Position
- Statement of Changes in Fiduciary Net Position
- Notes to the Basic Financial Statements

This report also contains required supplementary information (RSI) in addition to the basic financial statements themselves.

The Statement of Fiduciary Net Position is a snapshot of account balances at year-end. It indicates the assets available for future payments for retiree benefits and any current liabilities that are owed at this time.

The Statement of Changes in Fiduciary Net Position, on the other hand, provides a view of current year/period additions to and deductions from the Plan. Both statements are in compliance with Governmental Accounting Standard Board Statements (GASB) This report uses the standards established by GASB's Statement No. 74 Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans. Statement No. 74 superseded Statement No. 43 of the same title.

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MANAGEMENT DISCUSSION AND ANALYSIS
(Unaudited)

Statement No. 74 did not change the reporting in the two primary financial statements but added requirements for additional and multi-year disclosures in the Notes and RSI. Readers are encouraged to review the Notes and RSI to better understand the financial and operational results of the OPEB Trust.

The Statement of Fiduciary Net Position and the Statement of Changes in Fiduciary Net Position report information about the Plan's activities. These statements include all assets and liabilities, using the full accrual basis of accounting, which is similar to the accounting used by most private sector companies. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid.

Net Position, the difference between assets and liabilities, is one way to measure the plan's financial position. Over time, increase and decrease in Net Position is one indicator of whether its financial health is improving or deteriorating. Other factors, such as market conditions, should also be considered in measuring the Plan's overall health. Notes to the Basic Financial Statements provide additional information that is essential to a full understanding of the data provided in the financial statements.

In addition to the financial statements the accompanying notes present information that is essential to understanding the financial statements. The Required Supplementary Information presents certain required information concerning the Plan's progress in funding its obligations to provide resources for retiree medical benefits to members.

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FINANCIAL ANALYSIS

As previously noted, Net Position may serve over time as a useful indication of the Trust's financial position. The assets of the Trust exceeded its liabilities at December 31, 2025 because the Trust had$3,672,526 in assets and no recorded liabilities. The Trust is intended to accumulate net resources to fund the Albany County Airport Authority's obligation to pay for other post-employment benefits (OPEB) of retired employees, other than pensions. This OPEB benefit is retiree medical care insurance. The Albany County Airport Authority's actuarial determined obligation for OPEB as of December 31, 2025 was $9,220,445. Accordingly, the Trust's Net Position is not sufficient to fully fund this obligation and additional contributions will be necessary along with investment earnings to fully fund the Authority's estimated OPEB obligation. The Albany County Airport Authority's actuarial determined OPEB obligation is based upon significant assumptions and estimates about future events, costs, funding decisions and is subject to frequent change and revision.

CONTACTING THE TRUST'S FINANCIAL MANAGEMENT

This financial report is designed to provide the public with a general overview of the Trust's finances and to show the Trust's accountability for the money it receives. If you have any questions about this report or need any additional financial information, contact the Albany County Airport Authority Other Post Employment Benefit Plan Trustee at c/o Albany County Airport Authority, Terminal Building, Third Floor, 737 Albany Shaker Road, Albany, NY 12211.

ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Statements of Fiduciary Net Position
As of December 31, 2025 and 2024

	December 31, 2025	December 31, 2024
ASSETS		
Cash and cash equivalents	$ 3,672,526	$ 3,407,239
Investments	-	-
Interest receivable	-	-
Total Assets	3,672,526	3,407,239
DEFERRED OUTFLOWS OF RESOURCES	-	-
Total Deferred Outflows of Resources	-	-
LIABILITIES	-	-
Total Liabilities	-	-
DEFERRED INFLOWS OF RESOURCES	-	-
Total Deferred Inflows of Resources	-	-
NET POSITION		
Net Position - Restricted for OPEB	$ 3,672,526	$ 3,407,239

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See accompanying notes to financial statements

ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Statements of Changes In Fiduciary Net Position
Years Ended December 31, 2025 and 2024

	December 31, 2025	December 31, 2024
Additions to Net Position Attributed to:		
Contributions		
Employer	$ 550,512	$ 463,149
Interest Income	97,081	102,362
Total Additions	647,593	565,511
Deductions from Net Position Attributed to:		
Retirement benefits	382,306	307,351
Implicit Cost Amount	-	53,444
Total Deductions	382,306	360,795
Increase in Net Position	265,287	204,716
Net Position - Restricted for OPEB, Beginning of Year	3,407,239	3,202,523
Net Position - Restricted for OPEB, End of Year	$ 3,672,526	$ 3,407,239

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See accompanying notes to financial statements

NOTE 1 - DESCRIPTION OF THE PLAN

The following information of the Albany County Airport Authority OPEB Trust (the Trust), a component unit of the Albany County Airport Authority (the Authority) provides only general information. Readers should refer to the plan agreement for a more complete description of the Plan's provisions.

General

The OPEB Plan is a single-employer defined benefit healthcare plan trust administered by the Authority. The Plan provides medical insurance benefits to eligible retirees who elect to receive it and their eligible dependents. Membership of the Plan consists of 45 plan members composed of; 16 Active, 28 retired employees. The Plan is a governmental plan that is not subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA). The Plan was created by the Albany County Airport Authority to be managed by a sole trustee intended to be the Chief Financial Officer of the Authority who is the plan Trustee. The Trust is a component unit of the Albany County Airport Authority. The Trust has a fiduciary duty to provide plan benefits to eligible beneficiaries. So long as the Albany County Airport Authority provides the required benefits, the Trust's obligation is fulfilled and it may than reimburse the Albany County Airport Authority for the cost of the benefits provided, if requested to do so.

Contributions

Contributions to the Plan are likely to be entirely funded by the employer (the Authority). Participants hired prior to July 1, 2005 are not required to contribute to the plan. Participants hired on or after July 1, 2005 are required to contribute 10% of the cost of plan benefits to the plan, offset by the value of their unused sick leave up to 1,320 hours at the time of retirement. The Plan was established and may be amended by the Authority. The Authority has no obligation to fund the plan. Contributions made were provided for in the Authority's annual budgets for 2008 through 2025 along with interest earnings thereon. Any future contributions to the plan would be authorized by a future resolution of the Authority.

Funded Status and Funding Progress

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, investment returns, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

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Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the written plan as currently approved by the Authority and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the January 1, 2024 actuarial valuation, the individual entry age normal method was used. The actuarial assumptions included a 2.50 percent investment rate of return (net of administrative expenses), based on the plan being funded in an irrevocable employee benefit trust invested allowing for both an equity and fixed income portfolio. Healthcare cost trend rates are estimated at a rate of 4.96% decreasing to an ultimate rate of 3.63% in 2060. At December 31, 2025, the Plan held a Net Position in the amount of $3,672,526 which consisted of amounts on deposit with the Trust.

For the year ended December 31, 2025, there was one key assumption changes. The discount rate was changed from 4.28% to 4.43% in accordance with GASB 75 which reduced the disclosed liability by $162,450.

Investment Options

The Trustee holds the Assets of the Plan. Contributions received from the Authority are allocated between assets available for investment and assets maintained for payment of benefits and administrative expenses.

Plan Termination

In the event of Plan termination or if the Trust were to fully accomplish its purpose, the net assets of the Trust would be allocated as prescribed in the Trust document, generally to pay in the order indicated:

- The Authority's remaining retiree medical benefit liabilities
- Reasonable expenses of administering the Plan

Any assets remaining in the Trust after paying off the above liabilities shall revert back to the Authority.

NOTE 2 - SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

The accompanying basic financial statements are presented on the accrual basis of accounting. Revenue is recognized when earned, and liabilities are recognized when incurred. Employer contributions are recognized when received because only one employer contributor exists. Benefits

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and refunds of contributions are recognized when due and payable or upon receipt of claim for reimbursement for payment of benefits by the Authority based upon a certificate signed by its Chief Executive Officer.

Governmental Accounting Standards

The financial statements of the plan have been prepared in accordance with generally accepted accounting principles (GAAP) followed in the United States of America. In the U.S. the Governmental Accounting Standards Board (GASB) is the established and recognized standard-setting body for governmental accounting and financial reporting.

Cash and Cash Equivalents

The Trust's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of one year or less from the date of acquisition.

Administrative Expenses

Certain internal costs of administering the Plan will be paid by the Plan. There were no administrative expenses for the years ended December 31, 2024 and 2025.

Benefits

Benefits will be recognized when paid or when a claim for reimbursement for payment of benefits is received from the Authority. The Trust has not yet paid any benefits or claims for reimbursement directly and the Authority continues to fund retiree health care costs directly.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles in the United States of America requires the plan administrator to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from those estimates.

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NOTE 3 - TAX STATUS

The Authority structured and intends that the Trust administering the Plan shall be a tax-exempt governmental trust under Section 115 of the Internal Revenue Code (the Code) and that income derived from the Trust Estate shall be excludable from gross income for federal tax purposes pursuant to Section 115 of the Code.

NOTE 4 - INVESTMENTS

The Authority has adopted an investment policy for the Trust that the Authority may amend from time to time. The Authority adopted an Investment Policy for effectively supervising, monitoring and evaluating the investment assets of the Trust. The investment policy allows for the Trust assets to be comprised of:

Fixed Income	0%-60%
Cash Equivalent	5%-100%
Domestic Equity	0%-60%
International Equity	0%-60%
Other Equity	0%-20%

As of December 31, 2024 and 2025 all Trust assets were on deposit with M&T Bank, either a cash interest bearing demand deposit account, or a certificate of deposit, the entire balance of which was collateralized by obligations that are guaranteed by the U.S. Government and held by a 3rd party custodian. The Trustee believes the investment and management of the assets of the Trust have complied with the Trust investment policy adopted by the Authority.

NOTE 5 - OTHER POSTEMPLOYMENT BENEFITS UNDER GASB 74

The components of the net OPEB liability of the Authority as of December 31, were as follows:

	2025	2024
Total OPEB liability at beginning of period	$ 9,231,393	$ 9,588,590
Fiduciary net position at beginning of period	3,407,239	3,202,522
Net OPEB liability at beginning of period	5,824,154	6,386,068
Service cost	140,775	174,717
Interest	393,033	383,387
Change in assumptions	(162,450)	(313,602)
Differences between expected and actual experience	-	(240,904)
Net investment income	(97,081)	(102,362)
Employer contributions to the trust	(550,512)	(463,149)
Benefit payments withdrawn from the trust	382,306	360,795
Benefit payments excluding implicit cost	(353,082)	(307,351)
Implicit cost amount	(29,224)	(53,444)
Net OPEB Liability at end of period:	$ 5,547,919	$ 5,824,155

Actuarial assumptions

Total OPEB liability was determined by actuarial valuations as of January 1, 2024. The following actuarial assumptions are as follows:

Investment rate of return	2.50%, net of OPEB plan investment expense, including inflation
Municipal bond rate	4.43% as of December 31, 2025 (source: S&P Municipal Bond 20-Year High Grade Index-SAPIHG)

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Single equivalent discount rate:	4.43%, net of OPEB plan investment expense, including inflation.
Inflation	2.50% as of December 31, 2025 and for future periods
Salary Increases	3.00% annually as of December 31, 2025 and for future periods
Cost of living adjustments	Not Applicable
Pre-retirement mortality	PubG-2010 Mortality Table for Employees projected generationally with MP-2020 for males and females.
Post-retirement mortality	PubG-2010 Mortality Table for Healthy Annuitants projected generationally with scale MP-2020 for males and females.
Disabled mortality	PubG-2010 Mortality Table for Disabled Annuitants projected generationally with scale MP-2020 for males and females.

Discount rate

The discount rate used to calculate the total OPEB liability was 4.43%. The following table presents the results if the discount rate was 1% lower or 1% higher:

Impact of a 1% Change in the Discount Rate as of the December 31, Measurement Date

	1% Decrease	Current Discount Rate	1% Increase
2025 (4.43%)	$ 6,915,397	$ 5,547,919	$ 4,429,453
2024 (4.28%)	$ 7,207,077	$ 5,824,154	$ 4,694,118

Healthcare Trend

The healthcare cost trend cost rate used to calculate the total OPEB liability was between 4.96% and 3.63% for years 2025 thru 2060. The following table presents the results if the healthcare cost rate was 1% lower or 1% higher:

Impact of a 1% Change in the Health Cost Trend as of the December 31, Measurement Date

	1% Decrease	Current Trend Rate	1% Increase
2025 (4.96%-3.63%)	$ 4,344,786	$ 5,547,919	$ 7,030,437
2024 (5.0%-3.63%)	$ 4,608,835	$ 5,824,154	$ 7,323,490

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Future Governmental Accounting Standards Board Statements To Be Implemented

In April 2024, the Government Accounting Standards Board issues GASB Statement No. 103, *Financial Reporting Model Improvements,* which is to improve key components of the financial report to enhance its effectiveness in providing information essential for decision making and assessing accountability. This statement is effective for reporting periods beginning after June 15, 2025. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In September 2024 the Government Accounting Standards Board issued GASB Statement No. 104, *Disclosure of Certain Capital Assets*, which is to provide users of the financial statements with essential information about certain capital assets. This statement is effective for reporting periods beginning after June 15, 2025. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In December 2025 the Government Accounting Standards Board issued GASB Statement No. 105, *Subsequent Events*, which is to improve the financial reporting requirements for subsequent events. This statement is effective for reporting periods beginning after June 15, 2026. The Authority is currently evalutating the impact this standard will have on the financial statements when adopted.

NOTE 6 - SUBSEQUENT EVENTS

The Authority has evaluated subsequent events through xxx, which is the date these financial statements were available to be issued. All subsequent events requiring recognition as of December 31, 2025, have been incorporated into these financial statements.

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ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Required Supplementary Information
Schedule of Changes in the Authority's Net OPEB Liability and Related Ratios
For the years ended December 31,

	2018	2019	2020
Total OPEB Liability	$ 8,842,670	$ 10,028,123	$ 8,405,254
Service Cost	217,039	276,198	179,110
Interest on total OPEB liability, sevice cost and benefit payments	325,272	338,961	328,041
Changes in benefit terms	-	-	-
Difference between expected & actual plan experience	(80,361)	(161,281)	(1,065,626)
Changes of assumptions	-	731,575	(835,252)
Benefit payments excluding implicit cost	(150,927)	-	(171,663)
Implicit cost amount	N/A	N/A	(57,479)
Net change in OPEB liability	311,023	1,185,453	(1,622,869)
Total OPEB liability - beginning of period	8,531,647	8,842,670	10,028,123
Total OPEB liability - end of period	$ 8,842,670	$ 10,028,123	$ 8,405,254
Plan Fiduciary Net Position	$ 2,220,686	$ 2,429,013	$ 2,681,769
Interest on fiduciary net position	-	-	-
Earning from plan investments	13,200	44,608	12,647
Employer contribution to trust	300,000	325,000	411,772
Benefit payments from trust, including refunds of member contributions	(150,927)	(161,281)	(171,663)
Administrative expense	-	-	-
Other	-	-	-
Net change in plan fiduciary net position	162,273	208,327	252,756
Plan fiduciary net position - beginning of period	2,058,413	2,220,686	2,429,013
Plan fiduciary net position - end of period	$ 2,220,686	$ 2,429,013	$ 2,681,769
Net OPEB liability	$ 6,621,984	$ 7,599,110	$ 5,723,485
Plan Fiduciary net position as a % of total OPEB liability	25.11%	24.22%	31.91%
Covered employee payroll	$ 1,966,055	$ 1,962,761	$ 2,081,039
Plan NOL as a % of covered employee payroll	336.82%	387.16%	275.03%
Single discount rate to calculate plan liabilities	3.75%	3.25%	2.50%

** Schedule is intended to show information for 10 years. Information will be provided until a full 10 years of data is included.

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ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Required Supplementary Information
Schedule of Changes in the Authority's Net OPEB Liability and Related Ratios
For the years ended December 31,

	2021	2022	2023	2024	2025
$	8,572,712	$ 9,055,860	$ 9,588,590	$ 9,231,393	$ 9,220,445
	200,491	227,572	153,144	174,717	140,775
	212,098	216,640	389,556	383,387	393,033
	-	-	-	-	-
	-	953,983	-	(240,904)	-
	-	(644,028)	334,839	(313,602)	(162,450)
	(205,200)	(221,607)	(287,409)	(307,351)	(353,082)
	(39,931)	(49,412)	(57,400)	(53,444)	(29,224)
	167,458	483,148	532,730	(357,197)	(10,948)
	8,405,254	8,572,712	9,055,860	9,588,590	9,231,393
$	8,572,712	$ 9,055,860	$ 9,588,590	$ 9,231,393	$ 9,220,445
$	2,880,572	$ 2,998,727	$ 3,202,523	$ 3,407,239	$ 3,672,526
	-	-	-	-	-
	1,417	7,603	89,116	102,362	97,081
	442,517	381,571	459,488	463,149	550,512
	(245,131)	(271,019)	(344,809)	(360,795)	(382,306)
	-	-	-	-	-
	-	-	-	-	-
	198,803	118,155	203,795	204,716	265,287
	2,681,769	2,880,572	2,998,727	3,202,522	3,407,238
$	2,880,572	$ 2,998,727	$ 3,202,522	$ 3,407,238	$ 3,672,525
$	5,692,140	$ 6,057,133	$ 6,386,068	$ 5,824,155	$ 5,547,920
	33.60%	33.11%	33.40%	36.91%	39.83%
$	2,143,470	$ 2,284,727	$ 2,353,269	$ 2,583,434	$ 2,660,937
	265.56%	265.11%	271.37%	225.44%	208.49%
	2.50%	4.31%	4.00%	4.28%	4.43%

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ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Required Supplementary Information
Schedule of Actuarially Determined Contributions
For the years ended December 31,

	2018	2019	2020
Service Cost	$ 217,039	$ 276,198	$ 179,110
30 year amortization of NOL	357,987	287,733	177,628
Actuarial determined contribution	575,026	563,931	356,738
Contributions in relation to the actuarially determined contribution	(300,000)	(325,000)	(411,772)
Contribution deficiency/(excess)	$ 275,026	$ 238,931	$ (55,034)
Covered Employee Payroll	$ 1,966,055	$ 1,962,761	$ 2,081,039
Contributions as a % of covered employee payroll	15.26%	16.56%	19.79%
Discount Rate	3.75%	3.25%	2.50%
Money Weighted Rate of Return	0.64%	2.01%	0.52%

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** Schedule is intended to show information for 10 years. Information will be provided until a full 10 years of data is included.

ALBANY COUNTY AIRPORT AUTHORITY OPEB TRUST
(A Component Unit of the Albany County Airport Authority)

Required Supplementary Information
Schedule of Actuarially Determined Contributions
For the years ended December 31,

	2021	2022	2023	2024	2025
$	200,491	$ 227,572	$ 153,144	$ 174,717	$ 140,775
	176,655	241,067	244,027	230,892	224,258
	377,146	468,639	397,171	405,609	365,033
	(442,517)	(381,571)	(459,488)	(463,149)	(550,512)
$	(65,371)	$ 87,068	$ (62,317)	$ (57,540)	$ (185,479)
$	2,143,470	$ 2,284,727	$ 2,353,269	$ 2,583,434	$ 2,660,937
	20.64%	16.70%	19.53%	17.93%	20.69%
	2.50%	4.31%	4.00%	4.28%	4.43%
	0.05%	0.26%	2.96%	3.20%	2.85%

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Trustee
Albany County Airport Authority OPEB Trust

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of fiduciary net position of the Albany County Airport Authority OPEB Trust (the Trust), a component unit of the Albany County Airport Authority, as of December 31, 2025, the statement of changes in fiduciary net position for the year then ended, and the related notes to the financial statements and have issued our report thereon dated _____, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Trust's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Trust's internal control. Accordingly, we do not express an opinion on the effectiveness of the Trust's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

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Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Trust's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Trust's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Trust's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Latham, NY
_____, 2026

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Old Business

New Business

Executive Session

Attorney-Client Privilege Matters