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EL 841'-6" T.O.P.
EL 836'-6" T.O.P.

EL 821'-6" MECH. LVL

EL 805'-2" DEP. LVL

EL 788'-2" ARR. LVL



TABLE OF CONTENTS

- City Manager's Introduction — 3
- Airport Advisory Commission Chairman's Remarks — 4
- Aviation Director's Message — 5
- San Antonio Airport System Overview — 6
- San Antonio Airport System Capital Improvement Program — 10
- San Antonio International Airline Partners — 16
- Airport System Customer Experience — 18
- San Antonio Airport System Fiscal Year Financial Summaries — 20
- Aviation Department Employees — 23
- Airport Volunteers — 23



It is my pleasure to present the San Antonio Airport System 2009 Year in Review report. While San Antonio has been impacted by the nation's 18-month recession, we continue to meet the challenges with prudent financial decisions and to build on our strengths. The City of San Antonio's general obligation bonds have been rated 'AAA' by the three national rating services – Fitch, Moody's and Standard & Poor's, and San Antonio is the only city with a population of more than a million to hold that distinction.

In October 2009, *Business Week* magazine ranked San Antonio No. 1 of the 40 top city economies in the nation. The survey was based on job growth, employment, economic growth and home prices. *Forbes* magazine ranked San Antonio No. 2 in its 2010 survey - Best Big Cities for Jobs. Additionally, San Antonio was ranked in the top five of the nation's healthiest real estate markets by *Builder* magazine. These published reports highlight San Antonio's resiliency and bright future as we continue to focus on growing the city's diversified economy.

Synergy created in local growth industries, such as technology, aerospace, health care, biotechnology, military, manufacturing and education, have attracted businesses to San Antonio and created growth in air travel. Also add-

ing to the increased demand in air travel is the on-going effect of the 2005 Base Realignment and Closure, which will result in the city's largest ever economic development event with the relocation of about 10,000 families to San Antonio and the transformation of Fort Sam Houston Army Base into the largest medical training campus in the world. About 46,000 medical students also are expected to train annually at the new Brooke Army Medical Center or BAMC. All of this activity is expected to increase travel to and from the San Antonio International Airport beginning in 2010 and for every year thereafter.

A key factor in our city's continued economic development is its connection to world markets. Both San Antonio International and Stinson Municipal Airports are important gateways to our great city. It's essential we present a favorable first impression with the best in customer service, safe and efficient facilities and expected amenities.

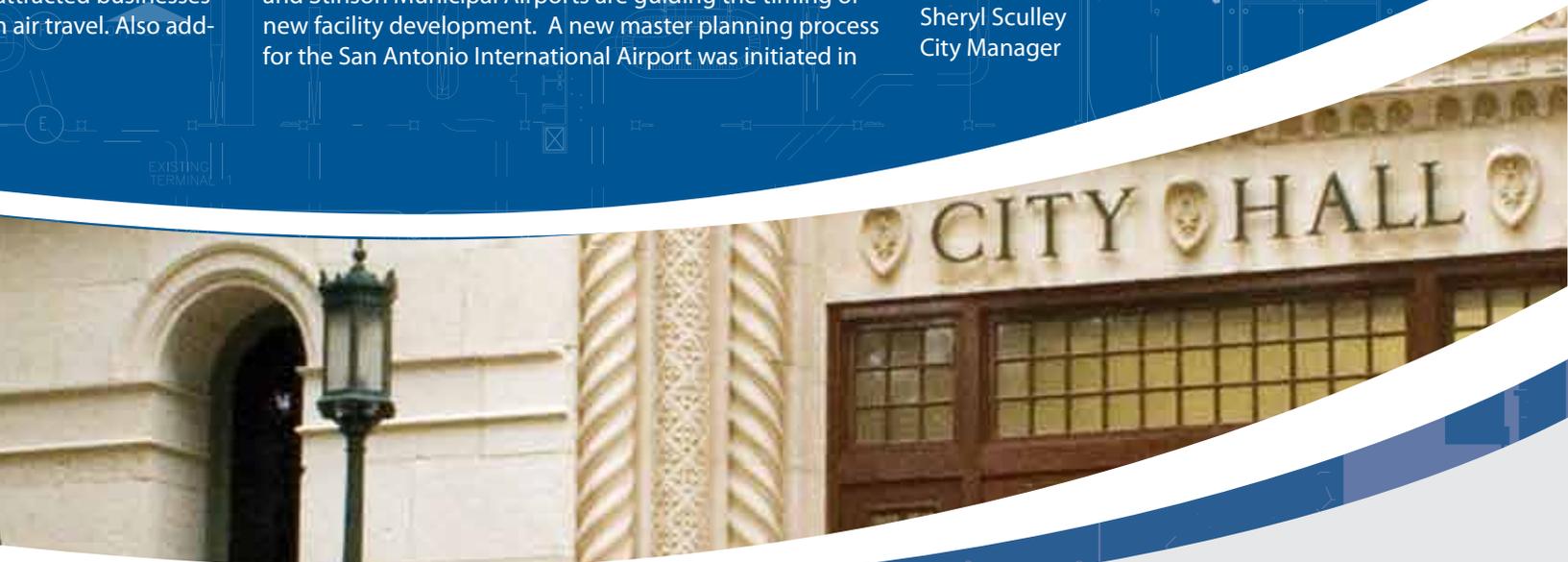
During the past several years, San Antonio's airport facilities have undergone major capital improvements to better serve the traveling public and our community's needs. Individual master plans for the San Antonio International and Stinson Municipal Airports are guiding the timing of new facility development. A new master planning process for the San Antonio International Airport was initiated in

2009 and is expected to be completed by the end of 2010. That plan will establish scenarios for planning the airport's expansion during the next 20 years. Next year, we will begin updating the Stinson Municipal Airport Master Plan.

Airports are important facilitators of passenger air travel and freight movement. Improving San Antonio's air service and attracting new nonstop flights remain a high priority for the city. We continuously meet with air carriers and work with members of the business community to attract and support new and improved air service.

The San Antonio Airport System is vital to our city's economic growth and future. Completion of the ongoing construction projects in 2010 will improve greatly airport customers' experiences and realize the city's vision of a first-class gateway. We hope you find the information in the 2009 Year in Review report useful and interesting. Thank you for supporting the San Antonio Airport System.

Sheryl Sculley
City Manager



It has been my pleasure to once again serve as Chairman of the Airport Advisory Commission. The purpose of the AAC is to advise the Aviation Director on policies affecting the city's airports and air transportation initiatives. Membership on the AAC includes representatives from the aviation, travel and tourism, taxi cab industries, airport-area neighborhoods, San Antonio and airport business community, Alamo Area Council of Governments and Federal Aviation Administration or FAA.

During the many years of association with the San Antonio Airport System, I, and several of my colleagues on the AAC, have witnessed significant changes that have improved overall customer services and amenities. This annual report highlights 2009 as one of transition from the designing and planning phases to implementation of multiple construction

projects. The purpose of these projects is to improve airport operations and efficiencies, each customer's experience and to affect positively the environment, especially aircraft noise impacts in neighborhoods near the airport. Although not complete, the following list provides an example of some significant accomplishments I wish to highlight for 2009:

- In May 2009, the Texas Department of Transportation or TxDOT named Stinson Municipal Airport the "2009 Reliever Airport of the Year." This is the second time the airport received this prestigious award. The first time was in 2003.
- A new San Antonio International Airport (SAT) Master Plan was initiated in May 2009 and is expected to be completed by the end of 2010. The 18-month process includes meetings with community leaders, technical and ad-hoc government groups and business principles and owners. It also involves general public workshops. The FAA is expected to approve the plan in 2011.

- On December 17, 2009, SAT reached a milestone with its Acoustical Treatment Program or ATP. Since July 2006, the program has treated acoustically 505 single-family homes and a 216-unit apartment complex. The cost of these improvements was about \$25 million.

- In 2009, the City of San Antonio began construction to extend SAT Runway 3/21 by 1,000 feet to a total length of 8,500 feet. The extension of Runway 3/21 will facilitate aircraft operations year-round and allow for greater aircraft weight capacity and range. When completed, this will provide an alternate to the existing capabilities of Runway 12R/30L.

The year 2010 should be even brighter for the San Antonio Airport System, and members of AAC are looking forward to being a part of San Antonio's continued success and historic opening of the new Terminal B and Consolidated Baggage Handling System at SAT.



Loren Wood, Chairman
Airport Advisory Commission



The San Antonio Airport System is dedicated to meeting its goal of providing airport customers with a safe, efficient and enjoyable travel experience. To meet this goal, various projects recommended in the 1998 San Antonio International Airport (SAT) and the 2002 Stinson Municipal Airport (SSF) master plans have been initiated during the past several years. The ongoing San Antonio International Airport Terminal and Roadway Expansion Program includes projects recommended in the 1998 SAT Master Plan.

Construction began in 2008 on Terminal B, an eight-gate facility that replaces the outdated Terminal 2. The project successfully reached a 60 percent completion milestone in 2009 and is on-time for a scheduled opening in November 2010. With the opening of Terminal B, Terminal 1 will be renamed Terminal A. Before the end of 2009, we were able to partially open SAT's new upper and lower roadway levels, which greatly improved traffic flow and made it easier to drop off and pick up passengers. The now-complete dual-level roadway will facilitate passenger access to the new Terminal B and the future Terminal C.

During the summer of 2009, we broke ground on the behind-the-scenes Consolidated Baggage Handling System structure. When it is completed in November 2010, the Terminal A lobby will be cleared of the Transportation Security Administration (TSA) bag screening

equipment. This will improve circulation and save valuable time, because passengers using both Terminals A and B will be able to check their bags at the curb fronts or at the ticket counters and proceed directly to the TSA screening areas.

Although not as significant as in other parts of the country, San Antonio International Airport also has experienced a decrease in passenger counts, aircraft capacity and operations in 2009. As a result, city leaders decided to scale back construction schedules for some airport facilities, including those for Terminal C. A new master plan, which is due for completion at the end of 2010, will outline the timeline for additional terminal gates.

During 2009, a major portion of a project to lengthen Stinson's Runway 9/27 to 5,002 feet was completed. The runway extension was part of a \$4.4 million Texas Block Grant from the TxDOT and is expected to further advance the Airport System's goal of attracting more general aviation to Stinson. The runway extension project was completed in March 2010.

Due to a slowing economy, passenger spending and the collection of user fees at SAT decreased. As a result, total Airport System revenues decreased in fiscal year 2009. Although gross revenues exceeded operating expenses and net revenues totaled \$22,437,240, the result was a 5 percent drop in net revenue compared with 2008 figures. Our focus continues to be on developing more sources of non-airline revenues, cutting

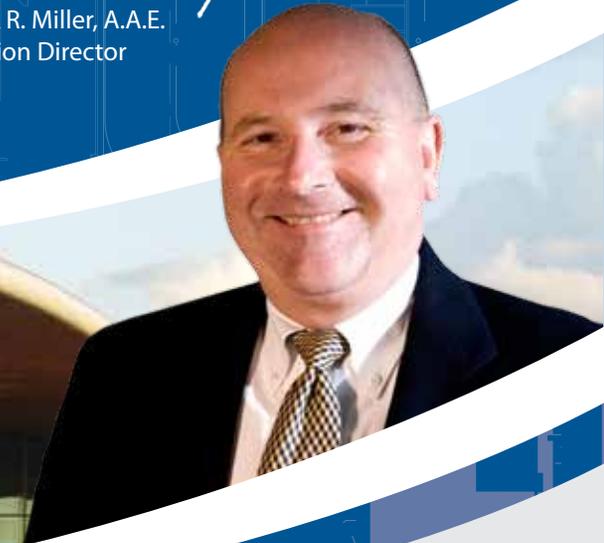
operating costs through the use of technology and implementing capital improvement projects when feasible.

The economy-driven cutback in passenger air travel during 2009 resulted in the loss of some nonstop flights. However, passenger growth has returned in 2010 and the airlines are adding new flights. Delta Air Lines announced reinstatement of nonstop flights to Cincinnati in May 2010 and the start of new nonstop service to New York JFK in September. Frontier Airlines announced it will start nonstop flights to Milwaukee beginning in November.

We remain committed to meeting the challenges of a changing aviation industry and are grateful for the support the San Antonio Airport System receives from federal, state and city officials, airport employees, community volunteers, stakeholders and business partners. An outstanding travel experience by all customers using SAT and SSF is our ultimate reward!



Frank R. Miller, A.A.E.
Aviation Director



San Antonio's Airport System consists of the San Antonio International Airport (SAT) and Stinson Municipal Airport (SSF), both of which are owned by the City and operated by its Department of Aviation.

6.5"

San Antonio International Airport (SAT)

SAT is located on a 2,600-acre site that is eight miles north of the City's downtown business district. SAT has three runways, with the main Runway 12R/30L measuring 8,502 feet in length and capable of accommodating the largest commercial passenger aircraft. SAT's two terminal buildings provide a total of 24 second-level gates. The purpose of SAT's master plan, which was completed in 1998, was to facilitate airport expansion as needed to meet projected growth in passenger travel and aircraft operations. The City's Airport Capital Improvement Program or CIP is updated annually and includes funds budgeted to meet recommendations

set in the airport's master plan. The recently completed new Long-Term Parking Garage and upgrades to utilities and hydronic lines, as well as the construction of a new Central Utility Plant and extension of the dual-level roadway system were included in the current CIP. Construction of the new Terminal B to replace Terminal 2, demolition of Terminal 2 in 2011 to make room for a future Terminal C and various airfield, runway, taxiway and apron upgrades also were included in the current CIP. Although part of the 1998 SAT Master Plan and the current CIP, plans for Terminal C will be delayed until such time as passenger counts reach the level which supports additional gate capacity.





In May 2009, work began on the Vision 2050 Airport Master Plan for SAT. A community-driven effort spearheaded by nearly 100 business, government and citizen leaders, the Master Plan will guide future development through 2030 and beyond. The SAT Master Plan is scheduled for completion in late 2010 and will be reviewed for approval by the FAA in early 2011. It will outline how San Antonio can meet future regional aviation needs while preserving flexibility, optimizing aviation facilities and enhancing opportunities for expanded air service and increased aircraft operations.

7.1"

3.3"

Total Aircraft Landings & Take Offs - SAT

Calendar Year	Total Aircraft Operations	Increase/ (Decrease)	Percent Change
2000	246,266	----	----
2001	236,196	(10,070)	-4.09
2002	234,417	(1,779)	-0.75
2003	261,751	27,334	+11.66
2004	223,027	(38,724)	-14.79
2005	214,771	(8,256)	-3.70
2006	218,934	4,163	+1.94
2007	219,437	503	+0.23
2008	216,634	(2,803)	-1.28
2009	194,657	(21,977)	-10.14

According to FAA standards, SAT is considered a “medium hub” facility. This designation is based on the number of annual passenger enplanements. For the calendar year ended Dec. 31, 2009, airlines operating at SAT reported a total of 7,831,267 passengers, which included 3,905,439 passengers enplaned. Of the overall total, international passenger counts were 70,694 enplanements and 68,592 deplanements. About 92 percent of all passengers are origination and destination in nature and the balance are connections. This is important, because it demonstrates strong travel to and from San Antonio, independent from any single airline’s hubbing strategies.

Enplaned and deplaned air cargo for calendar year 2009 totaled 259,814,742 pounds, which included 6,911,473 pounds of international freight.

Source: Information Provided by San Antonio FAA-Air Traffic Control



Total Calendar Year Domestic and International Passengers - SAT*

Calendar Year	Total Enplaned	Increase/ (Decrease)	Percent Change	Total Enpl & Deplaned	Increase/ (Decrease)	Percent Change
2000	3,647,196	----	----	7,305,437	----	----
2001	3,444,875	(202,321)	-5.55	6,904,396	(401,041)	-5.49
2002	3,349,283	(95,592)	-2.77	6,714,616	(189,780)	-2.75
2003	3,250,911	(98,372)	-2.94	6,538,301	(176,315)	-2.63
2004	3,498,895	247,984	+7.63	6,999,095	460,794	+7.05
2005	3,713,792	214,897	+6.14	7,437,290	438,195	+6.26
2006	4,003,075	289,283	+7.79	8,032,280	594,990	+8.00
2007	4,030,571	27,496	+0.69	8,075,437	43,157	+0.54
2008	4,167,440	136,869	+3.40	8,358,515	283,078	+3.51
2009	3,905,439	(262,001)	-6.29	7,835,341	(523,174)	-6.26

Total Calendar Year Domestic and International Air Cargo in Pounds - SAT*

Calendar Year	Total Air Cargo Lbs.	Increase/ (Decrease)	Percent Change
2000	274,860,821	----	----
2001	217,630,731	(57,230,090)	-20.82
2002	266,926,867	49,296,136	+22.65
2003	256,734,212	(10,192,655)	-3.82
2004	264,113,507	7,379,295	+2.87
2005	263,461,688	(651,819)	-0.25
2006	284,122,382	20,660,694	+7.84
2007	280,816,478	(3,305,904)	-1.16
2008	282,797,478	1,981,000	+0.71
2009	259,814,742	(22,982,736)	-8.13

Total Air Carrier Landed Weight - SAT*

Calendar Year	Total Landed Weight	Increase/ (Decrease)	Percent Change
2000	5,838,185	----	----
2001	5,548,023	(290,162)	-4.97
2002	5,560,083	12,060	+0.22
2003	5,391,301	(168,782)	-3.04
2004	5,416,555	25,254	+0.47
2005	5,650,228	233,673	+4.31
2006	5,946,232	296,004	+5.24
2007	6,122,597	176,365	+2.97
2008	6,209,192	86,595	+1.41
2009	5,523,114	(686,078)	-11.05

*Source: Information Reported to COSA Aviation Department by Airlines Serving SAT



Stinson Municipal Airport

SSF is situated on about 375 acres approximately six miles south of San Antonio's downtown business district. Stinson, which was established in 1915, is one of the nation's first municipally owned airports. It is the second oldest continuously operating general aviation airport in the U.S. and serves as the general aviation reliever for SAT. An Airport Master Plan for Stinson was initiated in March 2001 to facilitate the development of Stinson and to expand its role as the general aviation reliever for SAT. The Texas Department of Transportation or TxDOT accepted the SSF Master Plan in 2002 and recommended \$16 million in grant funding for capital improvements during the next 10 to 15 years.

To accommodate the demand for services at Stinson, a \$4.8 million terminal expansion project added about 24,000 square feet of additional concession, administrative, education and corporate aviation space to the existing 7,000-square-foot historic terminal building. Using Airport System funds, the Stinson Terminal Expansion Project was completed in November 2008.

The Environmental Assessment study for the runway extension and related airfield projects was approved in November 2007 when the TxDOT Aviation Division issued a "Finding of No Significant Impact." The Runway Extension Project will provide a usable runway length of 5,000 feet and allow

Stinson to serve additional types of general aviation aircraft, including corporate jets. The 14-month construction project was initiated in January 2009 and is expected to be completed in early 2010. Additional airfield upgrades are planned for 2010 and beyond.

The expansion of Stinson's facilities takes advantage of new, complementary business opportunities evolving from synergy among Brooks City Base, Port San Antonio and industrial developments, such as the nearby Toyota truck assembly plant. A Target Industry Study was completed in 2003 as part of the master planning process. The study will help facilitate development of the Stinson property through the identification of industries and businesses considered compatible. Palo Alto College, which is part of the Alamo Colleges District, has established itself as a leader of collegiate aviation education in South Texas. The addition of Palo Alto College's Aviation School at Stinson in June 2009 provides area students opportunities in the aviation industry. Construction on a new T-hangar facility is another example of recent successful recruitment at Stinson.

The City of San Antonio will begin a Stinson Master Plan update in 2011. This process will be community driven to expand the vision set in 2002 and to meet the ever-changing general aviation community needs of the region.

Stinson Aircraft Operations

Calendar Year	Total Aircraft Operations	Increase/ (Decrease)	Percent Change
2000	150,282	----	----
2001	165,543	15,261	+10.15
2002	179,212	13,669	+8.26
2003	131,248	(47,964)	-26.76
2004	123,295	(7,953)	-6.06
2005	116,208	(7,087)	-5.75
2006	124,505	8,297	+7.14
2007	157,048	32,543	+26.14
2008	165,149	8,101	+5.16
2009	154,307	(10,842)	-6.56

Source: Information Provided by FAA Contract Tower: Robinson Aviation, Inc.



The City of San Antonio is responsible for the Airport System Capital Improvement Program or CIP. The goal is to develop and maintain state-of-the-art facilities at the San Antonio International Airport or SAT and Stinson Municipal Airport or SSF. The CIP is guided by the master plans for SAT (completed in 1998) and SSF (completed in 2002). The master plans suggest recommendations to expand terminal and airfield capacity in an orderly manner to coincide with projected growth in passenger volumes and aircraft operations.

In fiscal year 2002, the City commenced implementation of a 10-year CIP strategy to address projects recommended in the master plans for SAT and SSF, as well as necessary maintenance and infrastructure upgrades. For SAT, planned improve-

ment projects included a new Long-Term Parking Garage, the addition of Terminal B to replace the existing Terminal 2, demolition of Terminal 2, a new Terminal C to accommodate projected passenger growth, roadway improvements, airfield upgrades, the residential Acoustical Treatment Program or ATP and other building and drainage improvements. SSF improvements included a terminal expansion, runway extension and several airfield upgrades.

The City annually approves a six-year budget to establish funding streams needed to implement the CIP and to meet airport master-planned capacity infrastructure thresholds and existing facility maintenance and upgrade requirements. CIP funding, which is separate from routine operating expenses,

is required to purchase, construct or replace physical assets at SAT and SSF. The primary purpose of the CIP is to develop a capital budget for the current fiscal year and a plan for capital development during the five subsequent years. The City Council, by annually approving the CIP, sets a strategy and schedule for budgeting construction, replacement and upgraded facilities at SAT and SSF.

Funding for implementation of the CIP is provided by general revenue bonds, collections from the Passenger Facility Charge or PFCs, FAA Airport Improvement Program grants, TxDOT grants (only applicable to Stinson-eligible CIP projects) and Airport System self-generated funds. No general fund or property taxes are used to fund the San Antonio Airport System.



San Antonio International Airport

2009 Completed CIP Projects

- **Taxiway Romeo/Charlie (R/C) Extension**

Project Value: \$ 2,399,544

Taxiway R/C was extended by about 500 feet. As a result, the taxiway will support new tenant development by providing additional airside access to undeveloped land along East Nakoma Drive from its intersection with U.S. Highway 281 to Jones Maltsberger Road. This airfield capacity enhancement project was funded partially by FAA grant funds.

- **Airfield Drainage Improvement (Skyplace Boulevard)**

Project Value: \$ 3,459,528

A box culvert system was constructed near Skyplace Boulevard to improve drainage along Taxiway Romeo. This will allow for the future airside development of about 15 acres adjacent to Skyplace Boulevard.

- **Environmental Remediation (Skyplace Boulevard)**

Project Value: \$ 7,012,231

Solid waste was removed from a former municipal dump area and environmental remediation was done to support construction of the ongoing Airfield Drainage Improvement Project.

- **Airfield Lighting and Signage Upgrade**

Project Value: \$ 1,284,743

More than 22,000 linear feet of power lines from SAT's Airfield Lighting System were replaced through this project. Additional upgrades were made to the electrical vaults and equipment.

- **Runway Safety Assessment Team (RSAT) Airfield Improvements Program**

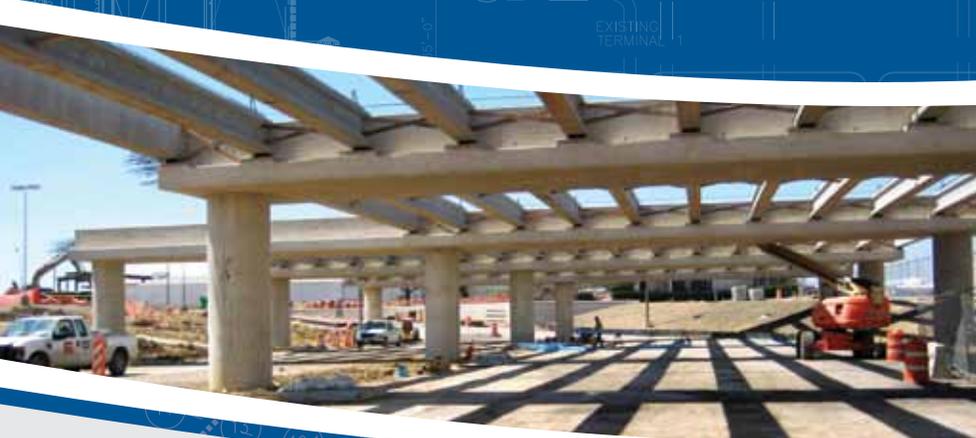
Project Value: \$ 2,935,597

The RSAT Program primarily focused on widening apron connectors for Taxiway Golf and Taxiway November. It also consisted of improvements to the adjacent infield drainage, re-grading the area within the project site boundaries and airfield lighting improvements that incorporated the installation of safety-critical taxiway lighting.

- **Updated SAT Noise Exposure Maps (NEMs)**

Project Value: \$150,000

To comply with requirements of the Federal Aviation Regulation Part 150 Program, the City of San Antonio completed and submitted to the FAA updated NEMs. The NEMs identify which census tracts are most affected by aircraft noise and determine the degree of exposure. NEMs originally were completed and approved by the FAA in 2000. Due to operational changes, the FAA directed SAT to update its NEMs. A study was conducted between November 2008 and March 2009 and analyzed existing noise conditions and forecasted conditions through 2014. This update to the NEMs assists SAT with noise mitigation under the Airport Noise Compatibility Program (NCP). Public participation played an integral part in the study. Noise contours determine a homeowner's eligibility for SAT's residential Acoustical Treatment Program, which is one of the components of the NCP.



Ongoing Airport Expansion Program - Status by Year End 2009

San Antonio International Airport

Within its six-year, \$635 million CIP, the City of San Antonio identified a need to expand the SAT facilities. Included in the CIP were the new Long-Term Parking Garage Project, which was completed in 2008, and the Terminal & Roadway Expansion Program, which included new B and C terminals, an extension of the dual-level roadway and several other enhancements. These additional improvements included a new Consolidated Baggage Handling System (BHS) structure, utility infrastructure upgrades, new aircraft apron paving, expansion of the Central Utility Plant, and demolition of the existing Terminal 2. Although initially scheduled to begin in 2010, construction of Terminal C was delayed when passenger travel decreased as a result of the

nationwide economic recession. To provide oversight, a team with a program management contractor was established to work with City staff members on the Long-Term Parking Garage Project and the Terminal & Roadway Expansion Program. The Construction Manager at Risk (CMR) method was chosen as the preferred contract mechanism to facilitate even greater control of the budget, to improve schedule and sequencing and to enhance the participation of small businesses for the terminal expansion and ancillary projects, such as the Central Utility Plant, BHS structure and demolition of Terminal 2. The primary components of the ongoing Terminal & Roadway Expansion Program are described in the following paragraphs:

- **Terminal B**

- **Project Value: \$108,258,633:**

- Since Terminal 2 had outlived its useful life, the terminal expansion recommended in the SAT Master Plan was initiated. Construction of a new, state-of-the-art Terminal B began with a ground-breaking ceremony held in June 2008. By the end of 2009, construction of Terminal B neared the 60 percent completion milestone with its exterior structure and interior and exterior finishes in various stages of installation. When Terminal B is opened in November 2010, Terminal 1 will be renamed Terminal A.

- **Central Utility Plant (CUP)**

- **Project Value: \$13,065,066:**

- Plans for a new Central Utility Plant or CUP were set in motion in 2009 to meet the need for cooling capacity upgrades for the new and existing terminal facilities and to be compliant with current building codes and industry practices. The new CUP was 90 percent complete at the end of 2009.

- **Dual-Level Roadway & Utilities/Hydronic Line Relocations**

- **Project Value: \$44,425,996:**

- The project, which was initiated in 2007, reached 91 percent completion by the end of 2009. A partial roadway opening on Nov. 4, 2009 made three traffic lanes available just in time for holiday travel. Following completion of the Terminal B construction in 2010, the new roadway system will double vehicle capacity with separated lanes at A and B terminals for dropping off passengers on the four-lane upper level and picking up passengers on the five-lane lower level. The future Terminal C also was considered in the design and construction of the new roadway system.

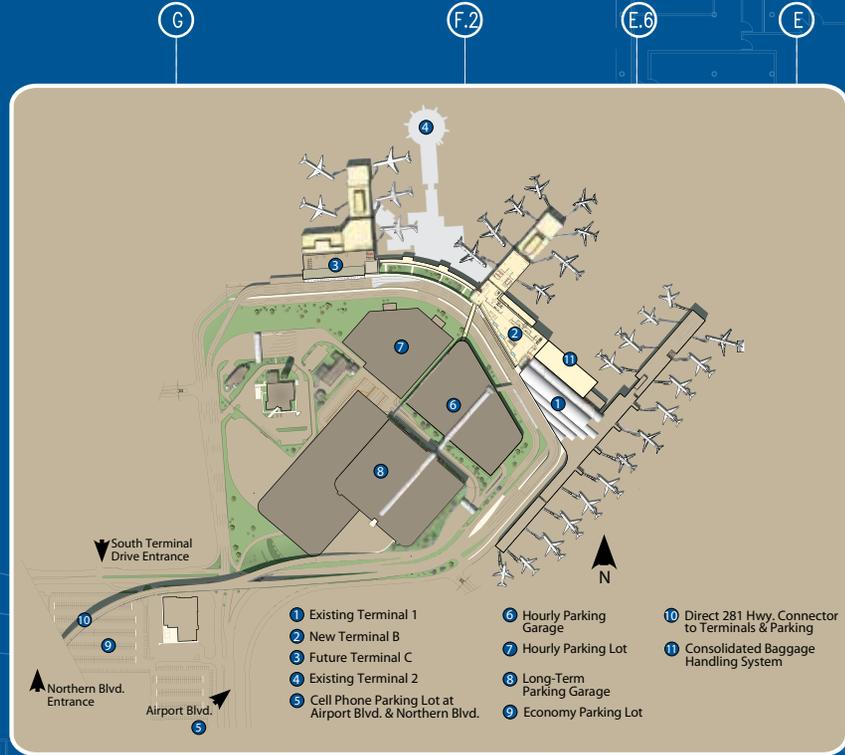


Consolidated Baggage Handling System Structure and Screening Equipment

Project Value: \$29,821,367:

The Consolidated Baggage Handling System or BHS structure began in 2009 and will be completed in November 2010 to coincide with the opening of Terminal B. The behind-the-scenes BHS structure will house Transportation Security Administration or TSA baggage screening equipment. Once installed, passengers using Terminals A and B will check bags in at the curb fronts or at the ticket counters and go directly to the TSA security screening area. TSA checked baggage screening equipment, which is currently set up in the lobby of Terminal 1, will be removed, freeing up space for better passenger circulation. Other details about the BHS project include the following:

- o In September 2009, City Council accepted a federal stimulus grant offered by the TSA through the American Recovery & Reinvestment Act (ARRA). The \$14,385,466 grant is a reimbursable agreement for the design, engineering and construction of the BHS.
- o The initial phase of construction for this project in 2009 consisted of implementation of Terminal 1's Inbound Bag System Replacement Package, an airport baggage handling system that could continue operations during the construction of the new BHS facility. At least 40 percent of the upgrades made during this phase of the project will remain permanently in place. These permanent improvements include the replacement of ticket counter belts in Terminal 1, new conveyors to carry baggage to two new carousels for distribution to airplanes and construction of a protective canopy over the carousels.
- o The existing baggage handling structure was demolished and ground was broken on the new BHS structure, which is located behind Terminal 1. Construction on the new structure reached a 37 percent completion by year-end.



San Antonio International Airport Ongoing CIP Projects

Annually, the City of San Antonio approves various projects that it receives entitlement and discretionary Airport Improvement Program (AIP) grants from the FAA. These grant funds are matched by SAT's self-generated dollars to implement FAA-approved projects, which are included in the airport's master plan and the City's CIP. Projects listed below were initiated in 2009 and are ongoing.

- **SAT Master Plan Titled Vision 2050**

Project Value: \$3,115,699

The new SAT Master Plan, which was initiated in May 2009 and is expected to be completed by the end of 2010, will include aviation demand forecasts, projected facility requirements and an Airport Layout Plan (ALP). The 18-month master plan development process includes meetings with community, technical, government and business leaders and public workshops. The FAA is expected to approve the master plan in 2011.

- **Runway 3/21 Extension - Phase 1 Mass Grading**

Project Value: \$1,076,738

In partnership with the FAA, the City is extending Runway 3/21 by 1,000 feet to better accommodate aircraft year-round and to provide SAT with an alternate to the existing capabilities of Runway 12R/30L. The runway extension is a four-phase project that is expected to cost about \$33,000,000 and to be completed by the end of 2012. When completed, Runway 3/21 will measure a total length of 8,500 feet. The extension will allow for greater weight capacity and range for aircraft using Runway 3/21.

- **Airside Apron Phase 2**
Project Value: \$ 3,297,503

The second phase of the Airside Apron Project will include the demolition and replacement of more than 220,000 square feet of deteriorated airside apron west of Terminal B. This will establish proper ramp grading and drainage in accordance with FAA regulation criteria.

- **Residential Acoustical Treatment Program**
Project Value: \$ 45,526,203 (Year-to-Date)

SAT's residential Acoustical Treatment Program or ATP was established as a multi-year program with future continuation dependent on sustained FAA funding. The ATP provides for acoustical treatments to effectively reduce by a minimum of five decibels the aircraft noise levels inside affected homes. This reduction in noise level is equal to doubling the distance of aircraft from the roof of the home. Only properties within approved FAA noise contour boundaries of 65DNL or more are eligible for ATP participation. Noise contours are determined by FAA computer noise modeling software that uses the actual SAT aircraft fleet mix, flight tracks and runway usage data. Eligibility for the ATP is determined by the most recent noise contours, which were approved in June 2009 and identified about 2,000 eligible homes. On December 17, 2009, a milestone was reached when treatments were completed to the 500th home in the program. From July 2006 through December 2009, SAT's ATP has treated acoustically 505 single-family homes and a 216-unit apartment complex at an approximate cost of \$25 million. FAA grants have covered 80 percent of the project cost, and airport self-generated funds have provided for matching dollars. Homeowners, who completed a customer satisfaction survey, gave the program a 98.8 percent overall approval rating.



Terminal Area Forecast (TAF) and Runway Capacity Feasibility Study
Project Value: \$ 212,816

The purpose of this project is to review, validate and modify the current Terminal Area Forecast and to complete a Runway Capacity Feasibility Study.

Terminal and Airfield Security Upgrades

Project Value: \$4,100,000

The end results of the ongoing upgrades at SAT will include integrated Closed Circuit Television (CCTV) Systems and an Access Control System or ACS that enhances security and improves the safety of staff, contractors, tenants and the traveling public. The project is broken into four phases:

- o Phase 1 - Terminal B ACS and CCTV integration is slated for completion in August 2010.
- o Phase 2 - Upgrade of the Terminal 1 access control portals and cameras is expected in October 2010.
- o Phase 3 - Renovations to the Airport Operations Center will be completed in 2011.
- o Phase 4 - Upgrade of the access control and cameras at remote airport campus locations should be completed by spring of 2011.

Stinson Municipal Airport Ongoing CIP Projects

In its six-year CIP, the City of San Antonio approved various projects for SSF. Improvement projects were identified in the SSF Master Plan and would be considered eligible for TxDOT grant funding should they receive a favorable environmental determination. In August 2007, TxDOT issued a favorable environmental determination through its Finding of No Significant Impact. On January 15, 2009, the San Antonio City Council accepted a Texas Block Grant from TxDOT for the design and construction costs of the Runway 9/27 Extension and Overlay Project.

Runway 9/27 Extension and Overlay

Project Value: \$4,410,325

The components of this project are described in the following list.

- o An overlay and extension to Runway 9/27 from 4,835 feet to approximately 5,002
- o Extension of abutting taxiways

- o Replacement and upgrade of taxiway lighting and navigational aids for both Stinson runways
- o A new run-up holding bay for Runway 32
- o A new helipad

Construction work commenced early in 2009 on the Runway 9/27 Extension and Overlay Project and is slated for completion in March 2010. The runway extension will make Stinson more appealing for a wider variety of general aviation aircraft, including small corporate jets.

Future SAT CIP Projects

Terminal 2 Demolition

Total Estimated Value: \$6,000,000

With the new Terminal B coming online in fall 2010, Terminal 2 will be decommissioned, vacated, abated of any hazardous material and demolished in 2011. The removal of Terminal 2 will allow for the completion of a new airside apron area surrounding the west side of Terminal B.

Runway 3/21 Extension Phase 2

Total Estimated Value: \$33,000,000

Phase 2 includes installation of new runway pavement, relocation of existing utilities and construction of a new Instrument Landing System foundation.

Residential Acoustical Treatment Program

Estimated Value: \$8,000,000 - \$10,000,000

The continuation of the ATP in 2010 is expected to result in 175 homes receiving acoustical treatments. It is projected that about 200 homes will be treated in 2011.

Terminal 1 Modifications

Total Estimated Value: \$25,000,000

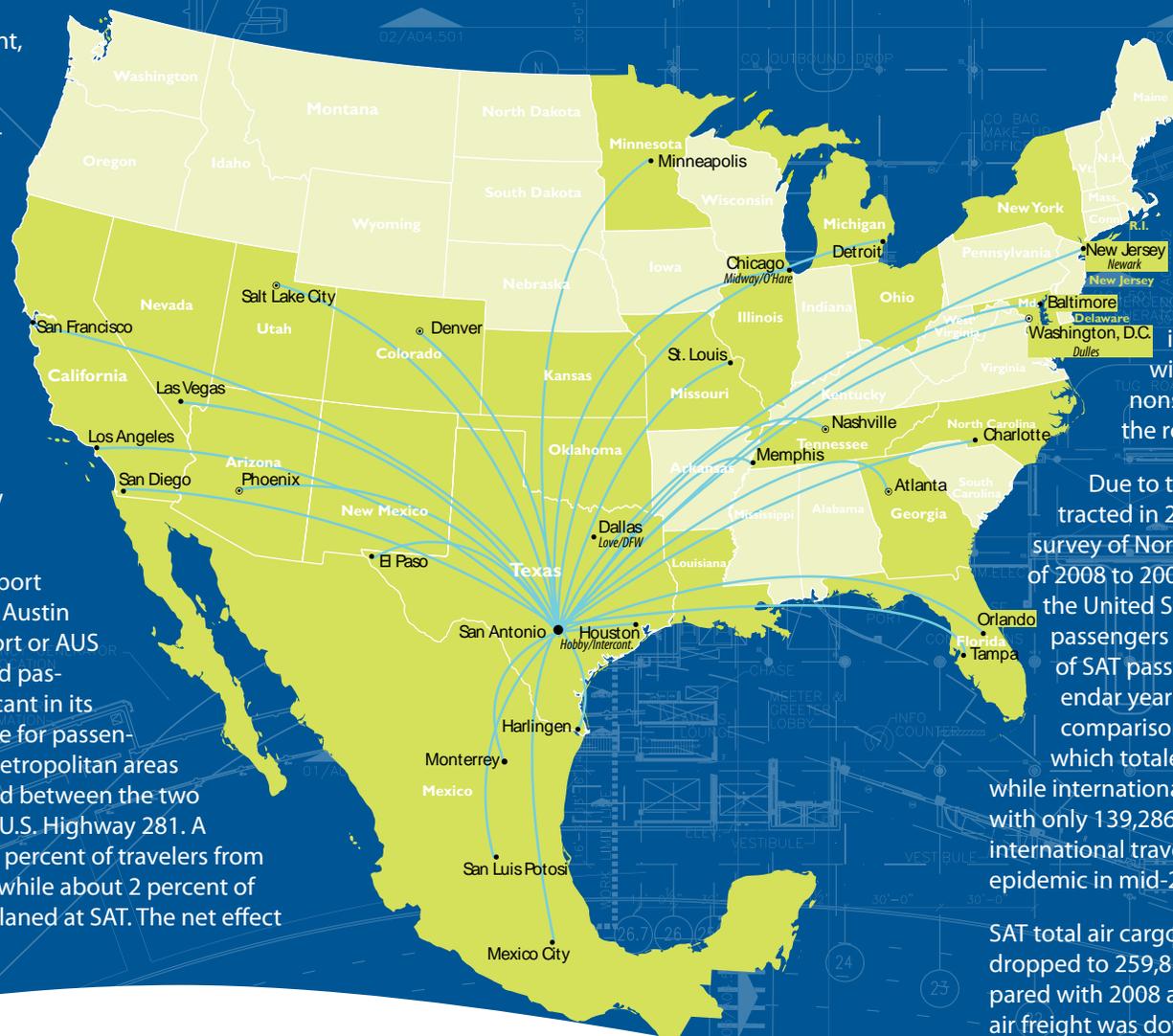
In addition to upgrades and improvements made to all Terminal A's mechanical, electrical, and plumbing systems; a complete aesthetic renovation of the terminal's public space will be undertaken.



San Antonio International Airline Partnerships

The City's Aviation Department, along with the support of the San Antonio Convention and Visitors Bureau and the Greater Chamber's Blue Ribbon Task Force, have focused its strategic air service development efforts on achievable goals that are consistent with the dynamics of the airline industry. In addition to short meetings held at conferences, several headquarter meetings are arranged annually to present opportunities for serving new nonstop destinations.

San Antonio International Airport or SAT competes with nearby Austin Bergstrom International Airport or AUS for new airlines, air service and passengers. Although not significant in its impact, both airports compete for passengers residing in each of the metropolitan areas and in a shared market located between the two cities along Interstate 35 and U.S. Highway 281. A 2009 survey revealed about 6 percent of travelers from San Antonio flew out of AUS, while about 2 percent of Austin-based passengers enplaned at SAT. The net effect



is net loss equivalent to almost 4 percent of the San Antonio market size in 2009.

The City's primary objectives are to accommodate air service demand by increasing the number of nonstop flights from San Antonio to unserved U.S. and Mexico destinations and to attract new air carriers into the market. The year 2009 ended with 30 destination airports served via nonstop from SAT and these are shown on the route map in this section.

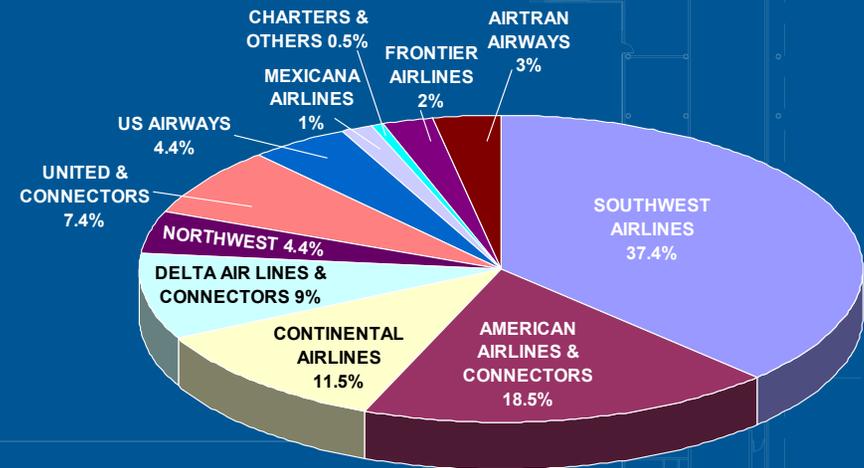
Due to the slowing economy, air service contracted in 2009. An Airports Council International survey of North America compared final results of 2008 to 2009 figures for travel in Canada and the United States and reported that overall total passengers were down 5.4 percent. The number of SAT passengers, which totaled 7,831,267 in calendar year 2009, fell 6.3 percent in a year-to-year comparison to 2008. SAT domestic passengers, which totaled 7,691,981, decreased 6 percent, while international passengers dropped 21.4 percent with only 139,286 passengers. The dramatic drop in international travel was due mostly to the swine flu epidemic in mid-2009 in Mexico.

SAT total air cargo volume for calendar year 2009 dropped to 259,814,742 pounds or 8.1 percent compared with 2008 air cargo volume. Of the total for 2009, air freight was down 8.9 percent in 2009, and air mail was down 5.8 percent.

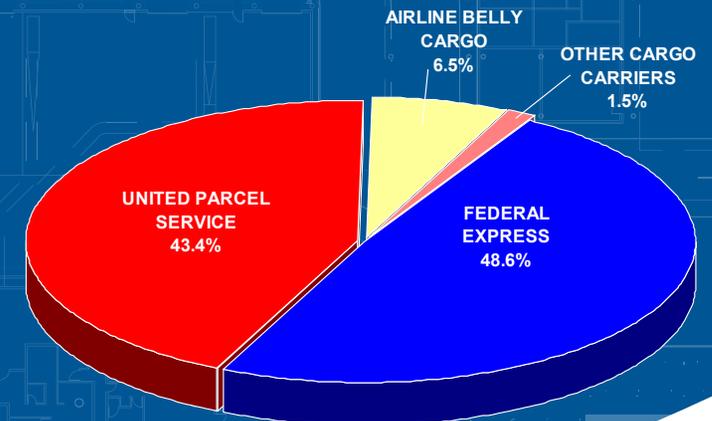
SAT Passengers & Air Cargo Activity Summary Calendar

ACTIVITY	CY 2008	CY 2009	%CHG
PASSENGERS			
TOTAL DOMESTIC ENPLANEMENTS	4,078,774	3,834,745	-5.98
TOTAL DOMESTIC DEPLANEMENTS	4,102,522	3,857,236	-5.98
TOTAL DOMESTIC PASSENGERS	8,181,296	7,691,981	-5.98
TOTAL INT'L ENPLANEMENTS	88,666	70,694	-20.27
TOTAL INT'L DEPLANEMENTS	88,553	72,666	-17.94
TOTAL INT'L PASSENGERS	177,219	143,360	-19.10
GRAND TOTAL ALL PASSENGERS	8,358,515	7,835,341	-6.26
AIR CARGO IN POUNDS			
TOTAL DOMESTIC FREIGHT ENPLANED	93,322,999	77,461,577	-17.00
TOTAL DOMESTIC FREIGHT DEPLANED	115,710,819	112,100,880	-3.12
TOTAL DOMESTIC FREIGHT	209,033,818	189,562,457	-9.31
TOTAL INT'L FREIGHT ENPLANED	3,578,613	3,760,581	+5.08
TOTAL INT'L FREIGHT DEPLANED	2,936,425	3,150,892	+7.30
TOTAL INT'L FREIGHT	6,515,038	6,911,473	+6.08
TOTAL ALL DOMESTIC & INT'L FREIGHT	215,548,856	196,473,930	-8.85
TOTAL MAIL ENPLANED	27,562,909	24,404,655	-11.46
TOTAL MAIL DEPLANED	39,685,713	38,936,157	-1.89
TOTAL MAIL	67,248,622	63,340,812	-5.81
GRAND TOTAL MAIL & FREIGHT	282,797,478	259,814,742	-8.13

2009 AIRLINE PASSENGER MARKET SHARE



2009 AIR CARGO



Innovative Restaurants & Retail

The City Council approved eight new agreements with several existing airport concessionaires and one new business entering the SAT Concession Program for the first time. Existing concessionaires getting new agreements in 2009 included: UETA Duty Free, Gervin's Sports Bar, Simply Books and Starbucks, Blimpies, JP Morgan Chase for ATMs, Vino Volo and Stars of San Antonio.

A new retail concept for the SAT Concession Program was added with the opening in early 2009 of InMotion Entertainment. The newest airport shop, which is located in Terminal 1 near the TSA security checkpoint, carries an extensive inventory of DVD movies for passengers and employees to rent or purchase, music CDs, MP3 players, headsets and other electronics.

A full service Customer Service Program, which was implemented in 2009, is dedicated to developing a customer-centric culture within the concession operations at SAT by focusing on members of the internal team and their direct link to customer satisfaction. Administered by the nationally recognized Customer Service Experts, the program includes quarterly mystery shopping, training seminars, in-store consulting, management education and a rewards program. The average mystery shopper score for all categories surveyed during the first quarter in 2009 was 88 percent. Twenty-six associates earned perfect scores of 100 percent, and 120 associates received scores of 90 percent or higher.

For the fifth time in the past six years, the SAT

Concession Program has been recognized by the airport industry with Airport Revenue News awards. The ARN awards received in 2009 include Best Concession Management Team and Best Store Design in the small airport category for Natalie's Candy Bar.

Sales of food, retail, advertising and passenger services that don't include car rental and shared ride totaled \$20.4 million in fiscal year 2009. Sales per enplaned passenger reached an all-time average high of \$7.80. Retail and services sales exceeded \$8.9 million, while food & beverage sales reached \$11.5 million. Total revenues generated to the San Antonio Airport System topped \$5.7 million.

Airport Art Collection

Airport customers from all walks of life are likely to find appealing the distinctive, iconic public art pieces at the SAT parking facilities. At the south end of the SAT Long-Term Parking Garage is the "Daystar Archway" created by local artist Bill Fitzgibbons. To create the piece, Fitzgibbons used the wings of a BAC 111 airplane and enhanced the edges with colorful, changing LED lighting. Artworks by Chuck Ramirez and Gary Sweeney line the primary roadway-spin that separates the Long-Term and Hourly Parking Garages. Sweeney's work, titled "Nostalgia, Texas," features a series of humorous San Antonio tourist posters resembling old-time highway billboards. Ramirez's piece, "Suitcase Portraits," uses 12 large-scale light boxes to showcase a series of photographs of suitcases opened to reveal a diverse and often humorous range of personal possessions belonging to imaginary owners. Parkers using the Long-Term Parking Garage are drawn to a center wayfinding area where Christopher Jenney's "Paseo Walkway" installation includes lighted bollards flashing in sync with musical sounds. An overhead skylight, which is made up of color-tinted mosaic acrylic inserts, project a myriad of changing colors on various garage surfaces as the



sun moves across the sky.

The Terminal 1 airport passengers also can view gate portal designs created by local artist César Martínez. The portals showcase tiled images associated with San Antonio's history and culture. Also in Terminal 1, artist May Sun's terrazzo floor and water fountain designs remind visitors of San Antonio's famed Riverwalk and missions. The newly expanded and renovated Stinson Municipal Airport terminal includes an installation created by local artist Cakky Brawley. An aluminum compass, which measures 16 feet in diameter, was inlaid into the terrazzo flooring and is hard to miss in this historic, Depression-era structure.

When opened in late 2010, Terminal B will be a masterful integration of art and architecture and include two permanent public art installations. Travelers ascending escalators at the east end of the terminal will encounter suspended overhead a massive sculpture titled "Sun" by Seattle-based artist Ann Gardner. The large sun-like circular band sculpture measures 16 feet in diameter and is comprised of a series of spiraling loops. The surface of the sculpture is a shimmering mosaic of gold-leafed glass tiles. Gardner designed this piece to take advantage of light emanating from the terminal skylights while using imagery of the

sun to honor San Antonio's wonderful climate.

A second public artwork in Terminal B will feature designs created by local artist Rolando Briseño that are integrated into the window glass and concourse floors leading to the gates. At the end of the concourse, Briseño's designs, which depict historic doorways and architectural portals that can be discovered throughout San Antonio, are integrated in a series of silk-screened treatments along the expansive windows. Briseño enhanced the concourse terrazzo floors at both ends of the concourse with two medallion-like motifs that recall Meso-American illustrations of the "Four Directions," which also are known as the cardinal points. The "Four Directions" motifs at the beginning and end of the concourse are connected by ribbon-like colors of red and yellow-orange integrated into the terrazzo floor's cream-colored background. This public art piece evokes the sense that the airport functions as a gateway to San Antonio's historic sites.

As the airport expands and improves its facilities and services, so does its vision and integration of public art. Organized by Public Art San Antonio (PASA), a dynamic program of rotating art exhibitions, featuring large-scale sculptures, paintings and art banners, will introduce to the traveling public diverse installations by local and regional artists that reflect the character, innovation and spirit of the local community.

Airport Volunteers Serve the Traveling Public

SAT is proud to offer our fighting men and women of the armed services a place to call their own while traveling to and from "Military City U.S.A." The joint USO-Airport Military Reception Center in Terminal 2 offers a token of appreciation from San Antonio to the troops who sacrifice on a daily basis to serve our great country. The center is manned by volunteers who every month assist more than 800 military members and their families.

Adding a personal touch to "outrageous customer service" and enhancing the experience of everyone using SAT and SSF airports are the loyal and dedicated volunteers for the Airport Ambassador Program. Almost on a daily basis, volunteers line up with banners and signs to welcome returning soldiers and offer San Antonio's traveling military members a special "Welcome Home a Hero" event. The group of 170 volunteers also provides a wide range of other passenger assistance with the same warmth and friendliness for which

San Antonio is well-known. In 2009, the group assisted 827,779 customers in the terminals. These volunteer "ambassadors" also helped an additional 5,261 passengers with a new service. Driving electric carts in the Long-Term Parking Garage, the Ambassadors take passengers to and from the terminals.

SAT Airport Police also count on a group of more than 30 volunteers. The Volunteer Airport Police serve as an extra set of eyes and ears and focus on the safety and security of airport customers. Although it is not required, many of these San Antonio men and women have law enforcement backgrounds. Often, this force of volunteers is called upon to assist travelers with questions, directions and help finding their vehicles in the parking garages, but they also provide surveillance at the parking facilities or traffic control. They are a highly regarded extension of the security and safety network at SAT.



Capital Improvement Financing

The \$483,860,000 Capital Improvement Program (CIP) budget, which was approved by the City Council for the fiscal years 2009 through 2014, permits a phased implementation of new and upgraded facilities and airfield infrastructure at the San Antonio International Airport or SAT and Stinson Municipal Airport or SSF. The Airport System CIP is fully funded through self-generated revenues, the Passenger Facility Charge or PFC and federal and state grants.

Stinson Municipal Airport

SSF's portion of the fiscal year 2009 CIP totaled \$3,683,000. Funding sources included self-generated Airport System funds accumulated under the Stinson Airport Revolving Fund and Texas Department of Transportation (TxDOT) grants. The Runway 9/27 Extension and Overlay Project was funded with a TxDOT grant totaling \$3,969,292.50 and Airport System matching funds of \$441,032.50.

San Antonio International Airport

SAT's portion of the fiscal year 2009 CIP totaled \$251,865,000. For eligible projects under the CIP, funding was provided through the City's participation in the FAA's Airport Improvement Program or AIP. The federal program provides Airport and Airway Trust Fund money for airport development, airport planning and noise compatibility programs and offers entitlement and discretionary grants for eligible projects. In all, grants from this program received during fiscal year 2009 totaled \$12,284,000. Projects funded in 2009 with AIP grants included the residential Acoustical Treatment Program, Runway 3/21 extension, Skyplace Drainage Project, airfield pavement repairs, Taxiway R extension, and the Terminal Area Forecast Project, Runway Safety Action Team and the SAT Master Plan. During fiscal year 2009, about \$14.2 million in FAA grants from the current and previous years was spent. SAT received a

reimbursement grant in an amount not to exceed \$14,385,466 from the U.S. Department of Homeland Security through the American Recovery and Reinvestment Act for construction of the airport's new consolidated Baggage Handling System. Reimbursement under this grant for fiscal year 2009 totaled \$955,183.

The FAA approved the City's initial PFC application on August 29, 2001. At that time, the City received authority to impose a \$3.00 PFC. The FAA later approved a collection increase to the current \$4.50 effective Oct. 1, 2007. The City has received PFC "impose and use" authority, which means it may impose the PFC and use PFC revenues to fund eligible contemplated projects using PFC bond proceeds. During fiscal year 2009, a total of \$15,613,231 in PFC revenue was collected. These funds were used for projects, such as construction of the new Terminal B, extension of the dual-level roadway and upgrades to the Central Utility Plant. Federal grant matching funds, which were drawn from PFC revenues, were used for several projects, including the Acoustical Treatment Program, improvements to the terminal and airfield security, installation of airfield electrical improvements, upgrades to airfield lighting and signage and extensions of Runway 3/21 and Taxiway RC.

Small Businesses Benefit From SAT Contracting Federally Funded Construction

During fiscal year 2009, U.S. Department of Transportation FAA grant-assisted construction and professional service contracts resulted in Disadvantaged Business Enterprises (DBE) contractor participation. The following is a breakdown of SAT's results:

Total DOT-FAA Grant Assisted Contracts	\$14,402,065
Total DBE Contracts Awarded	\$ 2,702,361
SAT-DBE Goal	19%
Total Actual Participation of DBE Contractors	18%

SAT Airport Concessions

SAT participated in DOT's Airport Concessions Disadvantaged Business Enterprises (ACDBE) Program during fiscal year 2009. The program is designed to level the playing field for ACDBEs to compete for airport concession contracts. The results for fiscal year 2009 include the following highlights.

Concessions:

Total Gross Sales	\$32,298,762
Total Goods & Services	\$ 4,081,627
Total ACDBE Sales, Goods & Services	\$ 9,930,852
Share of Actual Total to ACDBEs	30.7%
SAT's Goal for ACDBE Sales, G&S	27.6%

Car Rental Companies:

Total Gross Sales	\$93,925,002
Total Goods & Services	\$ 9,260,398
Total ACDBE Goods & Services	\$ 951,234
Share of Actual Total G&S to ACDBEs	10.3%
SAT's Goal for ACDBE Car Rental G&S	7.7%

City's Small Business Economic Development Advocacy Program

The City of San Antonio's Aviation Department also participates and serves as an advocate for the City's Small Business Economic Development Advocacy (SBEDA) Program. The program ensures there are opportunities for small, minority-, African-American-, and women-owned business enterprises (SBE/MBE/AABE/WBE) to compete for City contracts. Tracked are the successes on construction bids, requests for proposals, qualifications and interest statement opportunities. During fiscal year 2009, the City awarded four construction contracts totaling \$15.34 million. A breakdown of the percentage of business allocated to SBEDA participants is included in the following table.

Small Business Enterprise	29.98%
Minority Business Enterprise	8.29%
African-American Business Enterprise	0.24%
Women-Owned Business Enterprise	26.86%

Comparative Fiscal Year Statement GROSS REVENUES AND EXPENSES

GROSS REVENUES	*FY08	*FY09	% CHANGE
Airline Revenues			
Scheduled Carrier Landing Fees	\$6,465,537	\$5,752,737	-11.02
Non-scheduled Carrier Landing Fees	\$1,210,747	\$1,788,595	47.73
Terminal Building Rentals	\$11,233,739	\$12,850,279	14.39
FIS Space Fees	\$1,325,182	\$431,116	-67.47
Ramp Fees	\$413,633	\$345,501	-16.47
Subtotal Airline Revenues	\$20,648,838	\$21,168,228	2.52
Non-Airline Revenues			
Concession Contracts	\$16,093,691	\$14,731,620	-8.46
Parking Fees	\$17,244,123	\$16,513,093	-4.24
Property Leases	\$7,670,764	\$7,624,105	-0.61
Stinson Airport	\$237,873	\$260,451	9.49
Interest Income	\$2,546,135	\$791,665	-68.91
Other Revenues	\$746,464	\$1,091,171	46.18
Subtotal Non-Airline Revenues	\$44,539,050	\$41,012,105	-7.92
TOTAL GROSS REVENUES	\$65,187,888	\$62,180,333	-4.61

Gross revenues for fiscal year 2009 totaled \$62,180,333, a decrease of 4.6 percent from the prior year. This drop in revenue is attributable to the decline in passenger traffic due to the economic recession. Parking, car rental and other concession revenues also were affected negatively when compared to the prior year due to the drop in passenger travel. Additionally, investment earnings decreased due to a significant drop in yields within the market during the fiscal year and lower cash and investment holdings as a result of lower average investment balances. The three most significant revenue sources in 2009 for the San Antonio Airport System included the airline rentals and charges, which reached \$21,168,228; parking fees, which were \$16,513,093; and concession revenues, which totaled \$14,731,620. Overall, non-airline revenues represented 66 percent of the total revenue earned in fiscal year 2009.

OPERATING & MAINTENANCE EXPENSES	*FY08	*FY09	% CHANGE
Airfield Area	\$1,873,361	\$2,436,739	30.07
Service Area	\$340,824	\$265,027	-22.24
Terminal 2	\$3,052,839	\$2,984,514	-2.24
Terminal 1	\$4,584,861	\$4,678,958	2.05
Fire & Rescue	\$4,036,895	\$3,919,226	-2.91
Access	\$845,346	\$813,042	-3.82
Central Plant	\$688,753	\$739,003	7.30
Commercial & Industrial	\$60,434	\$3,435	-94.32
Other Buildings & Area	\$59,261	\$5,455	-90.79
Parking	\$3,769,960	\$3,739,868	-0.80
Stinson Airport	\$716,957	\$783,710	9.31
Administration	\$13,020,708	\$8,636,490	-33.67
Main. Dir. & Control	\$1,387,287	\$1,514,218	9.15
Security	\$5,701,668	\$6,269,170	9.95
Operations	\$1,122,477	\$1,380,100	22.95
Ground Transportation	\$324,163	\$534,267	64.81
Contract Monitoring	-	\$672,872	0.00
Environmental Stewardship	-	\$366,999	0.00
Subtotal Operating & Maintenance Expense	\$41,585,794	\$39,743,093	-4.43
NET REVENUES	\$23,602,094	\$22,437,240	-4.94

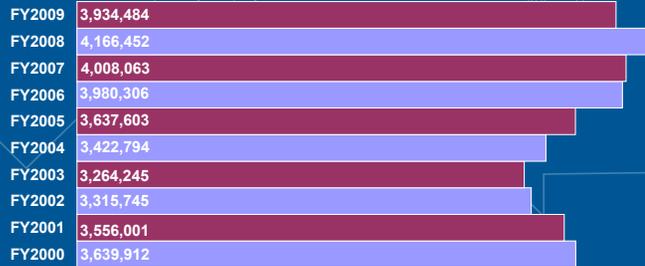
Operating and Maintenance expenses for fiscal year 2009 were \$39,743,093, a decrease of \$1,842,701 or 4.4 percent when compared to fiscal year 2008. Due to the decline in revenue experienced in fiscal year 2009, the San Antonio Airport System initiated several cost-saving efforts to mitigate the impact of the revenue decline. Included in these efforts was a "hiring chill" or hold on filling vacant, nonessential positions within the Airport System until fiscal year 2010. Other reductions resulted from deferrals of nonessential Airport contracts, reductions to planned capital outlay purchases and various departmental line item cuts to expenses, such as travel and education budgets.

Overall, gross revenues exceeded operating expenses and resulted in net revenues totaling \$22,437,240, a slight decrease of 5 percent compared with 2008. Net revenues are used to pay debt service and fund Airport CIP projects.

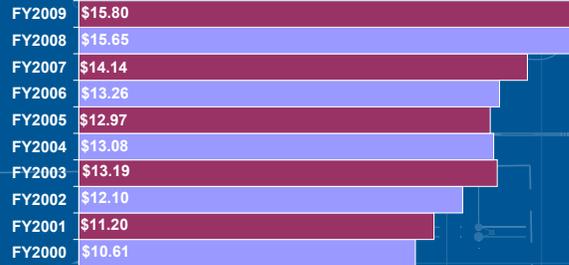
*Fiscal Years run from October 1 through September 30.

San Antonio Airport System Fiscal Year 2009 Financials

Enplaned PAX



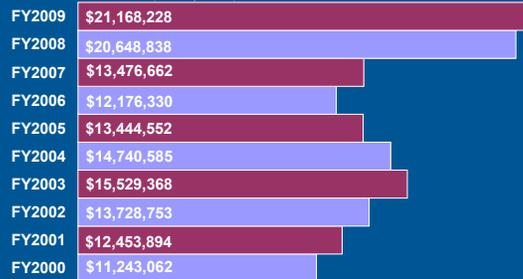
Gross Revenue per EPAX



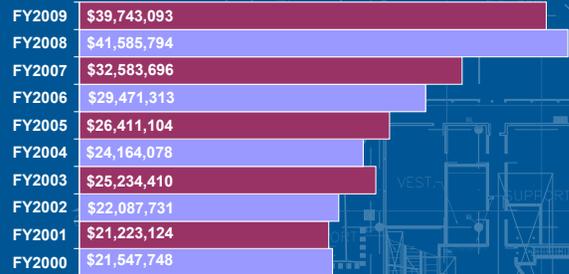
Non-Airline Revenue per EPAX



Airline Cost



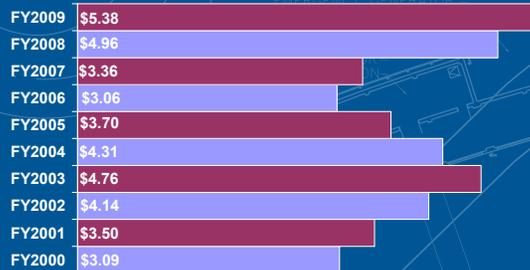
Operating Expenditures



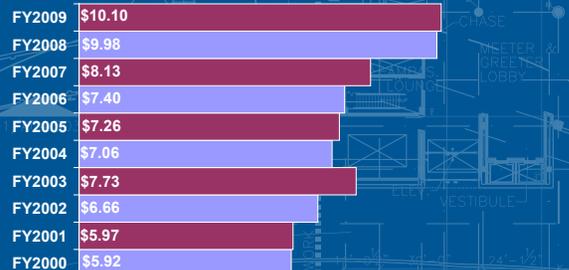
Non-Airline Revenue Percent of Total



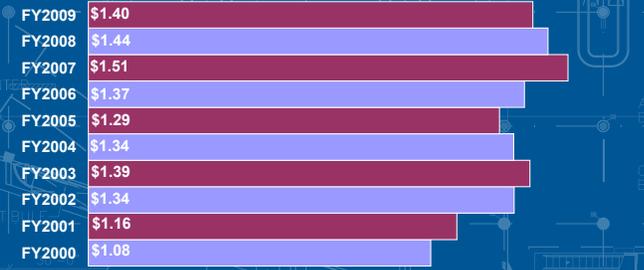
Airline Cost per EPAX



Operating Expenditures per EPAX



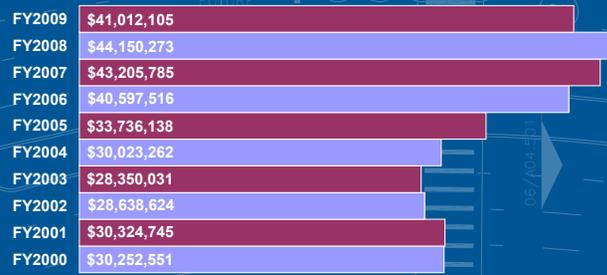
Retail Concession Rev per EPAX



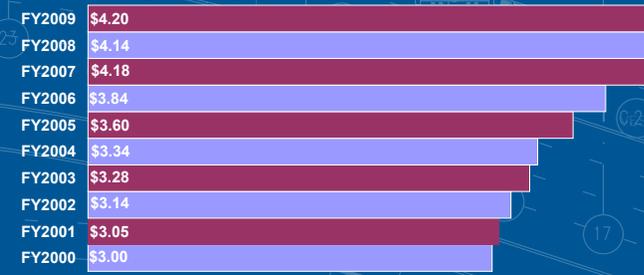
Gross Revenue



Non-Airline Revenue



Parking Revenue per EPAX



AVIATION EMPLOYEES

KENNETH ADAME
MANUEL ADAMES
ALEJANDRO AGUILAR
ANTONIO AGUILAR
MARIO AGUILAR
ROGER AGUILAR
CHRISTOPHER ALDRICH
EDWARD ALFORD
DUSTIN ALLINGER
DESIREE ALONZO
MARIE ALONZO
DANNY ALVAREZ
MARISOL AMADOR
SUZANN ANDERSON
JESSE APOLINAR
FRANCISCA ARREDONDO
JUAN ARREOLA
DENNIS ATKINSON
BRENTON BAKER
YOLANDA BALDERAS
MARIO BANEZ
PABLO BARRERA
KENNETH BARRETT
RUBEN BARROS
JAMES BASWELL
ORLANDO BATTLES
JOHN BEHRENDT
TERESA BERMEA
GERARD BLANCO
JON BLANKS
ANTHONY BOONE
COLLIS BOONE
LISA BRICE
DEBORA BRIGGS
LISA BROWN
MICHAEL BROZOVIC
MICHAEL BUECHER
MICHAEL BURKOWSKI
ROBERT BUSTOS
RAY BYLER
MARVIN BYRD
JOHN CABAN
LUIS CABRERA
DANIEL CADENA
TERESA CALDERON
JAMES CALDWELL
MICHAEL CANION
MARIA CANTU

MARTHA CANTU
SERGIO CARDENAS
ALFRED CARNOT
ANTONIO CARRASCO
GREGORY CARSON
JAMES CARUSO
SHAWNNA CARUSO
JOE CASIANO
ZOILO CASTANO
REYNALDO CASTELLANO
ANGELITA CASTILLO
ELENA CASTILLO
MICHAEL CASTILLO
EUSEBIO CASTILLO JR
KATHY QUICKEL
MARY CASTRO
NORA CASTRO
WILLIAM CASTRO
CHERYL CAYLAO
CHRISTINA CERVANTES
ERNESTO CERVANTES
ROBERTO FRED CERVANTES
SANTOS CEVALLOS
STEPHANIE CHAPA
JOHN CHASE
CYNTHIA CHAVEZ
DIANA CHAVEZ
JOHN CHAVEZ
KAO LIN CHEN
CORA CLAY
FREDERICK CLEMENTS
STEVEN COFIELD
JOHN COGGINS
KIMBERLY COLEMAN
JOHN CORTEZ
JASON COSBY
GARY CRAMER
CORDELLA CRUZ
JESUS CRUZ
MICHAEL CUELLAR
EULALIO CUEVAS
JAMES CUNDIFF
VICKIE CURTIS
DARRYL CURVIN
CHIEU DANG
GLEN DAVIS
MERCEDES DAVIS
MARIA DE LA CRUZ

ROBERT DE LA GARZA
ISABEL DE LA ROSA
PHILIP DE LA ROSA
AURORA DE LEON
XAVIER DE LEON
GERARDO DE LOS SANTOS
MODESTO DE LOS SANTOS
DANIEL DELGADO
FRANCISCO DELGADO
MARK DIAMOND
STEVEN DIAZ
DEBRA DREW
BOBBY EATON
ELLEN ERENBAUM
HECTOR ESPINOZA
DOROTHY ESTRADA
JOEL FERNANDEZ
MELISA FIORELLI
JOHNNY FISHER
FRANCISCO FLORES
REYNALDO FLORES
RICHARD FLORES
CHRISTINA FOLEY
JUDY FORDYCE
ANTOINETTE FORRESTER
NICOLE FOWLES
MONICA GALAVIZ
HENRY GALINDO
DANIEL GALLAGHER
GREGORY GALLOWAY
ALEX GARCIA
CARLOS GARCIA
DAVID GARCIA
FELIPE GARCIA
FRANK GARCIA
JOSE GARCIA
MARIA GARCIA
TERESA GARCIA
IRMA GARDNER
SUSAN GARRISON
DIANA GARZA
EUSEBIO GARZA
GLORIA GARZA
PAUL GARZA
SANDRA GARZA
SANTIAGO GARZA
LOUIS GATICA

GEORGE GAVIA
KARL GEYER
ROLAND GLORIA
ROBIN GODDARD
FRANK GOMEZ
MARTIN GOMEZ
MICHELLE GOMEZ
IRENE GONZALES
JOSEPH GONZALES
PETE GONZALES
ROY GONZALES
BETTY GONZALEZ
EDVIN GONZALEZ
AMALIA BULLIS
RANDALL GRAY
RICHARD GRIFFIN
JOHN GRUCHACZ
MARYALICE GUEDEA
STANTON GUENTHER
EUGENIO GUERRA
OLGA GUERRA
DOMINGO GUTIERREZ
JUAN GUTIERREZ
LINDA GUTIERREZ
MARIA GUZMAN
SEAN HALEY
BRYANT HALL
SHERRIE HALL
VICTOR HALL
CYNTHIA HALLMARK
FOSTYR HARKINS
WALTER HAYNIE
SUSAN HECK
AGUSTIN HERNANDEZ
DARIO HERNANDEZ
MARIA HERNANDEZ
MARIO HERNANDEZ
MICHAEL HERNANDEZ
YVONNE MALONE
MORRIS MARTIN
SUZANNE MARTIN
ALFREDO MARTINEZ
BRENDA MARTINEZ
DANIEL MARTINEZ
JUAN MARTINEZ
LINDA MARTINEZ
MARK MARTINEZ
ROBERT MARTINEZ
HATSUKO HORACE

CLARENCE HOUSTON
ROBERT HUGHES
CHRISTOPHER JACKSON
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PHILIP JIMENEZ
RODERICK JIMENEZ
LIQUN JIN
RICHARD JOHNSON
JAMES JOHNSTON
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ERIC KAALUND
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CURTIS KLAERNER
DEAN KLOSS
KAY KLOSS
JOHN KOKESH
LISA KUYKENDALL
ISABELO LABOY
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BRANDON LASKOWSKI
GREGORY LAWRENCE
HAROLD LAWRENCE
JOSE LEDESMA
JOSE LEDESMA
TIMOTHY LEE
JOSEPH LEWIS JR
ALFREDO LIRA
CHRISTOPHER LONG
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ALFONSO LOPEZ
WALTER LOPEZ
NICOLAS LOPEZ
TYICE LOTT-HICE
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CARLOS MADERO
LA SONYA MADISON
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LINDA MARTINEZ
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FLACIA MAYES
CAROLYN MC KEE
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MICHAEL MEJIA
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HOMER PACHECANO
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ROBERT PARIS
PAUL PARIS
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RAYMOND PARRISH
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PETER PERSHA
JERRY PLOCH
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GEORGE PONCE
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DEBRA STEPHENS
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ROBERT URRABAZO
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LINDAL VAN MIETER
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TOMAS VAZQUEZ
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HECTOR ZAVALA
MICHAEL ZEHR

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Isabel Alaniz
Virginia Allison
Mickey Amacker
Connie Anaya
Elizabeth Ankeny
John Apici
Judith Apici
Marilyn Jarvis
Mary Lou Bargnesi
James Basey
Shirley Basham
Jerry Baumann
Jim Beach
Rudy Beltran
Jerry Bergh
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Cynthia Boren
Scharlotte Bradley

Sylvia Braye
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Steve Brown
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Terri Carrington
Ann Castleberry
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Steve Crenshaw
Jim Davidson
Cristina De La Garza

Toni Dean
Ella DeKunder
Jack DeLong
Victoria DeMaurier
Emil Deucker
Carol Dickus
Robert Dillon
Randy Drum
Marilyn Dwyer
Rose Elsnor
Peter Eng
Sylvia Esparza
Enna Ezell
Bill Fagan
Julie Fagan
Dionicia Ferdin
Bud Fisher
Carol Fisher
Roland Flowers

Helen Fox
Carol Gagliardi
Rudy Garanzuay
Betty Garanzuay
Sean Habina
Hank Hadigian
Sally Hadigian
Janelle Harshaw
Janet Harvey
Lamia Haynes
Wilma Heberling
James Helling
John Herberling
Marlene Hess
Carol Hoke
Bennie Hopper
Sophy Hopper
Lillian Hoting
Jean Huedephol
Carolyn Ingham

Annicke Guenther
Spencer Gutz
Teddy Gutz
Sean Habina
Hank Hadigian
Sally Hadigian
Janelle Harshaw
Janet Harvey
Lamia Haynes
Wilma Heberling
James Helling
John Herberling
Marlene Hess
Carol Hoke
Bennie Hopper
Sophy Hopper
Lillian Hoting
Jean Huedephol
Carolyn Ingham

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Morris Johnson Jr.
Nancy Jones
Clinton Jordon
Patti Kamat
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Peggy Keesee
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Gini Mabry
Rosemary Mathis
Ron Martel
Billie May
Reva McClenny
Lewis McCormick
Ruth McFarland
Burke McIlwain
Gloria Sturm
Alonzo Megget
Rick Meuse
Richard Miller
Mary Miller

Lisa Miller
Maria Molina
Steve Molnar
Shirley Montgomery
Meg Monks
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L. Morphey
Linda Morphey
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Elvis Neie
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Cheryl Rowell
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Sichan Siv

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Janet Smith
Christina Smith
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Eleanor Sprowl
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Jeannine Swiger
Elsa Symonds
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Charlotte Warmowski
Edwin Wells
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Joan Whealen
Barbara Whisenalt
Gary Wilkes
Mary Wilkes
Rodney Williams
George Workman
Celia Young
James Youngson
Michael Zehr

EXPANSION JOINT, REFER TO
STRUCTURAL DRAWINGS. TYPE
13-REFER TO SPECS.

METAL COMPOSITE WALL PANEL

APRON LIGHTING
RE: ELECTRICAL DRAWINGS

1/A04.104

ALUMINUM LADDER

P

N

M

L.1

K.9

K

ALUMINUM STORE FRONT WINDOW SYSTEM
WITH 1" FRITTED GLASS

EXPANSION JOINT,
REFER TO STRUCTURAL
DRAWINGS. TYPE
13-REFER TO SPECS.

CONCRETE MASONRY UNIT TYPE 1
CONCRETE MASONRY UNIT VENEER

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