

SECTION 7

THE AIRPORT IMPROVEMENT PROGRAM

(Source: City of Dayton Department of Aviation)

The Dayton International Airport spans over 4,500 acres in both Montgomery and Miami Counties. The airport encompasses approximately 5 miles of runway and has more than 650 acres of non-aeronautical readily developable land. Even with recent mergers, the Dayton International Airport is fortunate to be served by four major commercial airlines. There are approximately 29 daily arriving and departing flights from the Airport. They leave from 12 active airline gates that provide nonstop service to 12 destinations and one-stop service to all major U.S. cities and beyond. It goes without saying that the Dayton International Airport is the region's key component in growing and preserving our economy. According to State of Ohio data, the Dayton International Airport has a \$1 Billion economic impact on the regional economy.

The Past 5 Years

Progress on the Airport Terminal Modernization Program continues. In the past 5 years, the airport completed the Public Circulation Enhancement project (Phase IIa). It widens the checkpoint and extends the modern look of Phase I with the terrazzo flooring, updated energy efficient lighting and new finishes passed the check point inside the terminal. The project also enlarged the windows in Concourse "A" to enhance the natural lighting in step with our Sustainability Plan.

The Airport Terminal Modernization Program delivers a fresh environmentally friendly design to present a more modern front door to the airport. The design creates an open configuration with greater daylight and a brighter feel, while still providing good protection of people and vehicles at the curb. New wide expanses of glazing (glass) along the exterior facade brings natural light into the terminal and improves visibility of transportation arrivals and departures. New brighter and energy efficient lighting enhances the customer experience and saves energy. The sidewalk has been re-graded, removing the curb to make it more ADA accessible. It is easier to load and unload passengers and their luggage and helps alleviate congestion. A copy of the Terminal Master Plan may be found on the Dayton International Airport website, FlyDayton.com, at <http://www.flydayton.com/wp-content/uploads/2016/10/DAY-Terminal-Master-Plan-10-25-16.pdf>.

The Airport continues to implement an Airport Sustainability Master Plan. The goal is to maintain and enhance the Dayton International Airport as a vibrant asset that serves the needs of the Dayton-Miami Valley residents and businesses, promote economic growth in the region, and operate in an economically and environmentally sustainable manner. By doing so, we conserve natural resources and protect the entire airport environment.

Maintaining the Airport Infrastructure is vital to the sustained viability of the airport. At a cost of Over \$15 Million dollars, we completed Phase IV of the Terminal Apron Rehabilitation project. The project included the demolition and replacement of approx. 54,000 square yards of the Terminal center apron concrete. An unintended benefit of the Covid19 slowdown was the contractor could take larger areas out-of-service without impacting the operation. They were able to complete the project in fewer phases and record time. Originally scheduled for three years, the project took just over one year to complete.

In 2024, Terminal Drive was rehabilitated with new asphalt and repairs to the concrete traffic loop servicing the Airport Terminal. This project complemented the Ohio Department of Transportation 2019 investment to repave the Airport Access Road between I70 and the City of Dayton Corporate Limits, as well as the current investment in upgrading US 40 (National Road) between Airport Access Road overpass to Union Airpark. This project directly contributes to the immediate and long-term economic viability of the Airport. It allows for a welcoming, smooth, and easy access to the facility, enhancing customer experience.

The Future

Design is underway for the next phases of the Airport Terminal Modernization Program as we continue to enhance the passenger experience. These next phases include the following:

Concourse B Modernization - DAY received \$2 million from the State of Ohio to modernize Concourse B, including updating the common areas, infrastructure, HVAC, lighting, windows, and more.

Passenger Boarding Bridge Replacement - DAY received an Airport Improvement Program grant to replace six passenger boarding bridges, the project is anticipated to start in the summer of 2025 and finish in 2026.

Escalator Modernization -After 20 years of continuous service, the escalators in both Concourse A and B are undergoing modernization with a process that will completely rebuild each unit with new components. When complete, the escalators will offer a smoother, quieter operation as well as energy savings and increased reliability.



Airport Master Plan

The Airport Master Plan, which evaluates the future of the airport as a whole, (not to be confused with the Terminal Master Plan described above) has been completed! An Airport Master Plan is a technical document from an airport management and operational perspective to guide future growth and development of the Airport. It provides a road map for meeting aviation demand through the foreseeable future while preserving the flexibility necessary to respond to changing industry trends. To supplement the master plan document, an Airport Layout Plan (ALP) is used to graphically depict the existing and proposed conditions of an airport, as required by the FAA.

This Master Plan update looked at the last 14 years and into the next 20 years to determine what the airport will look like and how it will function. It includes a review of prior planning efforts conducted for the Airport and analyzed market conditions and future facility requirements. This update reflects the actual conditions today and determines what facility upgrades are needed for the Airport of tomorrow. A copy of the updated Dayton International Airport Master Plan, including the ALP, may be found at <https://masterplan.flydayton.com/>.

Dayton International Airport and Sinclair Community College Aircraft Mechanic Training Center

The Dayton International Airport and Sinclair Community College, in conjunction with PSA Airlines, collaborated to develop and renovate a hangar at the airport to create the Sinclair Aircraft Mechanic Training Center. The project renovated ~14,000 square feet for the Aviation Maintenance training center and labs, and ~2,800 square feet for the classrooms and administrative office. It contains two classrooms and two lab spaces. The labs have access to the airfield side of the airport which provides valuable hands-on learning opportunities for students to work on commercial and cargo aircraft through PSA Airlines. The Training Center is dedicated to aircraft mechanics and aviation service maintenance, in-demand career fields.

The training center provides significant financial benefits to the region. Graduates of this program are well-positioned for high-paying mechanic and maintenance jobs with many airline and aviation companies, including PSA Airlines and SNC, thus strengthening the viability of the Dayton region's air travel economy.

SNC's New Aerospace Maintenance Facility

The Airport's Defense and Aerospace Campus development continues as the Sierra Nevada Corporation, or SNC, continues to expand their campus. They established themselves as a prominent member of the Airport community with their first aerospace maintenance facility specifically designed to accommodate very large aircraft (i.e., Boeing 747 and Lockheed C-5 aircraft). This first 90,000sqft hangar is located on a six-acre site on the north side of the airport.

In the fall of 2024, the Airport celebrated SNC's ribbon cutting to open the SNC Aviation Innovation & Technology Center (AITC), their second 100,000-square-foot aircraft maintenance, repair, and overhaul (MRO) facility at the Dayton International Airport. That same day, they broke ground on the third and fourth hangars, set to be built to accommodate a \$13 billion Air Force contract to update the Survivable Airborne Operations Center aircraft.

We are proud to be the home of the SNC Aviation Innovation & Technology Center (AITC). SNC is the first private-sector company to do maintenance, repair, and modification work on military aircraft in Dayton since the World War II era.

Economic Development

Economic Development around the airport continues to flourish. Nearly 14 years ago, Proctor and Gamble opened a 1.8 million square foot distribution center adjacent to the airport, which employs up to 1,400 people. This development sparked continued growth in the immediate area.

In 2016, Chewy opened a 700,000 square foot fulfillment center, growing to 1,200 new jobs today.

In 2019, on lands immediately adjacent to the airport, Crocs entered the region with a new 550,000 square foot warehouse and distribution building. The following year, they expanded into a second building and now employ 1,200 people in more than one million square feet of space.

Other companies that moved into this area include Spectrum Brands, Pratt Industries, ALPLA, Purina Mills, and General Pet Supply. Combined, these industries have created 2,700 new jobs, with plans to add more.

In 2021, the same developer that invested in most of the new warehouse facilities for the companies referenced above, purchased lands northeast of the airport to develop an additional 500,000 square foot facility that is expected to bring in 400 additional jobs.

Two other developers are building large industrial facilities near the airport. One building will be 1.2 million square feet with 700 employees. Another building is 55,000 square feet and is occupied by Fast Track It, an online auctioneer. In the City of Union, located just west of the airport, Amazon has constructed a new 630,000 square foot fulfillment center, which is expected to bring in 1,500 additional jobs.

In 2022 and 2023, Three more facilities were added to the airport environment. Infinity Global moved into a new 499,000 sqft facility on North Dixie Drive. They share this facility with SNC, for temporary storage of aircraft parts.

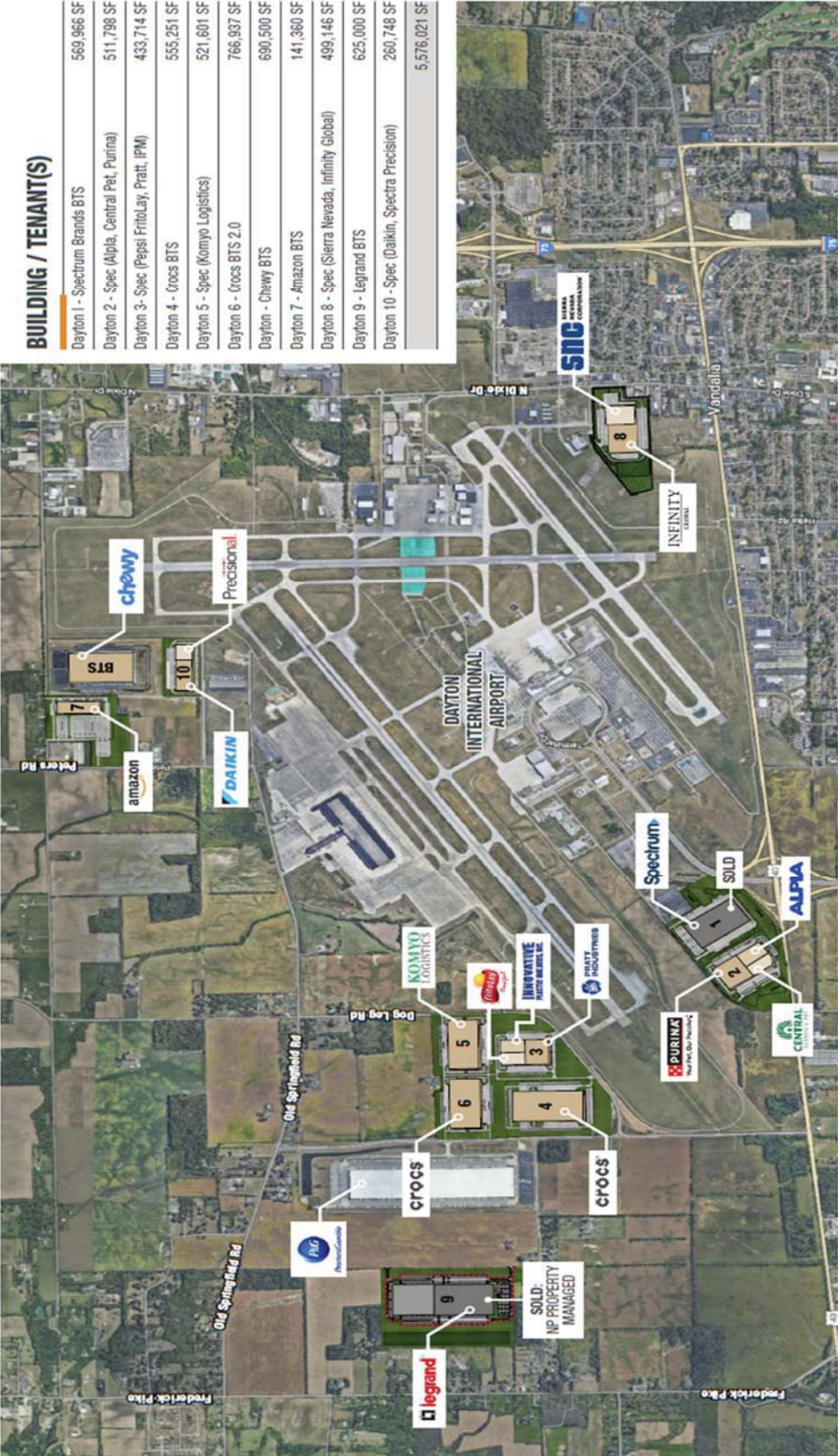
Amazon's "Last Mile" 141,360 sqft delivery hub was established to support the nearby fulfillment center. Diakin Applied Distribution Center and Spectra Precision located in a new 260,000 sqft facility on Logistics Lane on the west side of the Airport. Together, these developments add over 500 additional jobs.

NORTHPOINT EXPERIENCE WITH THE CITY OF DAYTON / DAYTON AIRPORT

	SQ FT	Investment Value	Jobs
TOTAL	5,576,021	\$460,543,296	2,717

BUILDING / TENANT(S)

Dayton 1 - Spectrum Brands BTS	569,966 SF
Dayton 2 - Spec (Alpia, Central Pet, Purina)	511,799 SF
Dayton 3 - Spec (Pepsi FritoLay, Pratt, IPM)	433,714 SF
Dayton 4 - Crocs BTS	555,251 SF
Dayton 5 - Spec (Komyo Logistics)	521,801 SF
Dayton 6 - Crocs BTS 2.0	766,937 SF
Dayton - Chewy BTS	690,500 SF
Dayton 7 - Amazon BTS	141,360 SF
Dayton 8 - Spec (Sierra Nevada, Infinity Global)	499,145 SF
Dayton 9 - Legrand BTS	625,000 SF
Dayton 10 - Spec (Daikin, Spectra Precision)	260,748 SF
TOTAL	5,576,021 SF



The airlines serving the airport in 2024 are shown in Table 7.1

TABLE 7.1 - Scheduled Passenger Airlines	
Code	Airline
AA	American/American Eagle
G4	Allegiant Air
DL	Delta Air Lines, Inc.
UA	United/United Express

Table 7.2 lists the airline groups serving the region, and their 2024 enplanement totals, and percentage of Market Share.

TABLE 7.2 - Passenger Carrier Share of Market		
Carrier	2024 Enplanements	Percent Share
American Airlines (main line)	764	
Envoy Airlines	12,769	
American Airlines (PSA)	230,596	
American Airlines (Skywest)	3,763	
American Airlines (Piedmont)	1,298	
American Airlines (Republic)	11,258	
American Airlines (Air Wisconsin)	62,322	
American Airlines Total	322,770	50.0%
Delta Air Lines, Inc.	116,628	
Endeavor Airlines dba DL	27,011	
Delta System Total	143,639	22.2%
Allegiant Air	40,477	6.3%
United Airlines (CommutAir)	27,195	
United Express (SkyWest)	90,393	
United Express (GoJet)	14,535	
United Express (Republic)	3,712	
United System Total	135,835	21.0%
Charters	3,209	0.5%

SOURCE: DAY Revised 1/2025

American Airlines is the largest single passenger carrier, as shown in Table 7.2, at the airport. The number of carriers at the airport has varied over the years mostly due to airline mergers. A joint effort by the City of Dayton; the Dayton Chamber of Commerce, the Dayton Development Coalition, and Jobs Ohio continues to market to prospective passenger airlines in an effort to attract more service.

As shown in Table 7.3, during 2024, total passenger enplanements at the Dayton International Airport were 645930. That is an increase of approximately 16.6 percent from total passenger enplanements in 2021. This increase continues to illustrate the recovery from the Covid-19 pandemic, where Dayton saw a 62.2 percent drop in enplanements in 2020. In addition, the airline industry continues to see pilot and staffing shortages, along with fuel prices, that are slowing the recovery.

TABLE 7.3 - Enplaned Passenger Statistics		
Year	Total Enplanements	Annual Growth
1949	73,994	
1950	77,096	4.20%
1951	114,716	48.80%
1952	136,756	19.20%
1953	159,545	16.70%
1954	184,108	15.40%
1955	223,544	21.40%
1956	253,436	13.40%
1957	282,746	11.60%
1958	285,267	0.90%
1959	331,082	16.10%
1960	325,370	-1.70%
1961	348,842	7.21%
1962	366,770	5.14%
1963	397,770	8.50%
1964	397,353	-0.10%
1965	442,014	11.20%
1966	476,628	7.80%
1967	576,556	21.00%
1968	670,920	16.40%
1969	729,805	8.80%
1970	700,187	-4.10%
1971	688,707	-1.60%
1972	737,926	7.10%
1973	760,872	3.10%
1974	810,517	6.50%
1975	788,918	-2.70%
1976	839,760	6.40%
1977	897,947	6.90%

Year	Total Enplanements (con't)	Annual Growth
1978	990,529	10.30%
1979	1,016,883	2.70%
1980	901,458	-11.40%
1981	743,110	-17.60%
1982	788,465	2.40%
1983	1,248,891	58.40%
1984	1,530,478	22.50%
1985	1,834,813	19.90%
1986	2,244,978	22.40%
1987	2,370,496	5.60%
1988	2,389,439	0.80%
1989	2,346,130	-1.80%
1990	2,085,554	-11.10%
1991	1,988,102	-4.70%
1992	1,107,428	-44.30%
1993	1,044,221	-5.70%
1994	1,337,972	28.10%
1995	1,102,708	-17.60%
1996	989,525	-10.30%
1997	1,011,119	2.20%
1998	1,096,613	8.50%
1999	1,114,190	1.60%
2000	1,183,572	6.20%
2001	1,076,244	-9.10%
2002	1,150,301	6.90%
2003	1,320,248	14.80%
2004	1,445,492	9.50%
2005	1,222,263	-15.60%
2006	1,306,237	6.90%
2007	1,427,630	9.30%
2008	1,468,840	2.90%
2009	1,253,782	-14.60%
2010	1,264,650	0.90%
2011	1,269,106	2.1%
2012	1,304,349	2.8%
2013	1,253,287	-3.9%
2014	1,143,724	-8.7%
2015	1,072,620	-6.2%
2016	1,035,263	-3.5%
2017	950,620	-8.2%
2018	906,003	-4.7%

Year	Total Enplanements (con't)	Annual Growth
2019	892,414	-1.5%
2020	337,517	-62.2%
2021	538,420	59.5%
2022	584,487	8.6%
2023	621,433	6.3%
2024	645,930	3.9%

Source: Airport Records, includes charter passengers

ORIGIN AND DESTINATION PASSENGERS

Origin and destination (O&D) passenger data identify the principal markets for an airport. Washington, D.C., New York and Atlanta respectively, are the three largest markets. The ten largest originating passenger markets from the Dayton International Airport are shown in Table 7.4 as well as whether these cities have scheduled nonstop airline service.

TABLE 7.4 - Top Ten Market Rank with Current Service YE 2024

Rank	Market	Airport(s)	O&D Passengers	Nonstop Service
1	Washington/Baltimore	BWI/DCA/IAD	199,879	Yes
2	Orlando	MCO/SFB	118,890	Yes
3	Atlanta	ATL	115,694	Yes
4	Dallas/Fort Worth	DFW/DAL	109,340	Yes
5	Tampa/St. Petersburg	TPA/PIE	96,719	Yes
6	Chicago	ORD/MDW	93,731	Yes
7	New York/Newark	LGA/JFK/EWR	90,012	Yes
8	Los Angeles Bason	LAX/SNA/ONT/BUR/LGB	68,582	No
9	Fort Myers	RSW/PGD	96,719	Yes
10	South Florida	MIA/FLL/PBI	55,332	No

Source: Diio Mi. (March 3, 2025)

O&D passengers indicate the true measure of an airport's ability to attract local passengers. This data eliminates the influence of connecting passengers.

AIR CARGO FORECAST

The airport's air cargo witnessed a 1.4% increase in weight in 2024 compared to YE-2023. FedEx cargo weight has fluctuated throughout the post pandemic years as it deals with the supply chain/recovery of the pandemic aftermath.

AIRPORT CAPITAL PLAN

A copy of the Airport Capital Improvements Program (ACIP) is attached and shows a listing of the anticipated Airport Improvement Program (AIP) projects for FY 2025-FY2034. As the future evolves, this list is subject to change.

The ACIP is a grant-based funding program provided by the Federal Aviation Administration (FAA). It is a FAA/Airport Match program through which the FAA invests 90% of the eligible cost of an Airport improvement with a 10% Airport (local) match. The program utilizes the following types of federal funding.

The Entitlement funding is based on enplanements. This is the number of people that travel on aircraft from the Airport. The funding is guaranteed for projects that meet the FAA's requirements.

In addition to the entitlement funds, the airport is eligible for AIP discretionary grants. These grants can only be received if the airport is completing the highest priority projects from the FAA's perspective. They are competitive grants, and the Dayton International Airport competes with other airports for this money.

Additionally, the FAA has offered Infrastructure Investment and Jobs Act funding distributed as the Airport Terminal Program (ATP) and the Airport Infrastructure Grant (AIG) funding program. The ATP is a very competitive program, and the Airport competes with other airports around the country for this very competitive source of money.

Similar to the Entitlement funding, the AIG funding is made available to Dayton International Airport at a pre-determined amount, based on enplanements. The planned funding is identified in the attached ACIP spreadsheet.

Additionally, the airport also utilizes passenger facility charges to fund projects when available and appropriate. Furthermore, the Airport seeks additional funding sources through various State, local, and other Economic Development programs when appropriate.

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FY-2025 to FY-2034

Airport Name: Dayton International Airport - James M. Cox		FY23 & FY24 AIP Roll-Over	\$ 6,386,474.00	FY24 Airport Infrastructure Grant=	\$ 4,032,289.00	Date Updated	2/4/2025
Associated City: Dayton		FY25 AIP Entitlements	\$ 3,845,000.00	FY25 Airport Infrastructure Grant=	\$ 3,889,662.00	Date Checked:	2/11/2025 PA
Sponsor: City of Dayton, Ohio		FY26 AIP Entitlements(est)	\$ 3,845,000.00	FY26 Airport Infrastructure Grant(est)=	\$ 3,800,000.00	Checked By:	
		Total AIP Entitlements	\$ 14,076,474.00		\$ 11,721,951.00	Date Printed	2/11/2025



Airport Three Letter ID: **DAY** Congressional District: 10th of Ohio, City of Dayton

Item #	Description	Fiscal Year	Total Eligible Cost	FAA AIP Entitlement	Federal Funds		FAA AIP Discretionary	State Match	Local		FAA Carryover Funds	Remarks
					ATP (Airport Terminal Program) Discretionary	AIG (Airport Infrastructure Grant) Formula Based			PFC	Contingency & local funding		

Total Available: **6,386,474.00** **\$10,231,474**

25-01	Rehabilitate Taxiway "W", Phase 1/3	2025	1,980,000	1,782,000					198,000	198,000		Pavement Condition, 2020 Pavement Mgmt. Study (2021PCI<60) and compliance updates
25-02	Replace Inbound Baggage Carousels (3)	2025	3,200,000						3,200,000	320,000		Equipment beyond useful life (>30 years) - 100% PFC - Per TSA Requirements
25-03	2 Multi-Function SRE Vehicles	2025	3,000,000						3,000,000	300,000		100% PFC

Total Available: **6,386,474.00** **\$7,921,951**

25-04	AIRPORT INFRASTRUCTURE GRANT (AIG)	2025	5,077,800			4,570,020			507,780	507,780	4,032,289.00	\$7,921,951
25-04a	Replace Passenger Loading Bridges (2), Phase 3	2025	3,500,000			3,150,000			350,000	350,000		PFC Match
25-04b	Install Airfield Guidance Signage	2025	1,327,800			1,195,020			132,780	132,780		PFC Match
25-04c	Conduct Pavement Management Study	2025	250,000			225,000			25,000	25,000		Planning Study - Update Conditions - PFC Match
25-05	Concourse B Rehabilitation (ATMP -Phase II)	2025	10,246,000				2,000,000		8,246,000	300,000		PFC Recovered Funds

Total Available: **6,449,474.00** **\$12,294,474**

26-01	Rehabilitate Taxiway "R"	2026	5,279,834	4,751,851					527,983	527,983		Pavement Condition, 2020 Pavement Mgmt. Study (2025 PCI=POOR)
26-03	AIRPORT INFRASTRUCTURE (AIG)	2026	8,134,000			7,220,600			882,069	813,400	3,351,931.00	\$7,151,931
26-03a	Replace Passenger Loading Bridges (3), Phase 4	2026	5,250,000			4,725,000			593,669	525,000		PFC Match
26-03b	Rehabilitate Taxiway "L", "J", & "K"	2026	2,884,000			2,595,600			288,400	288,400		Pavement Condition and Geometric Compliance
26-04	DAY ATMP - Phase III - Concourse A Modernization	2026	12,715,352		8,592,026			4,123,326		1,004,233		BIL ATP Competitive Project FY26 (Final NOFO)

Total Available: **7,542,623.40** **\$11,387,623**

27-01	Reconstruct Taxiway "A" (South) (From Curve Tangent to TW "E")	2027	9,548,100	8,593,290					954,810	954,810		Master Plan Recommendation (Realignment) - PFC Match
27-02	Rehabilitate Terminal Apron, Phase 5 of 7 (De-ice pad 1)	2027	4,752,148	2,794,333			1,482,600	62,500	412,715	475,215		Reconfiguration of the Terminal Apron as a result of the ATMP-PFC funding incl. match
27-03	Acquire Snow Removal Equipment - 4x4 Plows (2)	2027	983,454						983,454	98,345		100% PFC
27-03	DAY ATMP - Phase IV - Concourse Access Enhancements (Connectors)	2027	31,098,429				25,180,899	5,000,000	917,530	2,400,000		
28-01	Reconstruct/Realign TW "C" and Remove Existing TW "C"	2028	14,541,969	3,800,000			9,487,772	62,500	1,191,697	1,454,197		Master Plan Realignment

29-01	Terminal Apron Reconstruction Phase 6 of 7 (Central Apron-West) and Existing Connector Demo	2029	4,880,985	4,392,887				62,500	425,599		488,098	2020 Pavement Mgmt. Study (2025PCI=21). PFC funding incl. match.
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30-01	Terminal Apron Reconstruction Phase 7 of 7 (North Apron@Deice Pad2)	2030	5,116,618	4,604,956				62,500		449,162	511,661	2020 Pavement Management Study(2018PCI=79) - w/Projected PCI=50 by 2028
31-01	Reconstruct/Realign TW "H"	2031	5,116,618	4,604,956				62,500		449,162	511,661	Master Plan Realignment. PFC funding incl. match.

32-01	Taxiway "U" Relocation / Demo Existing TW "U"	2032	9,102,032	3,800,000			4,391,829	62,500	847,703		847,703	Master Plan
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33-01	Conduct Pavement Management Study	2033	264,703	238,233					26,470		0	Planning Study -Update Conditions
33-02	Rehabilitate Taxiway "W" - Phase 2 of 3	2033	6,092,376	5,483,138			1,921,371	62,500	546,737		827,518	2020 Pavement Mgmt. Study (2025 PCI=POOR)

34-01	Construct Taxiway "G" (Extension) / Remove Taxiway "D"	2034	6,000,000	4,000,000			1,400,000		600,000		600,000	2020 Pavement Mgmt. Study (2025 PCI=POOR)
34-02	Remove Taxiway "E1" (Demo)	2034	650,000	585,000				62,500	2,500		65,000	2020 Pavement Mgmt. Study (2025 PCI=POOR)

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Sponsor: City of Dayton, Ohio		FY26 AIP Entitlements(est)	\$ 3,845,000.00	FY26 Airport Infrastructure Grant(est)=	\$ 3,800,000.00	Verify these numbers	Checked By:						
		Total AIP Entitlements	\$ 14,076,474.00		\$ 11,721,951.00	Date Printed	2/11/2025						
Airport Three Letter ID: DAY		Congressional District: 10th of Ohio, City of Dayton											
Item #	Description	Fiscal	Total	FAA	Federal Funds		FAA	State	Local			FAA	Remarks
		Year	Eligible Cost	AIP Entitlement	ATP (Airport Terminal Program) Discretionary	AIG (Airport Infrastructure Grant) Formula Based	AIP Discretionary		Match	PFC	Contingency & local funding	Carryover Funds	
TOTAL ELIGIBLE CIP COST			148,763,872	49,430,644	8,592,026	11,790,620	43,864,471	5,500,000	8,681,562	12,548,588	13,003,950		

