



# Charlotte·Douglas<sup>®</sup>

INTERNATIONAL AIRPORT



## COMPREHENSIVE ANNUAL FINANCIAL REPORT OF THE AIRPORT ENTERPRISE FUND

An enterprise fund of the  
City of Charlotte, Charlotte, NC



For the  
fiscal years ended  
June 30, 2017 & 2016







DANGER  
HOT  
EXHAUST

DANGER NO  
PERSONS PERMITTED  
IN THIS AREA

N716PS

DANGER  
HOT  
EXHAUST

DANGER NO  
PERSONS PERMITTED  
IN THIS AREA

DANGER  
HOT  
EXHAUST



Photography courtesy of: Charlotte Douglas International Airport, Rob McKenzie Photography and Patrick Schneider Photography



# CHARLOTTE DOUGLAS International Airport NORTH CAROLINA

## Comprehensive Annual Financial Report For the fiscal years ended June 30, 2017 and 2016

### Mayor and City Council

as of June 30, 2017

Jennifer W. Roberts, *Mayor*

Vi Lyles, *Mayor Pro Tem*

Dimple Ajmera

Ed Driggs

Claire Fallon

LaWana Mayfield

Greg Phipps

Al Austin

Julie Eiselt

Patsy Kinsey

James Mitchell Jr.

Kenny Smith

### City Manager's Office

as of June 30, 2017

Marcus D. Jones, *City Manager*

Randy J. Harrington, *Chief Financial Officer*

### Charlotte Douglas International Airport

Brent Cagle, *Airport Chief Executive Officer*

Michael Hill, *Airport Chief Financial Officer*



An enterprise fund of the City of Charlotte, Charlotte, NC



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Main Terminal  
Concourses A, B & C

↑  Baggage  
Claim

Concourse

Stand to the Right, Walk to the Left

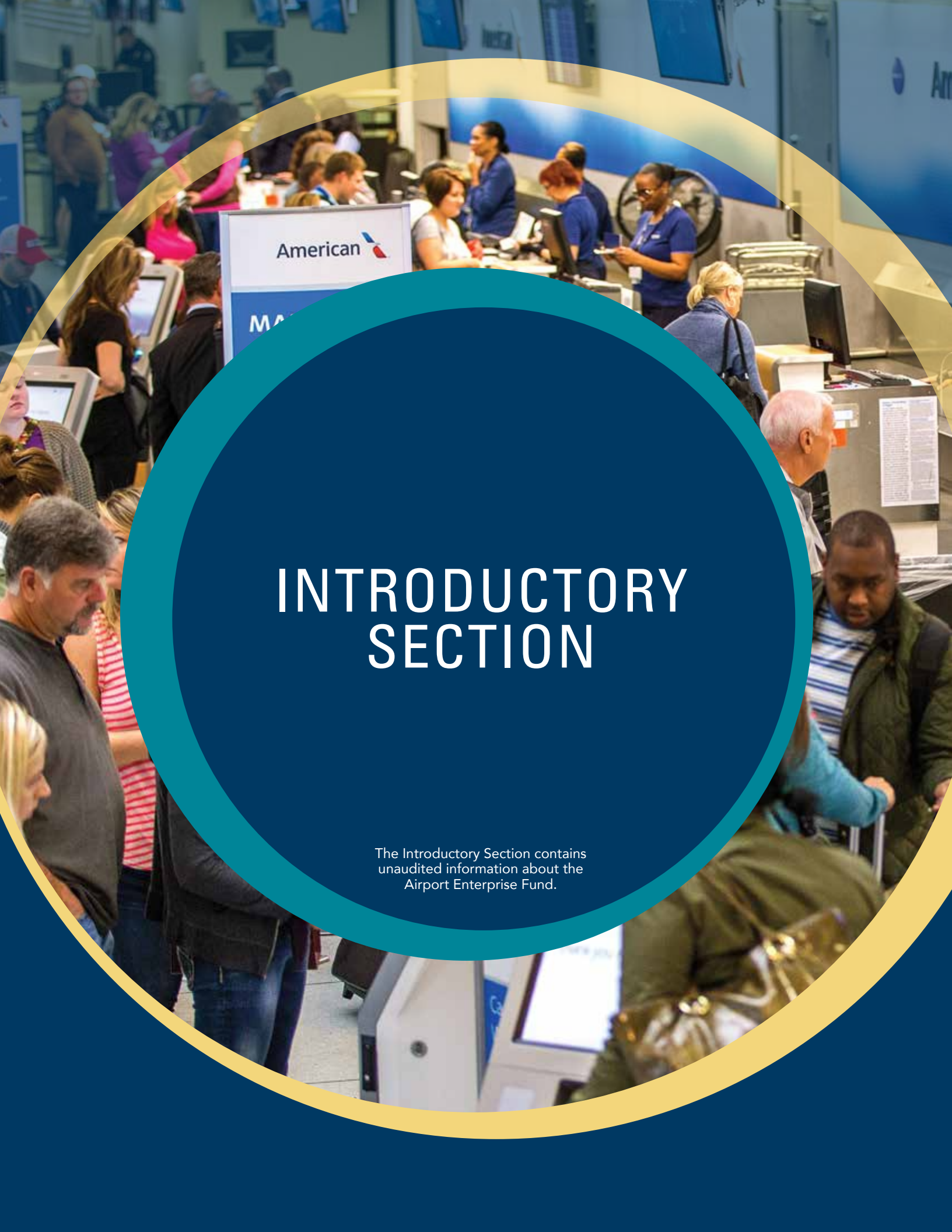
Stand to the Right, Walk to the Left

 Do Not Enter  Wheelchairs  Strollers  
Walk to the Left

↑ Concourses A, B & C  Baggage Claim  Ticketing  
 Baggage Claim







# INTRODUCTORY SECTION

The Introductory Section contains  
unaudited information about the  
Airport Enterprise Fund.

# MESSAGE FROM THE AIRPORT CEO AND THE CITY OF CHARLOTTE CHIEF FINANCIAL OFFICER

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January 26, 2018

Honorable Mayor, City Council and City Manager:

We are honored to present the Charlotte Douglas International Airport Comprehensive Annual Financial Report (an enterprise fund of the City of Charlotte, North Carolina) for the fiscal year ended June 30, 2017. The financial statements in this report are prepared and presented in conformity with Generally Accepted Accounting Principles (GAAP) in the United States of America, as prescribed by Governmental Accounting Standards Board (GASB).

This report consists of management's representations concerning the finances of the Charlotte Douglas International Airport (Airport or CLT), an Enterprise Fund of the City of Charlotte. Consequently, management assumes full responsibility for the preparation and fair presentation of the information presented in this report. To provide a reasonable basis for making these representations, management of the City and the Airport have established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the City's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the City and the Airport's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement.

To the best of our knowledge, we believe this report to be accurate in all material respects and reported in a manner designed to present the financial position and results of the City of Charlotte, Charlotte Douglas International Airport Enterprise Fund.

Management's Discussion and Analysis (MD&A) begins on page 27 and provides a narrative introduction, overview, and analysis of the Financial Statements and Notes. This transmittal letter is designed to complement the MD&A and should be read in conjunction with it. Starting on page 101, the Statistical Section provides additional relevant unaudited information.



**Brent Cagle**

*Airport Chief Executive Officer*  
Charlotte Douglas International Airport



**Randy J. Harrington**

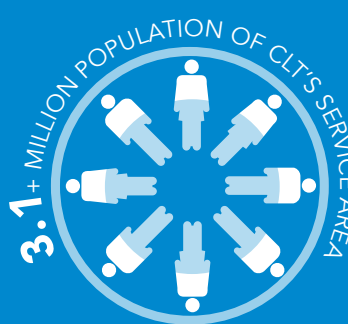
*Chief Financial Officer*  
City of Charlotte





# CLT BY THE NUMBERS

## FY 2016 - 2017



**Interstate**  
Located off I-485, I-85  
and I-77 with I-40 close by

**Rail**  
Norfolk Southern Corporation  
Regional Intermodal Facility  
200 acres

**Wilson Air Center -  
Charlotte**  
Private & Corporate Aircraft  
50+ acres

**Military**  
NC Army National Guard  
& NC Air National Guard



## FISCAL YEAR 2017 HIGHLIGHTS

FY 2017 was a year of growth, progress and overall transformation for Charlotte Douglas International Airport! It was the first year operating under the new Airline Use and Lease Agreement (AUA) with the Signatory Carriers, which provides management a strong and secure financial platform for the next 10 years. Year one of our capacity modernization program – *Destination CLT* – is under our belt. The program is on schedule and on budget, with construction commencing on significant program elements and the first new facilities scheduled to open beginning in FY 2018.

FY 2017 also involved major preparations for CLT's future development. The Airport issued the Series 2017 General Airport Revenue Bonds (GARBs), which provided significant funding in support of the *Destination CLT* program and other Airport capital improvements. This represents the first new bond funding for Airport capital needs since 2011. In addition, development of the Airport Area Strategic Development Plan (AASDP) was completed in FY 2017 and the implementation plan was approved. This 20-year commercial development plan will recommend land use compatible with Airport operations while meeting the needs of the community.

FY 2017 presented an opportunity for recognition. For the first time in Charlotte Douglas International Airport history, all three major US rating agencies - Moody's Investors Service, Standard & Poor's Global Ratings and Fitch Ratings – have issued AA-category ratings to CLT's revenue bonds (as of October 2017). Only nine other airports in the country currently hold this distinction, which recognizes the strength of the Airport's financial structure, management team, and operational performance.

During FY 2017, the Airport experienced its 14th consecutive fiscal year of enplanement growth. Enplaned passengers increased by approximately 0.6%; however, Origination & Destination (O&D) passengers increased at a higher rate of 6.3%. Nine new domestic destinations and two international destinations were added during the fiscal year, providing better connectivity for the 3.1 million people residing in the Airport's air service area.

The organizational successes of FY 2017, combined with strong increases in terminal, concessions, and parking revenues, led to overall revenue of \$217.7 million, exceeding FY 2016 actual results by 5.4%. Although operating expenses increased to \$187.1 million in FY 2017, net revenues available for debt service remained extremely strong at \$94.4 million resulting in 5.4x general airport revenue bond debt service coverage. Furthermore, the Airport's liquidity remains far above the median for comparable airports at 1,596 Days of Cash on Hand. These results are not happenstance - management is very focused on maintaining strong financial metrics and market access.



Moody's Investors Service

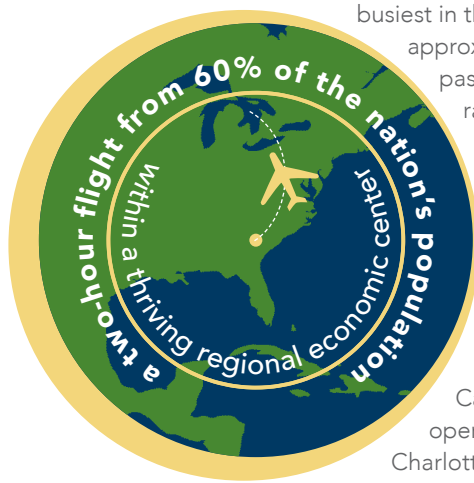
Standard & Poor's Global Ratings

Fitch Ratings



# PROFILE OF THE REPORTING ENTITY

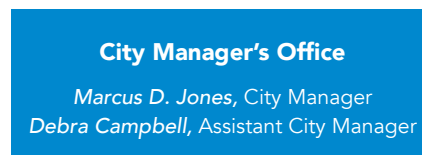
The Airport is strategically located in the US, a two-hour flight from 60% of the nation's population and part of a thriving regional economic center. The Airport is one of the



busiest in the nation, serving approximately 45.1 million passengers in FY 2017. CLT ranks as the 11th busiest in the nation according to Airports Council International-North America's calendar year 2016 traffic summary. The Airport is owned by the City of Charlotte, North Carolina (the City) and operated by the City of Charlotte Aviation Department (Aviation Department).

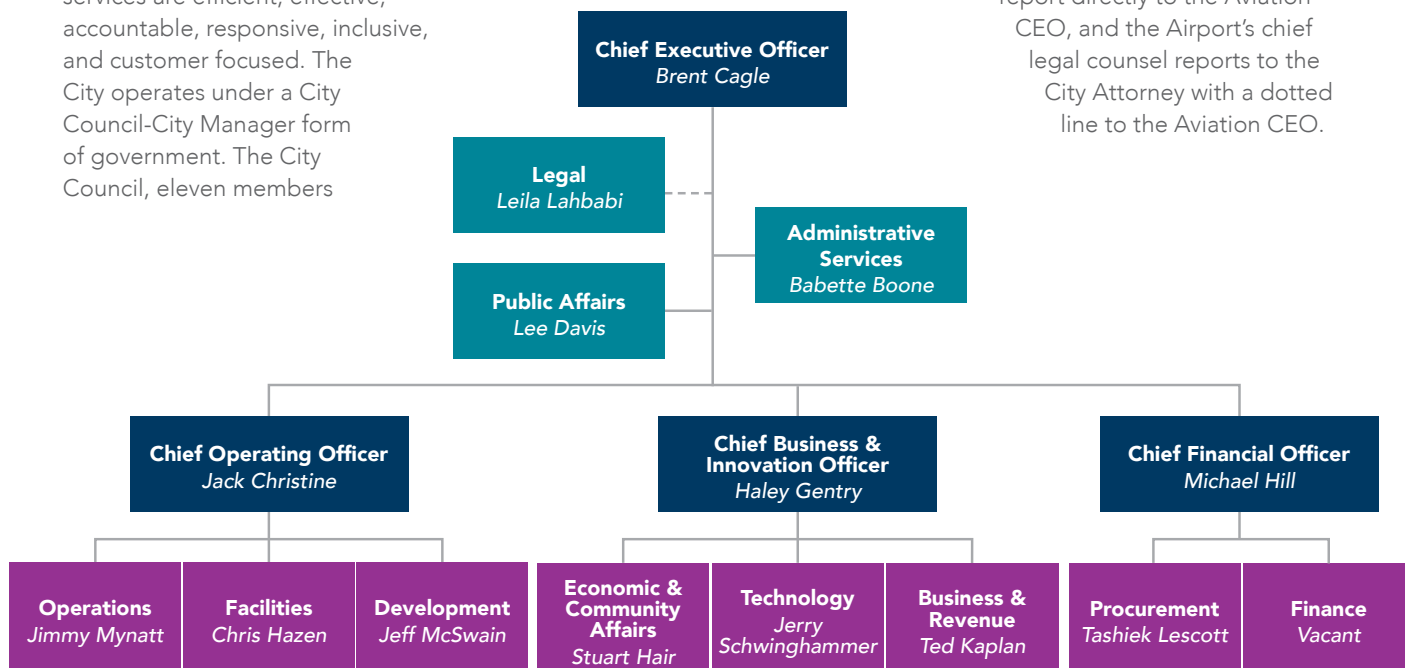
The City represents the core of the Airport's air service area, which is defined as the Charlotte-Gastonia-Salisbury NC-SC Economic Area, a region encompassing 20 counties in North Carolina and South Carolina with a population of over 3.1 million in 2016. The City, incorporated in 1768, became the county seat of Mecklenburg County in 1774 and has grown to a present area covering 308 square miles, with an estimated population of 856,062 in 2016. Charlotte strives to be a model of excellence that puts citizens first and makes this a community of choice for living, working and leisure. The City is focused on becoming the winning city of tomorrow. The guiding principle for this will be building and maintaining a "well-managed government," which means ensuring city programs and services are efficient, effective, accountable, responsive, inclusive, and customer focused. The City operates under a City Council-City Manager form of government. The City Council, eleven members

elected every two years on a partisan basis, has policy-making and legislative authority. The Mayor and four council members are elected at-large by a citywide vote. The remaining seven Council members are elected by district, from voters residing in each district. The Mayor and City Council are responsible for appointing the City Manager, City Attorney, City Clerk and members of the various boards and commissions. The City Council reviews and approves all departments' annual budgets, sets the tax rate, approves the financing of all City operations and capital investments, and authorizes contracts on behalf of the City. The City Manager is responsible for carrying out the policy decisions made by the City Council for the organization. City department directors, including the Airport CEO, report to the City Manager's Office.



Within the city structure, the Aviation Chief Executive Officer heads the Airport's leadership team overseeing operations of the Airport and long-term strategic planning. The leadership team includes three Chief Officers for the core Airport functions of Operations, Business & Innovation, and Finance. These chief officers are currently overseeing eight divisions of the Airport. Managers overseeing Administration and Public Affairs report directly to the Aviation CEO, and the Airport's chief legal counsel reports to the City Attorney with a dotted line to the Aviation CEO.

## AIRPORT ORGANIZATIONAL CHART



# CLT is a self-supporting business and does not use local tax money to fund its daily operating costs.

Airport financial operations are accounted for in a separate Aviation Enterprise Fund according to GAAP for governmental entities. CLT is a self-supporting business and does not use local tax money to fund its daily operating costs. Funds come from airport generated revenues, including parking, concessions, landing fees, rental cars, advertising, cargo, Fixed Base Operator, and airline rentals.

Airport management utilizes six core Strategic Principles to manage and run the Nation's 11th largest airport, including: **Safety and Security**; **Customer Focus**; **Strategic Growth**; **Asset Preservation**; **Value Employees**; and **Strong Partnerships**.



**Safety and Security**, which emphasizes devising safety practices to reduce the likelihood of harm or loss to people and property.



**Asset Preservation** includes proactively maintaining equipment and facilities to safeguard against service disruptions, as well as pursuing technology to expand airport capabilities and business vitality.



**Customer Focus** is providing a superior travel experience, one that blends southern hospitality with ease and efficiency of movement.



**Value Employees** focuses on promoting development, education and training, accountability and ownership, competitive compensation and quality working conditions for the Airport's employees.



**Strategic Growth**, also known as demand driven growth, ensures facility development is targeted for continued growth and global competitiveness.



**Strong Partnerships**, fostering a financially self-sustaining and cost-competitive environment with our business partners built on trust and integrity. This principle also applies to the community, assuring the community that the Airport will act in a responsible way providing information, seeking engagement and permissible solutions for those most affected in the community.



Back row: Jimmy Mynatt, Chris Hazen, Stuart Hair, Jerry Schwinghammer, Brent Cagle, Michael Hill  
Front row: Jeff McSwain, Lee Davis, Babette Boone, Leila Lahbabi, Haley Gentry, Jack Christine



# AIRPORT FACILITIES

The Airport, located approximately seven miles from the City's central business district, was established in 1935 as Charlotte Municipal Airport. It occupies approximately 6,000 acres of land located within the City, and is accessible within minutes from Interstate 85 and Interstate 77. It is the only large hub airport (designated by the Federal Aviation Administration (FAA) as a commercial or primary airport serving 1.0% or more of annual passenger boardings) in North Carolina. The closest alternative airports are Concord Regional Airport (30 miles), Greenville-Spartanburg International Airport (88), Columbia Metropolitan Airport (102), Piedmont Triad International Airport (103), Asheville Regional Airport (111), Florence Regional Airport (118) and Raleigh-Durham International Airport (161).

The Airport has a 1.6 million square foot terminal with 5 concourses and 102 gates. The terminal includes 28,000 square feet of concession space, including fine dining, casual, and fast food options, as well as a variety of retail shops and services to meet passenger needs. The airfield has three parallel runways and one crosswind runway. Runways 18C/36C (north/south) are 10,000 ft., 18R/36L (north/south) are 9,000 ft., 18L/36R (north/south) are 8,676 ft., and 5/23 (crosswind) is 7,502 ft. Runway 5/23 has limited daytime operations and is primarily used for noise abatement.

There are approximately 30,000 public parking spaces at the Airport, comprised of short-term and long-term

parking spaces, and spaces for Curbside and Business Valet operations. Upon completion of ongoing parking projects, the number of public parking spaces will increase to approximately 31,300 to accommodate increasing O&D passenger demand. The new Hourly Parking Deck, located directly across from the terminal, houses the Airport's Consolidated Rental Car Facility (CONRAC) in the bottom three levels. This provides the rental car operators approximately 2,900 ready/return and quick-turn-around spaces and a facility for fueling and cleaning operations.

CLT's Fixed Based Operator (FBO), Wilson Air Center – Charlotte, manages private and corporate aircraft operations for the Airport. Wilson Air Center has more than 50 acres of facilities including an executive terminal and aircraft storage and offers corporate support services.

The North Carolina Army Guard and North Carolina Air National Guard also have active facilities at the Airport.

Norfolk Southern Corporation maintains its 200-acre Regional Intermodal Facility at the Airport. This facility is located between the south ends of Runways 18R/36L and 18C/36C and transfers containers between trucks and trains; it is capable of 200,000 lifts per year. The facility provides unique connectivity for regional businesses facilitating cargo movement between all modes of transportation.



# AIRPORT OPERATIONS

As of June 30, 2017, 22 airlines provided regularly scheduled passenger service at the Airport, providing an average of 744 daily departures to 168 destinations in 34 countries around the world. Additionally, a number of cargo carriers operate regularly out of the Airport.

Additional detail regarding airline market share is available in the Statistical Section, Schedule 30 on page 152.

The Table below lists the passenger and cargo airlines providing service at the Airport in FY 2017.

## AIRLINES PROVIDING SCHEDULED SERVICE AT CLT

(Fiscal Year Ended June 30, 2017)

Major/National	Regional/Commuter	Foreign Flag	All Cargo
American Airlines	Air Wisconsin	Air Georgian Airlines	ABX Air, Inc.
Delta Air Lines	Compass Airlines	Lufthansa Airlines	Atlas Air Inc.
Frontier Airlines	Endeavor Air		Air Transport International, LLC
JetBlue Airways	Envoy Air		FedEx Corp.
Southwest Airlines	Expressjet Airlines		United Parcel Service Company
United Airlines	GoJet Airlines		USA Jet
	Mesa Airlines		
	Piedmont Airlines		
	PSA Airlines		
	Republic Airlines		
	Skywest		
	Trans State Airlines		
	Ultimate Air Shuttle		
	Via Air		

The composition of traffic in FY 2017 shifted slightly from prior years, with approximately 29% O&D and 71% connecting, demonstrating continued growth in O&D activity. During FY 2017, total enplaned passengers increased 0.6% to 22.5 million, and growth in O&D passengers exceeded that of connecting passengers at 6.3%. CLT primarily provides domestic service, as only 6.3% of overall enplanements are international. For more detailed information on enplaned passengers please refer to Schedules 28-30 on page 150 through 152 in the Statistical Section.

The Airport serves as a major domestic hub in American Airlines' system. In December 2013, American Airlines merged with US Airways to create the world's largest airline. In FY 2017, American Airlines provided 91.2% of the service at CLT; this was down slightly from 91.3% in FY 2016. American offers, out of Charlotte, more than 677 daily flights to 156 destinations in 25 countries system-wide, and employs approximately 11,500 people, including flight crews based in Charlotte, ground agents, as well as employees at the carrier's heavy maintenance and line maintenance hangars and training center.

During FY 2017 several airlines added new destinations including: American Airlines to Rapid City, SD, Cedar Rapids, IA, Peoria, IL, Havana, Cuba, and Georgetown, Bahamas; Frontier Airlines to Cleveland, OH; Southwest Airlines to Nashville, TN; and Via Air to Orlando-Sanford, FL, Williamstown, WV, Lewisburg, WV, and Weyers Cave, VA. Furthermore, American added seasonal service to Bangor, ME.

Frontier Airlines, Southwest Airlines, and United Airlines all increased their enplanements at CLT in FY 2017, with year-over-year increases of 64.0%, 12.1% and 10.9%, respectively. These increases were due to new Frontier and Southwest destinations served from Charlotte as well as United utilizing larger aircraft to serve the Charlotte market.



Below is an FY 2017 list of the top 25 O&D markets served from CLT.

### TOP 25 DOMESTIC O&D MARKETS FROM CLT

	City	CLT Enplanements	Percent of Total Domestic Enplanements	Distance from Airport (miles)
1	New York Area <sup>1</sup>	787,050	13.5%	534
2	Chicago <sup>2</sup>	296,755	5.1%	599
3	Boston	247,670	4.2%	727
4	Dallas <sup>3</sup>	247,670	4.2%	937
5	Philadelphia	217,145	3.7%	447
6	Orlando	187,063	3.2%	468
7	Baltimore	159,537	2.7%	434
8	South Florida <sup>4</sup>	158,960	2.7%	650
9	Los Angeles <sup>5</sup>	138,915	2.4%	2,125
10	Denver	137,773	2.4%	1,338
11	Washington DC Area <sup>6</sup>	132,045	2.3%	330
12	Houston <sup>7</sup>	128,833	2.2%	913
13	Las Vegas	126,996	2.2%	1,917
14	San Francisco <sup>8</sup>	124,239	2.1%	2,296
15	Minneapolis/St. Paul	119,025	2.0%	930
16	Detroit	99,338	1.7%	500
17	Phoenix	98,996	1.7%	1,774
18	Nashville	97,220	1.7%	329
19	Tampa	95,362	1.6%	508
20	Atlanta	76,995	1.3%	227
21	Hartford	74,584	1.3%	643
22	Seattle	74,191	1.3%	2,279
23	Pittsburgh	73,645	1.3%	366
24	San Diego	64,358	1.1%	2,380
25	Cleveland	63,613	1.1%	522
	<b>Total Top 25</b>	<b>4,027,978</b>	<b>69.0%</b>	

#### CITY LEGEND

<sup>1</sup>LaGuardia (LGA), John F Kennedy (JFK) and Newark (EWR) Airports

<sup>2</sup>O'Hare (ORD) and Midway (MDW) Airports

<sup>3</sup>Dallas/Ft. Worth (DFW) and Dallas Love Field (DAL) Airports

<sup>4</sup>Fort Lauderdale (FLL) and Miami (MIA) Airports

<sup>5</sup>Los Angeles (LAX), John Wayne (SNA), Ontario (ONT), Long Beach (LGB) and Burbank (BUR) Airports

<sup>6</sup>Ronald Reagan (DCA), Dulles (IAD) and Baltimore (BWI) Airports

<sup>7</sup>George Bush International (IAH) and Hobby (HOU) Airports

<sup>8</sup>San Francisco (SFO), San Jose (SJC) and Oakland (OAK) Airports



# DEVELOPMENT INITIATIVES



## DESTINATION CLT

Strategic Growth is one of CLT's six core strategic principles. In keeping with this principle, management completed a thorough master planning process resulting in the Airfield Capacity Enhancement Plan and the Terminal Capacity Enhancement Plan. These plans were used in the development of *Destination CLT* – the current \$2.5 billion capital investment program. *Destination CLT* is targeted to enhance capacity based on the Airport's growth forecast through 2035 while remaining demand driven or scalable to respond to airline and passenger demand.

*Destination CLT* is well underway and the status of each major component as of June 30, 2017 is listed below:

<i>Destination CLT</i> Projects	Description of Project	Status
Elevated Roadway and Terminal Curb Front	Expansion of roadway and curb front facilities to meet growing local passenger demand and reduce congestion	Construction Underway – Estimated Completion: Summer 2018
Concourse A Expansion - Phase I	Construction of nine gates north of Concourse A to accommodate expanding air service and replace several existing gates	Construction Underway – Estimated Completion: Summer 2018
Concourse E Expansion - Phase VIII	Construction of 25,000 sq. ft. of hold room and support space on the north and east end of Concourse E	Construction Underway – Estimated Completion: Spring 2019
East Terminal Expansion - Phase II	Construction of a three-level addition of approximately 51,000 sq. ft. at Concourses D and E, enhancing passenger circulation and providing area for multiple concessions on the Departures/Ticketing level	Construction Underway – Estimated Completion: Summer 2019
Terminal Renovations	Updates and refurbishment of the 35-year-old terminal building, including infrastructure replacement and upgrades to finishes such as walls, ceilings, and flooring	Construction Underway – Estimated Completion 2020
Terminal Lobby Expansion	Expansion to the ticketing and security areas for local passengers	Design Underway; Construction expected to begin 2018 and complete in 2022
Fourth Parallel Runway	Increase efficiency and capacity of the airfield	Planning and Environmental Impact Study Underway
Other Concourse Expansions (A Phase II, B, C)	Additional hold room and concession space to meet passenger demand	Planning underway







## PROJECT AMP

Project AMP (Airport Master Plan) was implemented by the Airport area strategic development plan, commissioned by Charlotte Douglas International Airport in October 2015 after City Council approved its creation. In FY 2017, CLT, in conjunction with its consultants, completed the CLT Airport Commercial Development Strategy, which guides implementation of the CLT Airport Area Strategic Development Plan (approved in February 2017). This plan advances CLT's vision and mission, and has three primary objectives:

- Self-sustaining: it should generate non-aeronautical revenue that helps fulfill FAA requirements for airport financial self-sufficiency.
- Land Re-use: it should put vacant and underutilized Airport property into productive use.
- Compatibility: it should ensure that future development around the Airport is appropriate for an airport environment and does not negatively impact aviation.

The plan is a market-based, commercial development strategy for land controlled by CLT. Currently, the land around the Airport is some of the most desired property in Charlotte. The plan calls for mixed uses of aviation and non-aviation projects. It focuses on self-sustaining land re-use compatible with aeronautical activity supporting the Airport.

Stakeholder engagement in developing the plan included over 450 individuals representing themselves and more than 40 groups, businesses, communities and government agencies.

## OTHER DEVELOPMENT INITIATIVES

In June 2016, the FAA broke ground on a new FAA Air Traffic Control (ATC) tower. The 367-foot tower is necessary for ATC to meet CLT's growing demand and is expected to be completed in 2018 and operational by 2020. The project is funded and constructed by the FAA.







## THE REGION'S ECONOMY

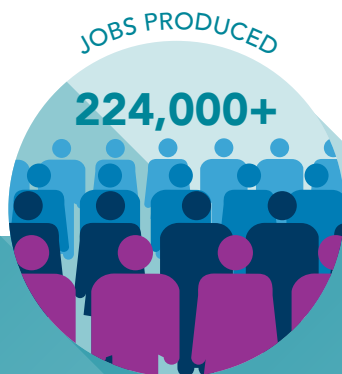
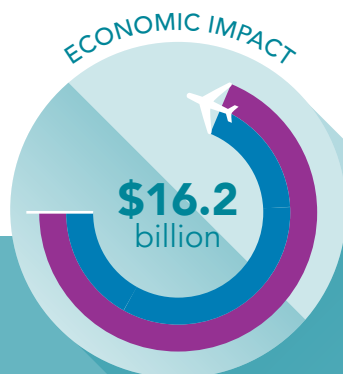
The dynamic and growing region, with the City of Charlotte at its core, is fueling the Airport's strong O&D growth. The Charlotte-Concord-Gastonia Metropolitan Statistical Area (MSA), with an estimated 2016 population of 2.5 million, is strategically located within a 24-hour drive of 50% of the nation's population. The MSA has seven Fortune 500 companies headquartered within it, and the City ranks as the nation's third largest financial center in headquartered banking assets. There are also 1,018 foreign-owned firms in the region, representing 45 countries, which have spawned the creation of several international and cultural organizations. The MSA's 2016 employment growth rate of 2.7% exceeded that of the state (2.1%) and the nation (1.7%), with approximately 68,000 jobs added during the year. Trucking, rail, and transportation arrangement firms are major industries in the region. Two interstate highways pass through the City limits, Interstate Highways 77 and 85, running north/south and northeast/southwest, respectively. The City is also the center of the country's largest consolidated rail system. Norfolk Southern Railway and CSX Transportation bring approximately 300 trains through Charlotte weekly and link it to 23 states, Washington D.C. and Canada. The Airport's 200-acre intermodal facility is expected to bring the region an economic boost of \$7.6 billion over the next two decades.

The City and region are also a destination. Recreational opportunities abound with the NASCAR Hall of Fame

complex, Charlotte Motor Speedway, the National Football League's Carolina Panthers, the National Basketball Association's Charlotte Hornets, as well as others. The U.S. National Whitewater Center is located nearby on the Catawba River and is the world's largest artificial whitewater river and U.S. Olympic Training site. Charlotte offers diverse facilities for culture, the arts, nature and science. Educational opportunities draw people to the region; there are 23 public and private secondary institutions offering degrees. The City's 8.0% hotel & motel and 1.0% prepared food and beverage taxes have provided a dedicated resource for the purpose of promoting Charlotte and helping draw visitors to the region.

### ECONOMIC IMPACT

Charlotte Douglas International Airport continues to be a major economic driver to Charlotte's regional economy with the continuous growth and expansion of its aviation facilities and infrastructures. In FY 2017, UNC Charlotte reported on the economic impact and contribution of CLT, showing a \$16.2 billion economic output with \$4.3 billion generated from direct airport economic activities. Off-site activities (indirect impacts) that are related to Airport operations generated \$11.9 billion for the economy. These economic activities produced more than 224,000 jobs and drove about \$11.5 billion in labor income into the regional economy through wages and salaries.





# AIRLINE RATES & CHARGES AND FINANCIAL POLICIES

FY 2017 marks the first year for which the Airport has calculated rates and charges pursuant to the requirements of its new modernized Airline Use and Lease Agreement (AUA), adopted in July 2016. The AUA governs the use of the Airport by the five Signatory Airlines and the establishment of rates, fees and charges payable annually by the Signatory Airlines. These fees and charges generate revenues sufficient to compensate the City for debt service on bonds and operation and maintenance expenses. The

new AUA preserves the 40% share of Excess Non-Airline Terminal Revenues with the Signatory Airlines.

As management proceeds with *Destination CLT* - the capital improvement program partially funded with debt, they remain focused on bondholder security. All capital project funding plans and debt issuances are evaluated using the Airport's financial targets listed below. Management fully assesses risk and cost impacts before undertaking projects.

## MANAGEMENT'S FINANCIAL TARGETS & ACTUAL RESULTS

	FY 2017 Targets	FY 2017 Actual Results
<b>Debt Service Coverage:</b>		
1. Debt Service Coverage - Bond Ordinance (PFC Offset Method)	≥2.00x	5.4x
2. Debt Service Coverage - PFCs Classified as Revenues and excluding rolling coverage	≥1.50x	2.5x
Airport Revenue Bond Debt Per Enplanement	≤\$60	\$29.72
Liquidity – Days Cash on Hand <sup>1</sup>	≥800 days	1,596
Net Cost Per Enplanement	-	\$1.23

<sup>1</sup>Days Cash on Hand calculation is unrestricted cash/operating expenses (excluding depreciation) x365



# AIRPORT CAPITAL FINANCING AND BOND ORDER UPDATE

On June 1, 2017, the City issued \$302.8 million in Series 2017 GARBs. The Series 2017A and 2017B Bonds provided approximately \$191 million to fund certain terminal and other facility related improvements at the Airport, as well as repay a portion of the then outstanding 2016 Bond Anticipation Notes (BANs) that were used to fund the Airport improvements on an interim basis. The Series 2017C GARBs were issued to refund multiple of the Airport's outstanding GARB series. The Series 2007A Bonds were refunded for economic savings, generating over \$14 million in present value savings, including upfront savings sufficient to fund \$1.9 million in Airport Other Postemployment Retiree Healthcare Benefit (OPEB) obligations. Additionally, the entirety of the Airport's outstanding long-term Variable Rate Demand Bond (VRDB) portfolio (Series 2007B, Series 2008D, and Series 2011C) was refunded with fixed rate debt, locking in favorable rates and eliminating the Airport's exposure to long-term interest rate risk. The deal drew significant investor interest and was priced at an All-In True Interest Cost of 3.53%, a record low for the Airport for its long-term debt.

In addition, the Airport simultaneously issued \$175.0 million in parity Series 2017D BANs to provide interim financing for projects that started recently or are soon to be bid.

Beyond providing capital financing and producing cashflow savings, the City and Airport also took advantage of being in the capital markets as an opportunity to update the Bond Order. The primary objectives of the proposed amendments to the document that governs issuance of the Airport's revenue bonds were to:

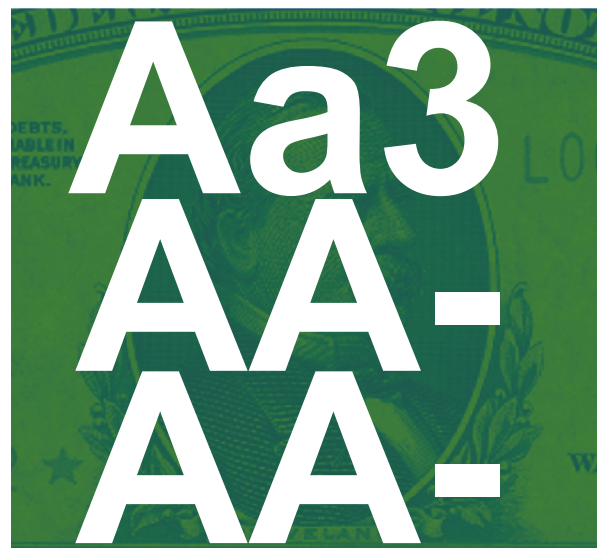
- Modernize provisions to provide flexibility and reflect current market standards, including revising the funding of the O&M Reserve and adding the possibility for future subordinate lien obligations;
- Conform provisions to current operations of the Airport, including updating and conforming references to the new AUA;
- Simplify reporting and administrative responsibilities; and
- Clean up references.

Airport management went to great lengths to ensure that each of the proposed amendments maintained or strengthened key bondholder security provisions such as the rate covenant and additional bonds test.

Per the Bond Order, the proposed amendments required written consent of 51% of the Airport's bondholders to be effective, which was achieved upon the closing of the Series 2017 transactions.

## RATING AGENCY ACTIONS

In April, as part of the Series 2017 transaction, Moody's affirmed its strong Aa3 rating (Stable Outlook) on the General Airport Revenue Bonds and Fitch Ratings upgraded its rating on the Airport's General Airport Revenue Bonds to AA- from A+ (with a Stable Outlook). Subsequent to the end of the fiscal year, S&P Global Ratings also upgraded its rating on the Airport's General Airport Revenue Bonds to AA- from A+ (with a Stable Outlook). These rating actions place the Airport in rarified air from a creditworthiness perspective, as only nine other US airports have ratings in the AA-category from all three of the major rating agencies. The agencies justified these high ratings based on strong management, very strong financial metrics, resilient enplanement levels with significant growth in O&D enplanements, and the manageable projected impacts of the Airport's capital development program on future financial performance.



# ACCOLADES

**Government Finance Officers Association (GFOA):** The City and Airport were awarded the Certificate of Achievement for Excellence in Financial Reporting for the Airport's Comprehensive Annual Financial Report for Fiscal Year 2016.



**JD Power:** The Airport was 11th place in JD Power's 2016 North American Airport Satisfaction Survey.



**Greater Charlotte Region Global Vision Leaders Group:** The Airport and its Chief Executive Officer Brent Cagle were presented with the Group's inaugural Global Excellence Award, recognizing the crucial roles they play in making the greater Charlotte region a global hub of commerce.



**Airport Revenue News (ARN):** Whisky River took home USA Today's 10 Best Readers' Choice Awards in 2017 for "Best Airport Bar" and "Best Airport Sit-Down Dining".



**Pro Pilot:** Wilson Air Center – Charlotte was ranked 9th best FBO in the US in 2017, and Wilson Air Center was voted the best small FBO chain in the US.



**AirportXP:** The mobile app ranked the Airport 3rd among large size airports in both ease of getting to the terminal and parking accessibility.



**American Association of Airport Executives (AAAE):** The Airport's Taxiway C Rehab Project was awarded Project of the Year by the AAEE Southeastern Chapter.





# ACKNOWLEDGEMENTS

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We hope you find this report to be informative and helpful. Our management philosophy is grounded in sound financial stewardship, as evidenced by FY 2017's financial results and production of this report. We greatly appreciate all the team members who work tirelessly providing excellent airport operations, including those who assisted in the preparation of this report.

Respectfully submitted,



Brent Cagle  
Airport Chief Executive Officer  
Charlotte Douglas International Airport



Randy J. Harrington  
Chief Financial Officer  
City of Charlotte





Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**Charlotte Douglas International Airport  
North Carolina**

For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**June 30, 2016**

*Christopher P. Morill*

Executive Director/CEO







# FINANCIAL SECTION

- 26 REPORT OF INDEPENDENT AUDITOR
- 27 MANAGEMENT'S DISCUSSION & ANALYSIS
- 39 FINANCIAL STATEMENTS
- 73 REQUIRED SUPPLEMENTARY INFORMATION
- 79 ADDITIONAL INFORMATION

The Financial Section  
contains audited information about  
the Airport Enterprise Fund.



## Report of Independent Auditor

To the Honorable Mayor and  
Members of City Council  
Charlotte, North Carolina

### Report on the Financial Statements

We have audited the accompanying comparative statements of net position of the Charlotte Douglas International Airport (the "Airport"), an enterprise fund of the City of Charlotte, North Carolina (the "City"), as of June 30, 2017 and 2016, and the comparative statements of revenues, expenses and changes in net position and cash flows for the years then ended and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Airport's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### Opinion

In our opinion the financial statements referred to above present fairly, in all material respects, the financial position of the Airport as of June 30, 2017 and 2016, and the changes in its financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

### OTHER MATTERS

#### Emphasis of a Matter

As discussed in Note 1, the financial statements present only the Airport and do not purport to, and do not present fairly the financial position of the City as of June 30, 2017 and 2016, and the changes in its financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

#### Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and the Required Supplementary Information, as listed in the table of contents in the Financial Section, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### Supplementary and Other Information

Our audit was conducted for the purpose of forming an opinion on the basic financial statements of the Airport as a whole. The Introductory Section, Additional Information, and the Statistical Section, as listed in the accompanying table of contents, are presented for the purpose of additional analysis and are not a required part of the basic financial statements. The Additional Information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, based on our audit this information is fairly stated, in all material respects, in relation to the basic financial statements as a whole. The Introductory and Statistical Sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Charlotte, North Carolina  
January 8, 2018



# MANAGEMENT'S DISCUSSION & ANALYSIS





# MANAGEMENT'S DISCUSSION & ANALYSIS

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Management's Discussion & Analysis (MD&A) provides a narrative introduction, overview and analysis of the financial activities of Charlotte Douglas International Airport (Airport), an Enterprise Fund of the City of Charlotte. The information contained herein pertains to the financial performance of the Airport for the Fiscal Year (FY) ended June 30, 2017. Prior years' financial performance is included for comparison purposes. This MD&A should be read in conjunction with the Financial Statements and Notes that follow.

## FINANCIAL HIGHLIGHTS

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### FISCAL YEAR 2017

- Total net position for the Airport Enterprise fund on June 30, 2017 was \$1.66 billion, and 31% or \$510.6 million of that total was unrestricted. The net position increased \$74.7 million from total net position on June 30, 2016.
- Operating revenues increased by \$11.3 million to \$217.7 million in FY 2017. The increase was primarily related to increased airline terminal rents and fees and public parking revenues.
- Total operating expenses, excluding depreciation and amortization, also increased by \$13.0 million to \$131.0 million in FY 2017. The reporting of operating expenses in FY 2017 include new cost centers established under the new Airline Use and Lease Agreement (AUA) effective July 1, 2016. Overall, the increase in operating expense is primarily due to increases in Airport Services Facilities (ASF) fees, security costs, building maintenance, and janitorial expenses.
- Non-operating revenues increased slightly by \$0.9 million to \$77.0 million. This increase was due to a \$0.6 million increase in investment earnings to \$5.2 million, and Contract Facility Charges (CFCs) increasing by \$0.6 million to \$12.9 million while Passenger Facility Charges (PFCs) declined slightly by \$0.3 million to \$58.9 million.
- Interest and other charges increased by \$2.9 million to \$21.8 million in FY 2017 due to the issuance of 2017 General Airport Revenue Bonds (GARBs) and Bond Anticipation Notes (BANs).
- Other expenses decreased by \$2.8 million to \$27.7 million in FY 2017, due to a \$10.1 million decrease in non-capital expense items, offset by a \$7.4 million increase in airline revenue share.
- Capital contributions decreased by \$3.8 million to \$16.9 million in FY 2017. This category is mostly comprised of grants used to fund capital projects. Grant accruals for the Airport's Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants were lower in FY 2017 by approximately \$2.9 million as construction work on several AIP funded projects slowed, approaching completion. In addition, grant draws related to the Transportation Security Administration (TSA) American Recovery and Reinvestment Act of 2009 (ARRA) grant program decreased by approximately \$0.9 million due to the ending of the ARRA grant program. The remaining funds were de-obligated.

### FISCAL YEAR 2016

- Total net position for the Airport Enterprise fund on June 30, 2016 was \$1.58 billion, and 26% or \$407.4 million of that total was unrestricted. The net position increased \$85.1 million from total net position on June 30, 2015.
- Operating revenues increased by \$12.7 million to \$206.4 million in FY 2016. The increase was related to increased terminal, concessions and parking revenues.
- Total operating expenses, excluding depreciation and amortization, also increased by \$12.7 to \$118.0 million in FY 2016. This increase was related to the increased costs of services and asset preservation (terminal and airfield cost centers).
- Non-operating revenues decreased by \$117.8 million to \$76.0 million in FY 2016, consistent with prior years excluding FY 2015 when non-operating revenues increased dramatically due to the inclusion of private contributions for the American Airlines lease pay-off when the Special Facilities Bonds were retired. Additional changes in non-operating revenues included, Contract Facility Charges (CFCs) increasing by \$2.1 million to \$12.3 million while Passenger Facility Charges (PFCs) declined slightly by \$1.1 million to \$59.2 million.
- Interest and other charges decreased by \$9.1 million to \$18.9 million in FY 2016, because of increased interest earnings and a change in accounting methodology that also resulted in additional interest earnings. The net result of these changes offset by interest costs and other charges was an increase of \$6.6 million.
- Other expenses increased by \$18.1 million to \$30.5 million in FY 2016, because of \$11.0 million on non-capital expensed items.

- Capital contributions decreased slightly by \$0.3 million to \$20.7 million in FY 2016. This category is mostly comprised of grants used to fund capital projects. FY 2016 represented the third consecutive year of reduced grant accruals.

## OVERVIEW OF THE FINANCIAL STATEMENTS

The Financial Section of this report consists of three parts: Management's Discussion and Analysis (this section), the Financial Statements and additional information pertaining to the changes in net position for included and excluded cost centers as well as schedules of cash deposits and withdrawals by bond issue. The Financial Statement section includes Notes to the Financial Statements that provide explanations and detailed data on pages 46 through 71.

The Airport Enterprise Fund is an enterprise fund of the City of Charlotte. This fund is used to account for the Airport's ongoing operations. The City uses the accrual basis of accounting, so revenues are recognized when earned and expenses are recognized when incurred.

The following is a summary of the Airport's Net Position as of June 30:

### NET POSITION

(Fiscal Years Ending June 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>ASSETS</b>			
Current and other assets	\$ 1,114,481	\$ 1,010,891	\$ 965,191
Capital assets, net	1,418,691	1,302,865	1,272,397
<b>Total assets</b>	<b>2,533,172</b>	<b>2,313,756</b>	<b>2,237,588</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	<b>8,149</b>	<b>2,582</b>	<b>2,836</b>
<b>LIABILITIES</b>			
Current liabilities	91,454	74,034	77,464
Noncurrent liabilities	791,730	658,829	660,318
<b>Total liabilities</b>	<b>883,184</b>	<b>732,863</b>	<b>737,782</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>	<b>300</b>	<b>347</b>	<b>4,614</b>
<b>NET POSITION</b>			
Net investment in capital assets	801,702	732,366	696,987
Restricted	345,499	443,384	427,423
Unrestricted	510,636	407,378	373,618
<b>TOTAL NET POSITION</b>	<b>\$ 1,657,837</b>	<b>\$ 1,583,128</b>	<b>\$ 1,498,028</b>

The analysis below explains the Net Position.

## FISCAL YEAR 2017 COMPARED TO FISCAL YEAR 2016

Total assets increased by \$219.4 million or 9.5%, in FY 2017 compared to FY 2016. This was due to an increase in current assets attributable to cash and cash equivalents growth, and an increase in capital assets including increased Construction in Progress, purchases of capital equipment, parking lot improvements, and roadway signage.

Total liabilities increased \$150.3 million or 20.5%, in FY 2017 compared to FY 2016. This increase is due to issuance of new long-term revenue bonds, and an increase in net pension liability, offset by a decrease in general airport revenue bond anticipation notes payable.

Total net position increased by \$74.7 million or 4.7%, in FY 2017 compared to FY 2016. As of June 30, 2017, \$801.7 million was invested in capital assets, \$345.5 million was restricted for debt service reserves, PFCs, CFCs, etc., and \$510.6 million was unrestricted and available for short-term operational needs. This increased net position is primarily due to on-going capital development and growing cash balances.

## FISCAL YEAR 2016 COMPARED TO FISCAL YEAR 2015

Total assets increased by \$76.2 million or 3.4%, in FY 2016 compared to FY 2015. This was due to an increase in current assets attributable to cash and cash equivalents growth and capital assets related to building additions and the development of the Airport entrance road, fuel farm expansion and the Little Rock Road extension.

Total liabilities decreased \$4.9 million or 1.0%, in FY 2016 compared to FY 2015. This modest decline was related to declining long-term revenue bond liabilities offset with slightly increasing general airport revenue bond anticipation note liabilities.

Pension deferrals decreased by \$4.3 million or 92.5%, in FY 2016 compared to FY 2015. Pension deferrals are related to the new General Accounting Standards Board (GASB) Statement 68, which pertain to the treatment of pension expenses. Pension reporting varies from year to year based on actuarial valuations of the City of Charlotte's pension plan compared on a statewide perspective. In FY 2016, the Airport Enterprise's net pension liability was \$1.9 million. For more detail, please see Note 6 on page 61.

Total net position increased by \$85.1 million or 5.68%, in FY 2016 compared to FY 2015. As of June 30, 2016, \$732.4 million was invested in capital assets, \$443.4 million was restricted for debt service reserves, PFCs, CFCs, etc., and \$407.4 million was unrestricted and available for short-term operational needs. This increased net position is primarily due to on-going capital development and growing cash balances.



## CHANGES IN NET POSITION

The following is a summary of Changes in Net Position as of June 30:

### CHANGES IN NET POSITION

(Fiscal Years Ending June 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>REVENUES</b>			
Operating revenues:			
Terminal rents & fees	\$ 47,386	\$ 42,091	\$ 31,267
Airfield	27,219	25,275	26,880
Concessions	45,830	48,527	41,008
Rental cars	14,887	14,111	13,608
Parking	59,323	51,674	47,624
Fixed base operator area	14,456	13,732	15,885
Other	8,596	11,037	17,442
<b>Total operating revenues</b>	<b>217,697</b>	<b>206,447</b>	<b>193,714</b>
Nonoperating revenues:			
Passenger facility charges	58,855	59,171	60,238
Contract facility charges	12,898	12,273	10,187
Private contributions	-	-	119,057
Investment earnings	5,233	4,595	4,321
<b>Total nonoperating revenues</b>	<b>76,986</b>	<b>76,039</b>	<b>193,803</b>
<b>Total revenues</b>	<b>294,683</b>	<b>282,486</b>	<b>387,517</b>
<b>EXPENSES</b>			
Operating expenses before depreciation	131,013	118,015	105,278
Depreciation	56,063	50,681	45,897
Interest and other charges	21,813	18,898	27,958
Other expenses	27,737	30,498	12,428
<b>Total expenses</b>	<b>236,626</b>	<b>218,092</b>	<b>191,561</b>
<b>Capital contributions</b>	<b>16,874</b>	<b>20,706</b>	<b>20,960</b>
<b>Transfers to other City funds</b>	<b>(222)</b>	<b>-</b>	<b>-</b>
<b>Increase in net position</b>	<b>74,709</b>	<b>85,100</b>	<b>216,916</b>
<b>NET POSITION - beginning previously reported</b>	<b>1,583,128</b>	<b>1,498,028</b>	<b>1,283,715</b>
<b>Restatement</b>	<b>-</b>	<b>-</b>	<b>(2,603)</b>
<b>NET POSITION - beginning (July 1)</b>	<b>1,583,128</b>	<b>1,498,028</b>	<b>1,281,112</b>
<b>NET POSITION - ending (June 30)</b>	<b>\$ 1,657,837</b>	<b>\$ 1,583,128</b>	<b>\$ 1,498,028</b>

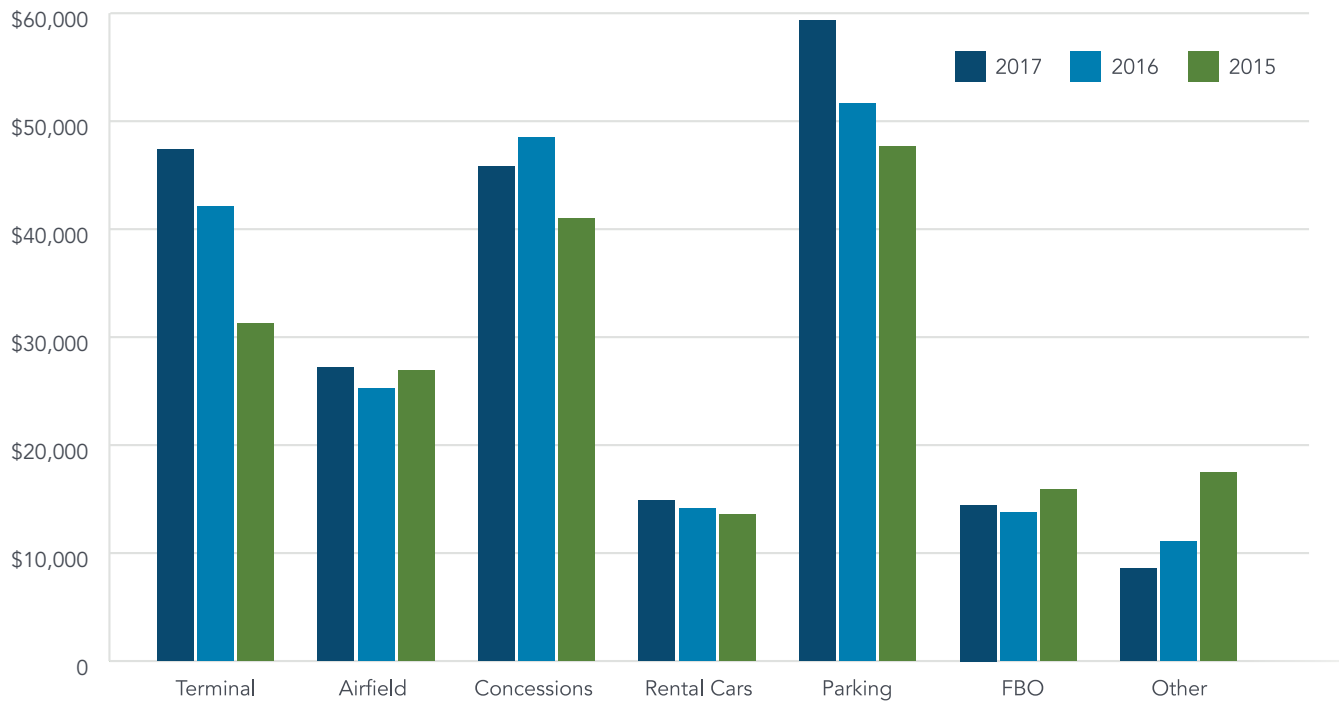
# OPERATING REVENUES

The following is a summary of Operating Revenues as of June 30:

## OPERATING REVENUES

(Fiscal Years Ending June 30; \$000)

	2017	2016	2015
<b>AIRLINE REVENUES</b>			
Terminal rents & fees	\$ 47,386	\$ 42,091	\$ 31,267
Airfield	27,219	25,275	26,880
<b>Total airline revenues</b>	<b>74,605</b>	<b>67,366</b>	<b>58,147</b>
<b>CONCESSIONS, RENTAL CARS, AND PARKING REVENUES</b>			
Concessions	45,830	48,527	41,008
Rental cars	14,887	14,111	13,608
Parking	59,323	51,674	47,624
<b>Total concessions, rental cars and parking revenues</b>	<b>120,040</b>	<b>114,312</b>	<b>102,240</b>
<b>FBO &amp; OTHER REVENUES</b>			
FBO	14,456	13,732	15,885
Other	8,596	11,037	17,442
<b>Total FBO &amp; other revenues</b>	<b>23,052</b>	<b>24,769</b>	<b>33,327</b>
<b>TOTAL OPERATING REVENUES</b>	<b>\$ 217,697</b>	<b>\$ 206,447</b>	<b>\$ 193,714</b>



This chart depicts all primary revenue categories.

The analysis below explains the increases and decreases in operating revenues.

## FISCAL YEAR 2017 COMPARED TO FISCAL YEAR 2016

Operating revenues increased by \$11.3 million or 5.4%, to \$217.7 million in FY 2017 from \$206.4 in FY 2016. This increase was partly attributable to airline terminal revenues expanding \$5.3 million or 12.6% due to the restructuring of airline terminal related fees in accordance with the new AUA. Also, parking revenues increased by \$7.6 million or 14.8% due to a rate increase for parking facilities.

Airline revenues increased \$7.2 million or 10.7% to \$74.6 million in FY 2017. In addition to the terminal revenues increase stated above, airfield revenues increased by \$1.9 million or 7.7%. The increase in airfield revenues is due to an increase in the landing fee rate, resulting from an increase in Airport Services Facilities (ASF) allocable to the airfield and a slight increase in airfield O&M expenses. Airline revenues only comprised 34.3% of operating revenues in FY 2017.

Concessions, rental cars and parking increased \$5.7 million or 5.0%, to \$120.0 million in FY 2017. Concessions declined \$2.7 million due to one-time advertising revenues in FY 2016 that did not occur in FY 2017. Parking revenues continued to show strong growth with an increase of \$7.6 million or 14.8% due to increased rates. Concessions, rental cars and parking revenues held steady at 55.1% of operating revenues in FY 2017.

Fixed Base Operator (FBO) and other revenues decreased \$1.7 million or 6.9% to \$23.1 million in FY 2017. FBO increased \$0.7 million or 5.3% related to the increasing volume of fuel sold. Other revenues declined by \$2.4 million or 22.1% due to a slight decrease in tenant leasing and cost center reallocation of parcels from Cargo to ASF.

## FISCAL YEAR 2016 COMPARED TO FISCAL YEAR 2015

Operating revenues increased by \$12.7 million or 6.6%, to \$206.4 million in FY 2016 from \$193.7 in FY 2015. This increase was partly attributable to terminal revenues expanding \$10.8 million or 34.6% because of additional airline terminal related fees, amortization of prior City investments and bag fees. Concession revenues also increased by \$7.5 million or 18.3% in FY 2016.

Airline revenues increased \$9.2 million or 15.9%, to \$67.4 million in FY 2016. As stated above, terminal revenues experienced a large increase while airfield revenues declined by \$1.6 million or 6.0% largely related to the changes in cost allocation methodology, which more accurately represents where financial activities occur. Airline revenues only comprised 33.0% of operating revenues in FY 2016.

Concessions, rental cars and parking revenues increased \$12.1 million or 11.8%, to \$114.3 million in FY 2016. The growth in concessions is related to a \$5 million increase in advertising revenues (60% of those advertising revenues are one-time revenues and will not be reoccurring) and a \$2.3 million increase in food and beverage revenue. Parking revenues also increased a strong \$4.1 million or 8.5% reflecting a full year of additional capacity and increased rates. Concessions, rental cars and parking revenues comprised a healthy 55.0% of operating revenues in FY 2016.

Fixed Base Operator (FBO) and other revenues decreased \$8.6 million or 25.7%, to \$24.8 million in FY 2016. FBO decreased \$2.2 million or 13.6% related to the declining volume of fuel sold. Cargo and other revenues declined \$6.4 million or 36.7% because this category used to include rent for the American Airlines maintenance facility, but the lease was paid off so no rent was paid in FY 2016. FBO and other revenues comprised 12.0% of operating revenues in FY 2016.



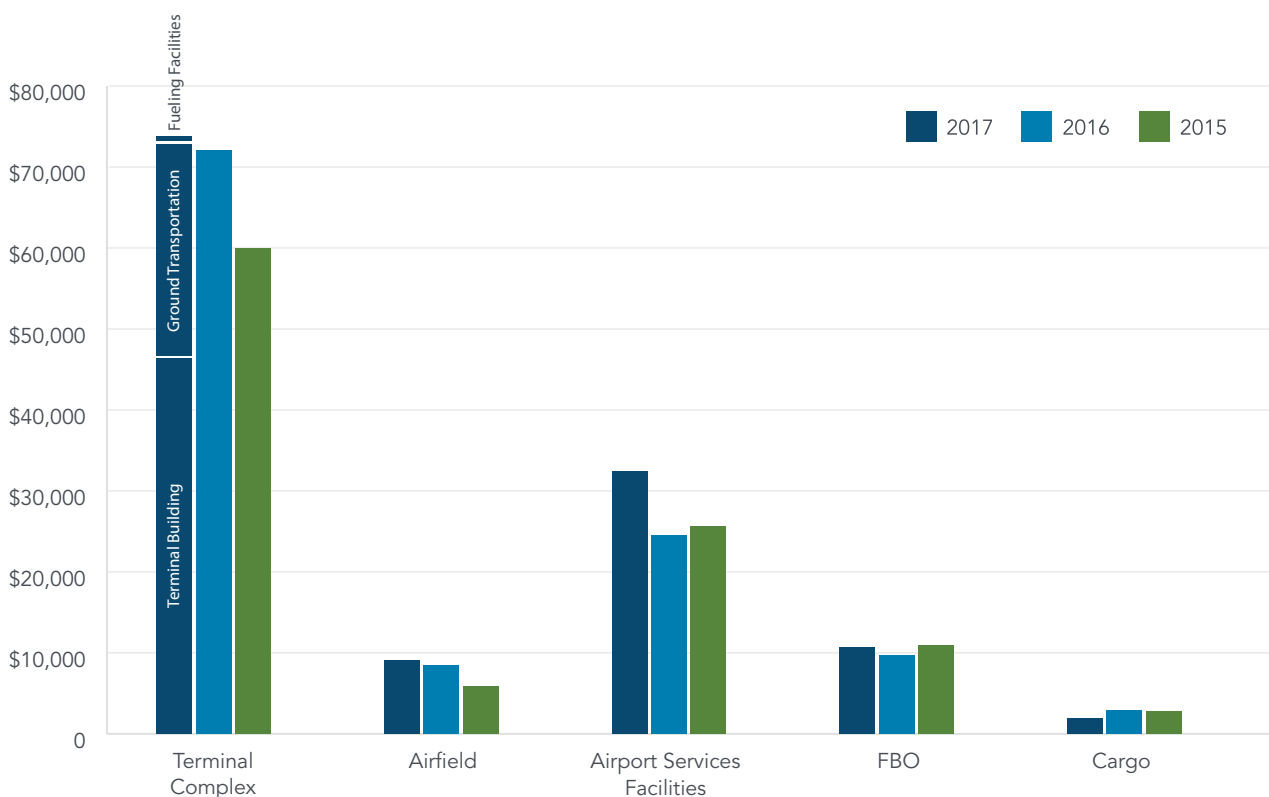
## OPERATING EXPENSES BEFORE DEPRECIATION

The following is a summary of Operating Expenses before depreciation as of June 30:

### OPERATING EXPENSES BEFORE DEPRECIATION

(Fiscal Years Ending June 30; \$000)

	2017	2016	2015
<b>TERMINAL &amp; AIRFIELD EXPENSES</b>			
Terminal building	\$ 46,322	\$ 72,073	\$ 59,895
Ground transportation	26,968	-	-
Fueling facilities	218	-	-
Airfield	9,046	8,452	5,898
<b>Total terminal &amp; airfield expenses</b>	<b>82,554</b>	<b>80,525</b>	<b>65,793</b>
<b>AIRPORT SERVICES FACILITIES EXPENSES</b>	<b>32,376</b>	<b>24,534</b>	<b>25,683</b>
<b>FBO, CARGO &amp; OTHER EXPENSES</b>			
FBO	10,680	9,711	10,985
Cargo	1,879	2,909	2,817
Other	3,524	336	-
<b>Total FBO, cargo &amp; other expenses</b>	<b>16,083</b>	<b>12,956</b>	<b>13,802</b>
<b>TOTAL OPERATING EXPENSES BEFORE DEPRECIATION</b>	<b>\$ 131,013</b>	<b>\$ 118,015</b>	<b>\$ 105,278</b>



This chart depicts all primary expense categories.

The analysis below explains the increases and decreases in operating expenses.

## FISCAL YEAR 2017 COMPARED TO FISCAL YEAR 2016

Operating expenses before depreciation increased \$13.0 million or 11.0%, to \$131.0 million in FY 2017.

Terminal Building and Airfield expenses increased \$2.0 million or 2.5%, to \$82.6 million in FY 2017, as the Airport continued to invest in aging facilities, and the preservation of existing assets. The Airport also completed required safety upgrades to satisfy FAA Part 139 inspection requirements.

ASF expenses (the Airport's indirect overhead expense allocation) increased \$7.8 million or 32.0%, to \$32.4 million in FY 2017. ASF's increase is due to a change in allocation methodology, which more accurately represents where expenses occur.

FBO, cargo and other expenses increased \$3.1 million or 24.1%, to \$16.1 million in FY 2017. FBO increased \$1.0 million or 10.0% primarily due to an increase in fuel purchased for resale. Other operating expenses and pension expense increased as well. FBO, cargo and other expenses accounted for 12.3% of operating expenses in FY 2017.

## FISCAL YEAR 2016 COMPARED TO FISCAL YEAR 2015

Operating expenses before depreciation increased \$12.7 million or 12.1%, to \$118.0 million in FY 2016. This increase was primarily due to expenses related to terminal improvements including the bag system, utilities, building maintenance and technology expenses. The airline lease is cost recovery, such that a portion of the City's investments in facilities are charged to the airlines.

Terminal and airfield expenses increased \$14.7 million or 22.4%, to \$80.5 million in FY 2016. Terminal expenses increased by \$12.2 million or 20.3% related to several large line-items including: \$2.4 million in baggage system operating costs, \$1.7 million for increased utilities, \$1.1 million in increased building maintenance, \$1.7 million additional CONRAC expenses, \$0.8 million parking costs, and \$2.9 million for increased technology expenses. Airfield expenses expanded \$2.6 million or 43.3% and a significant portion, \$1.2 million, of that was related to the increased cost of public safety. Terminal and airfield expenses comprised 68% of operating expenses in FY 2016.

Airport Services Facility (ASF) expenses (the Airport's indirect overhead expense allocation) decreased \$1.1 million or 4.5%, to \$24.5 million in FY 2016. ASF's minor decline is due to a change in allocation methodology, which more accurately represents where expenses occur. During FY 2016 some expenses traditionally accounted for in ASF were shifted to the terminal cost center to better reflect the real source. ASF expenses comprised 21% of operating expenses in FY 2016.

FBO, cargo and other expenses declined \$0.8 million or 6.1%, to \$13.0 million in FY 2016. FBO accounts for the decrease, \$1.3 million or 11.6%, in this category, reflecting the declining volume of fuel sold. Other expenses illustrate a \$0.3 million or 100% increase from prior years reflecting the increased costs of deicing and capital outlay. FBO, cargo and other expenses accounted for 11.0% of operating expenses in FY 2016.

## CAPITAL ASSETS

The Airport Enterprise Fund's net capital assets were \$1.42 billion in FY 2017 and \$1.30 billion in FY 2016. FY 2017's large increase of \$115.8 million or 8.9% was primarily due to Construction in Progress, which increased by \$137.5 million over FY 2016, as several extensive Destination CLT projects are underway. The Construction in Progress increase is offset by increased accumulated depreciation as fixed asset purchases from recent years are being utilized. FY 2016's increase of \$30.5 million or 2.4% was primarily due to ongoing construction at the Airport requiring additional machinery and equipment and resulting in new facilities, including parking facilities, and other improvements.

### CAPITAL ASSETS

(Fiscal Years Ending June 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>
Land	\$ 308,974	\$ 306,101	\$ 308,623
Buildings	911,624	910,665	747,494
Runways	419,271	415,382	393,153
Other improvements	163,293	148,865	106,180
Intangibles	4,641	3,317	3,317
Machinery & equipment	121,842	114,134	102,669
Construction in progress	241,625	104,147	261,145
<b>TOTAL CAPITAL ASSETS</b>	<b>2,171,270</b>	<b>2,002,611</b>	<b>1,922,581</b>
Less: accumulated depreciation	752,579	699,746	650,184
<b>NET CAPITAL ASSETS</b>	<b>\$ 1,418,691</b>	<b>\$ 1,302,865</b>	<b>\$ 1,272,397</b>

## SIGNIFICANT CAPITAL ASSET ADDITIONS DURING FY 2017

- Construction in Progress increased \$137.5 million due to progress on these major Destination CLT projects:
  - o Concourse A Expansion Phase 1 - \$25.0 million increase in construction expense
  - o West Ramp Expansion - \$9.1 million increase in construction expense
  - o Taxiway C Rehabilitation - \$9.1 million increase in construction expense
  - o New Terminal Curbfront / Roadway - \$6.1 million increase in construction expense
- New capital assets added during FY 2017 include:
  - o Capital equipment purchases of \$9.0 million to include acquisition of Passenger Boarding Bridges (PBBs) of \$4.9 million, Video Management System of \$2.1 million and Snow Removal Equipment (SRE) of \$1.5 million
  - o Parking lot improvements of \$4.9 million
  - o Roadway signage additions of \$4.5 million

## SIGNIFICANT CAPITAL ASSET ADDITIONS DURING FY 2016

- Continued construction of the airport entrance road for \$27.2 million
- Continued construction of Fuel farm expansion phase II of \$9.2 million
- Little Rock Road extension of \$3.6 million

Additional information on the Airport Enterprise Fund's Capital Assets can be found in Note 2 in the Notes to the Financial Statements page 52.



## DEBT ADMINISTRATION

### CITY OF CHARLOTTE, NORTH CAROLINA CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT GENERAL AIRPORT REVENUE BONDS

City of Charlotte, North Carolina Charlotte Douglas International Airport General Airport Revenue Bonds (GARBs) are issued pursuant to the State and Local Government Revenue Bond Act and the Bond Order. Pursuant to the Bond Order, the City irrevocably pledges (i) Net Revenues, (ii) the City's right to receive Net Revenues, and (iii) money and investments in certain funds and accounts held under the Bond Order, including the Renewal and Improvement Fund. PFCs are excluded from the definition of Net Revenues; however, pursuant to the second supplemental bond order, PFCs transferred to the bond fund to pay debt service on PFC eligible bonds provide an offset to the City's debt service payable from Net Revenues.

As of June 30, 2017 and 2016, the Airport had \$666.2 million and \$532.8, respectively, of long term GARB principal outstanding.

The debt service reserve requirements for GARBs are fully funded in cash. See Note 3 in the Notes to the Financial Statements page 54 for details.

For more information regarding the GARBs, please refer to Note 3 in the Notes to the Financial Statements, page 54.

Additionally, the City of Charlotte, North Carolina Charlotte Douglas International Airport has Bond Anticipation Notes (BANs) outstanding. Net Revenues on parity with the outstanding GARBs secure the BANs.

As of June 30, 2017 and 2016, the Airport had \$3.0 million and \$65.6 million, respectively, of BANs outstanding.

For more information regarding the BANs, please refer to Note 3 in the Notes to the Financial Statements, page 54.

### CITY OF CHARLOTTE, NORTH CAROLINA TAXABLE AIRPORT SPECIAL FACILITIES REVENUE BONDS (CONSOLIDATED CAR RENTAL FACILITIES PROJECT) SERIES 2011

The City of Charlotte, North Carolina Taxable Airport Special Facilities Revenue Bonds (CONRAC) are issued pursuant to The State and Local Government Revenue Bond Act and a General Trust Indenture dated November 1, 2011. The Series 2011 CONRAC Bonds are special obligations of the City, secured solely by Contract Facility Charges (CFCs) and Contingent Rent and money and investments in certain funds and accounts held under the General Trust Indenture. Amounts paid by the rental car companies as ground rent or concession fees are not included as pledged revenues.

The CFC was imposed on July 1, 2007 at a rate of \$3.50 per transaction day and was increased to \$4.00 per transaction day on October 1, 2011. The City may, at its discretion, raise the CFC per-transaction-day rate. At this time, the City does not anticipate raising the CFC. The CONRAC project opened in April 2015.

As of June 30, 2017 and 2016, there was \$57.1 million and \$58.2 million, respectively, outstanding in CONRAC principal.

The debt service reserve requirement for the CONRAC bonds is \$4.4 million and is fully funded in cash. In addition to the CONRAC Debt Service Reserve Fund, this transaction also benefits from a fully funded CFC Rolling Coverage Fund (\$1.1 million) and a CFC Supplemental Reserve Fund (\$2.2 million).

For more information regarding the CONRAC Bonds, please refer to Note 3 in the Notes to the Financial Statements, page 54.

## ECONOMIC FACTORS AFFECTING THE AIRPORT ENTERPRISE FUND

- The Airport experienced its 14th consecutive fiscal year of continued passenger enplanement growth in FY 2017. Passenger enplanements increased 1.0% in both FY 2017 and FY 2016. O&D passengers expanded by a strong 6.3% and 8.9%, respectively, during the same time periods.
- The Airport's air service area is the Charlotte-Gastonia-Salisbury NC-SC Economic Area, a region encompassing 20 counties in North Carolina and South Carolina. According to U.S. Census estimates, the air service area's estimated 2016 population was 3.1 million.
- The MSA's unemployment rate is similar to the State and lower than the Nation. According to the U.S. Department of Labor, as of July 2017, the MSA's unemployment rate was 4.2% compared to 4.5% for North Carolina and 4.6% for the Nation.
- American Airlines serves 91.2% of the enplaned passengers in FY 2017. For the fiscal year ended June 30, 2017, American Airlines and its affiliates provided 25.1% of the Airport's operating revenues.

## REQUESTS FOR FINANCIAL INFORMATION

This annual financial report is designed to provide a general overview of the Airport's finances.

Questions concerning any of the information provided in this report or requests for additional financial information should be directed to the City of Charlotte's Department of Management & Financial Services, Finance Office, 600 East Fourth Street, Charlotte, NC 28202-2848.

For prior Airport financial reports or other City financial information please visit our Investor Website at: <http://charmeck.org/city/charlotte/finance/publications.aspx>.

# FINANCIAL STATEMENTS

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## COMPARATIVE STATEMENTS OF NET POSITION

JUNE 30, 2017 AND 2016, \$000

ASSETS	2017	2016
<b>Current assets:</b>		
Cash and cash equivalents	\$ 659,148	\$ 523,696
Receivables, net of allowance for uncollectibles (\$862 and \$268 respectively)		
Accounts	18,203	32,941
Other	2,398	1,460
<b>Total receivables</b>	<b>20,601</b>	<b>34,401</b>
Due from other governmental agencies	27,653	20,835
Restricted assets-		
Cash and cash equivalents	300,137	392,492
Investments	100,152	32,575
<b>Total restricted assets</b>	<b>400,289</b>	<b>425,067</b>
<b>Total current assets</b>	<b>1,107,691</b>	<b>1,003,999</b>
<b>Long-term assets:</b>		
Other postemployment benefit assets	6,790	6,892
Capital assets (Note 2)-		
Land	308,974	306,101
Buildings	911,624	910,665
Runways	419,271	415,382
Other improvements	163,293	148,865
Intangibles	4,641	3,317
Machinery and equipment	121,842	114,134
Construction in progress	241,625	104,147
<b>Total capital assets</b>	<b>2,171,270</b>	<b>2,002,611</b>
Less accumulated depreciation	752,579	699,746
<b>Total capital assets, net</b>	<b>1,418,691</b>	<b>1,302,865</b>
<b>Total long-term assets</b>	<b>1,425,481</b>	<b>1,309,757</b>
<b>Total assets</b>	<b>2,533,172</b>	<b>2,313,756</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Pension deferrals	5,411	11
Contributions to pension plan in current fiscal year	1,880	1,501
Unamortized bond refunding charges	858	1,070
<b>Total deferred outflows of resources</b>	<b>8,149</b>	<b>2,582</b>

<b>LIABILITIES</b>	<b>2017</b>	<b>2016</b>
<b>Current liabilities:</b>		
Accounts payable	\$ 37,241	\$ 28,388
Deposits and retainage payable	2,466	4,672
Due to component unit	73	60
Current maturities of long-term liabilities	1,304	1,166
Current liabilities payable from restricted assets-		
Accounts payable	16,946	275
Deposits and retainage payable	6,226	575
Accrued interest payable	10,941	12,992
Revenue bonds payable	16,257	25,906
<b>Total current liabilities payable from restricted assets</b>	<b>50,370</b>	<b>39,748</b>
<b>Total current liabilities</b>	<b>91,454</b>	<b>74,034</b>
Noncurrent liabilities (Note 3):		
Revenue bonds payable - net of unamortized premiums of \$71,514 and \$24,686 respectively	778,557	589,765
General airport revenue bond anticipation notes payable	2,976	65,621
Net pension liability	8,435	1,944
Compensated absences payable	1,762	1,499
<b>Total noncurrent liabilities</b>	<b>791,730</b>	<b>658,829</b>
<b>Total liabilities</b>	<b>883,184</b>	<b>732,863</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Pension deferrals	300	347
<b>NET POSITION</b>		
Net investment in capital assets	801,702	732,366
Restricted for:		
Debt service	70,452	60,397
Passenger facility charges	202,556	317,283
Contract facility charges	32,557	30,116
Working capital	39,934	35,588
Unrestricted	510,636	407,378
<b>Total net position</b>	<b>\$ 1,657,837</b>	<b>\$ 1,583,128</b>

The notes to the financial statements are an integral part of this statement.



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# COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

FOR THE YEARS ENDED JUNE 30, 2017 AND 2016, \$000

	2017	2016
<b>OPERATING REVENUES:</b>		
Terminal rents & fees	\$ 47,386	\$ 42,091
Airfield	27,219	25,275
Concessions	45,830	48,527
Rental car	14,887	14,111
Parking	59,323	51,674
Fixed base operator area	14,456	13,732
Other	8,596	11,037
<b>Total operating revenues</b>	<b>217,697</b>	<b>206,447</b>
<b>OPERATING EXPENSES:</b>		
Terminal area	-	72,073
Terminal building	46,322	-
Ground transportation	26,968	-
Fueling facilities	218	-
Airfield	9,046	8,452
Airport services facilities	32,376	24,534
Fixed base operator area	10,680	9,711
Cargo area	1,879	2,909
Depreciation	56,063	50,681
Other	3,524	336
<b>Total operating expenses</b>	<b>187,076</b>	<b>168,696</b>
<b>Operating income</b>	<b>30,621</b>	<b>37,751</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>		
Passenger facility charges	58,855	59,171
Contract facility charges	12,898	12,273
Investment earnings	5,233	4,595
Interest expense and other charges	(21,813)	(18,898)
Non-airline terminal revenue distribution	(25,880)	(18,525)
Other	(1,857)	(11,973)
<b>Total nonoperating revenues (expenses)</b>	<b>27,436</b>	<b>26,643</b>
Income before contributions	58,057	64,394
<b>CAPITAL CONTRIBUTIONS</b>	<b>16,874</b>	<b>20,706</b>
<b>TRANSFERS OUT</b>	<b>(222)</b>	<b>-</b>
<b>Change in net position</b>	<b>74,709</b>	<b>85,100</b>
<b>Total net position - beginning</b>	<b>1,583,128</b>	<b>1,498,028</b>
<b>Total net position - ending</b>	<b>\$ 1,657,837</b>	<b>\$ 1,583,128</b>

The notes to the financial statements are an integral part of this statement.

## COMPARATIVE STATEMENTS OF CASH FLOWS

FOR THE YEARS ENDED JUNE 30, 2017 AND 2016, \$000

	<u>2017</u>	<u>2016</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Receipts from customers	\$ 231,989	\$ 202,847
Payments to suppliers	(77,536)	(70,787)
Payments to other City funds for services	(24,003)	(21,591)
Payments to employees	(28,607)	(23,572)
Payments to airlines for non-airline terminal revenue distribution	(17,776)	(14,808)
Other receipts (payments)	(105,707)	(9,676)
<b>Net cash provided (used) by operating activities</b>	<b><u>(21,640)</u></b>	<b><u>62,413</u></b>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>		
Transfers	(222)	-
<b>Net cash (used) by noncapital financing activities</b>	<b><u>(222)</u></b>	<b><u>-</u></b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Proceeds from capital debt	247,037	22,326
Passenger facility charges	59,015	63,676
Contract facility charges	12,820	12,148
Acquisition and construction of capital assets	(145,861)	(90,920)
Principal paid on capital debt	(46,218)	(22,385)
Interest and other charges paid on capital debt	(9,683)	(27,406)
Capital contributions	11,131	23,996
<b>Net cash provided (used) by capital and related financing activities</b>	<b><u>128,241</u></b>	<b><u>(18,565)</u></b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Purchase of investments	(255,281)	(53,851)
Proceeds from sale and maturities of investments	187,678	42,504
Interest received	4,321	4,202
<b>Net cash (used) by investing activities</b>	<b><u>(63,282)</u></b>	<b><u>(7,145)</u></b>
<b>Net increase in cash and cash equivalents</b>	<b>43,097</b>	<b>36,703</b>
<b>Cash and cash equivalents - beginning of year</b>	<b>916,188</b>	<b>879,485</b>
<b>Cash and cash equivalents - end of year</b>	<b><u>\$ 959,285</u></b>	<b><u>\$ 916,188</u></b>

	<u>2017</u>	<u>2016</u>
<b>RECONCILIATION OF OPERATING INCOME TO NET CASH</b>		
<b>PROVIDED BY OPERATING ACTIVITIES:</b>		
Operating income	\$ 30,621	\$ 37,751
Adjustments to reconcile operating income to net cash provided (used) by operating activities-		
Depreciation	56,063	50,681
Other (payments)	(105,707)	(9,676)
Non-airline terminal revenue distribution	(17,776)	(14,808)
Change in assets and liabilities-		
(Increase) decrease in receivables	14,292	(3,600)
(Increase) in due from other governmental agencies	(99)	(271)
Decrease in net pension asset	-	1,893
(Increase) in deferred outflows of resources for pensions	(5,779)	(15)
Decrease in other postemployment benefit assets	102	130
Increase (decrease) in accounts payable	(165)	2,205
Increase (decrease) in deposits and retainage payable	(50)	70
Increase in due to component unit	13	10
Increase in net pension liability	6,491	1,944
(Decrease) in deferred inflows of resources for pension	(47)	(4,267)
Increase in compensated absences payable	401	366
<b>Total adjustments</b>	<u>(52,261)</u>	<u>24,662</u>
<b>Net cash provided (used) by operating activities</b>	<u>\$ (21,640)</u>	<u>\$ 62,413</u>
<b>NONCASH INVESTING, CAPITAL AND FINANCING ACTIVITIES</b>		
Proceeds from refunding bonds	\$ 243,934	\$ 43,295
Payment to refunded bond escrow agent	(243,934)	(43,295)
<b>Net noncash investing, capital and financing activities</b>	<u>\$ -</u>	<u>\$ -</u>

The notes to the financial statements are an integral part of this statement.



# NOTES TO THE FINANCIAL STATEMENTS

June 30, 2017 and 2016 (Dollar amounts in \$000)

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:

### a. Reporting Entity

The accompanying financial statements present only the activities and resources of Charlotte Douglas International Airport (Airport), an enterprise fund of the City of Charlotte (City), North Carolina, and accordingly, do not purport to and do not present the financial position of the City of Charlotte, North Carolina.

### b. Basis of Presentation

The Airport is an Enterprise Fund of the City that accounts for the operations of Charlotte Douglas International Airport. All assets and liabilities associated with the Airport's activities are included on the Comparative Statements of Net Position. The Airport financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

### c. Cash and Cash Equivalents/Investments

The City maintains a cash management pool (pool) that is used by the Airport and other funds of the City. The pool facilitates disbursement and investment and maximizes investment income. Earnings on the pooled funds are apportioned and credited to the funds monthly based on the average daily balance of each fund. Since the Airport may deposit additional amounts at any time and may withdraw funds at any time without prior notice or penalty, the pool is used essentially as a demand deposit account. Therefore, for the Comparative Statements of Net Position and Comparative Statements of Cash Flows, the Airport's portion of pooled cash is considered cash and cash equivalents. The restricted cash includes PFC, CFC, and cash equivalents/investments held by trustees as required by revenue bond covenants. All restricted money market funds are considered cash and cash equivalents. The remaining amount of restricted assets is considered investments.

## DEPOSITS

All deposits of the City are made in board-designated official depositories and are secured as required by State statutes. The City may designate as an official depository any bank or savings and loan association whose principal office is located in North Carolina. Also, the City may establish time deposit accounts such as NOW and SuperNOW accounts, money market accounts and certificates of deposit.

All of the City's deposits are either insured or collateralized by using the Pooling Method. Under the Pooling Method, a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer is acting in a fiduciary capacity for the City, these deposits are considered to be held by the City's agent in the City's name. The amount of the pledged collateral is based on an approved averaging method for non-interest bearing deposits and the actual current balance for interest bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the City or the escrow agent. Because of the inability to measure the exact amount of collateral pledged for the City under the Pooling Method, the potential exists for under collateralization, and this risk may increase in periods of high cash flows. However, the State Treasurer of North Carolina enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The City has no policy regarding custodial credit risk for deposits.

June 30, 2017 and 2016 (Dollar amounts in \$000)

## INVESTMENTS

State statute 159-30 authorizes the City to invest in obligations of the United States or obligations fully guaranteed both as to principal and interest by the United States; obligations of the State of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-guaranteed federal agencies; certain high quality issues of commercial paper and bankers' acceptances; repurchase agreements having third-party safekeeping; and the North Carolina Capital Management Trust (NCCMT), an SEC registered mutual fund. The City is not authorized to enter into reverse repurchase agreements.

During FY 2017 and FY 2016, no gains or losses from the sale of investments by the Airport were recognized. The calculation of realized gains is independent of the calculation of the net increase/decrease in the fair value of investments. The net change in the fair value of investments during FY 2017 and FY 2016 was an increase of \$27 and a decrease of \$27, respectively. These amounts take into account all changes in fair value (including purchases and sales) that occurred during FY 2017 and FY 2016. There was no unrealized gain or loss on investments held at June 30, 2017. There was an unrealized loss on investments held at June 30, 2016 of \$27.

The restricted investments at June 30, 2017 and 2016, stated at fair value, were \$100,152 and \$32,575 respectively, and investments were as follows:

	2017 Investment Maturities (in Years)			
	Fair Value	Less than 1	1-3	More than 3
<b>Investment type</b>				
NCCMT Government Portfolio	\$ 100,152	N/A	\$ -	\$ -
<b>Total</b>	<b>\$ 100,152</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
		2016 Investment Maturities (in Years)		
	Fair Value	Less than 1	1-3	More than 3
<b>Investment type</b>				
U.S. Agencies	\$ 15,516	\$ 15,516	\$ -	\$ -
NCCMT Government Portfolio	17,059	N/A	-	-
<b>Total</b>	<b>\$ 32,575</b>	<b>\$ 15,516</b>	<b>\$ -</b>	<b>\$ -</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

The following is a summary of the fair value hierarchy of the fair value of investments as of June 30, 2017 and 2016.

	<u>6/30/2017</u>	
Investments by fair value level		
Investments measured at the net asset value (NAV)		
NCCMT Government Portfolio	\$ 100,152	
<b>Total investments measured at fair value</b>	<b>\$ 100,152</b>	
		<u>Fair Value Measurements Using Quoted Prices in Active Markets for Identical Assets (Level 1)</u>
	<u>6/30/2016</u>	
Investments by fair value level		
Debt securities		
U.S. Agencies securities	\$ 15,516	\$ 15,516
<b>Total investments by fair value level</b>	<b>15,516</b>	<b>\$ 15,516</b>
Investments measured at the net asset value (NAV)		
NCCMT Government Portfolio	17,059	
<b>Total investments measured at fair value</b>	<b>\$ 32,575</b>	

Investments classified in Level 1 of the fair value hierarchy, valued at \$15,516 for the year ended June 30, 2016, are valued using quoted prices in active markets.



June 30, 2017 and 2016 (Dollar amounts in \$000)

**Interest Rate Risk.** Although the City does not have a formal investment policy, internal investment guidelines prohibit maturities longer than five years, which helps manage exposure to fair value losses in rising interest rate environments.

**Concentration of Credit Risk.** The City's informal investment policy limits the amount of commercial paper or bankers acceptances to a maximum of 25% of the portfolio. For commercial paper, a maximum of \$20 million may be invested in any one issuer. For bankers' acceptances, the maximum investment is limited to 10% of the portfolio for any one issuer.

**Credit Risk.** State law limits investments in commercial paper to the top rating issued by nationally recognized statistical rating organizations (NSRO's). Although the City had no formal policy on managing credit risk, internal investment guidelines for commercial paper require at least two ratings from either Standard & Poor's (S&P), Fitch Ratings (Fitch) or Moody's Investors Service (Moody's).

At June 30, 2017 and 2016, the Airport's investment in the NCCMT Government Portfolio carried a credit rating of AAA by S&P. The Airport's investments in U.S. Agencies (Federal Home Loan Bank) are rated AA+ by S&P and Aaa by Moody's.

**Custodial Credit Risk.** For an investment, custodial credit risk is the risk that in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. At June 30, 2017 and 2016, the City had no investments subject to custodial credit risk. The City had no formal policy on custodial credit risk. However, the City's internal policy limits custodial credit risk by providing that security in the collateral be delivered to a third party safekeeping bank designated by the City.

#### d. Capital Assets

Capital assets are assets with an initial, individual cost of more than \$5, except intangible assets which have a minimum cost of \$100, and are reported at cost. Depreciation is computed using the straight-line method over the following estimated useful lives:

Buildings	25 years
Runways	33 years
Other Improvements	25 years
Intangibles	5 years
Machinery and Equipment	3–30 years

Net interest cost on debt issued to finance the construction of capital assets was capitalized during the construction period in the amount of \$5,775 and \$6,672 respectively, for the years ended June 30, 2017 and June 30, 2016.

June 30, 2017 and 2016 (Dollar amounts in \$000)

**e. Deferred Outflows and Deferred Inflows of Resources**

In addition to assets, the Comparative Statements of Net Position will sometimes report a separate section for deferred outflows of resources. The Deferred Outflows of Resources financial statement element represents a consumption of net position that applies to a future period and so will not be recognized as an expense until then. The Airport has pension deferrals, contributions to the pension plan in the current fiscal year and unamortized bond refunding charges that meet this criterion in the following amounts:

	<u>2017</u>	<u>2016</u>
Pension Deferrals	\$ 5,411	\$ 11
Contributions to the pension plan in the current fiscal year	1,880	1,501
Unamortized bond refunding charges	858	1,070
<b>Total</b>	<b>\$ 8,149</b>	<b>\$ 2,582</b>

In addition to liabilities, the Comparative Statements of Net Position will sometimes report a separate section for deferred inflows of resources. The Deferred Inflows of Resources financial statement element represents an acquisition of net position that applies to a future period and so will not be recognized as revenue until then. The Airport has deferrals of pension expense of \$300 and \$347 as of June 30, 2017 and 2016, respectively, that result from the implementation of GASB Statement 68 that meets this criterion.

**f. Noncurrent Liabilities**

Bond premiums are deferred and amortized over the life of the bonds using the straight-line method. Bonds payable are reported net of applicable premiums. Bond issuance costs are expensed in the reporting period in which they are incurred.

**g. Compensated Absences**

Employees earn vacation leave at the rate of 10-20 days per year and can accrue a maximum of 20-40 days, depending on length of service. Effective 1/1/2016, vacation in excess of the maximum accumulation is transferred into the employee’s sick leave balance. Unused vacation days are payable upon termination, resignation, retirement or death.

Employees accumulate sick leave at the rate of one day per month and can accrue an unlimited number of days. Sick leave can be taken for personal illness or illness of a member of the immediate family. Sick leave is lost upon termination or resignation, unless the employee’s effective date of retirement is within 365 days of the termination or resignation. However, twenty percent of outstanding sick leave, with a maximum of 43.5 days, is payable upon retirement or death.

Compensated absences payable includes accumulated unpaid vacation leave and sick leave.

**h. Net Position**

Net position is classified as net investment in capital assets; restricted; and unrestricted. Restricted net position represents constraints on resources that are externally imposed by creditors, grantors, contributors, bond covenants or regulations of other governments.

June 30, 2017 and 2016 (Dollar amounts in \$000)

### **i. Revenues**

The primary sources of revenue at the Airport are fees and charges paid by the airlines, revenues paid by concessionaires providing services to the general public and revenues generated from airport parking. Signatory airline terminal and airfield rates and charges are governed by a new 10 year Airline Use and Lease Agreement, effective in FY 2017, and concession revenues are established by leases of varying methodologies and terms. The airlines are assessed fees and charges to include: terminal building charges, Airport Services Facilities fees, and landing fees. Airline fees and charges are established at a level adequate to recover the related services and facilities costs. Concession revenues are generated either through fixed annual charges or on the basis of a percentage of sales generated by the tenants' operations.

The Airport distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the Airport's principal ongoing operations. The principal operating revenues of the Airport result from exchange transactions associated with the principal activity of the Airport. Exchange transactions are those in which each party receives and gives up essentially equal values. Nonoperating revenues, such as investment earnings, result from nonexchange transactions or ancillary activities.

### **j. Pensions**

For purposes of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of the Local Governmental Employees' Retirement System (LGERS) and additions to /deductions from LGERS' fiduciary net position have been determined on the same basis as they are reported by LGERS. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The City of Charlotte's employer contributions are recognized when due and there is a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of LGERS. Investments are reported at fair value.

June 30, 2017 and 2016 (Dollar amounts in \$000)

## 2. CAPITAL ASSETS:

Capital asset activity for the year ended June 30, 2017, was as follows:

	Beginning Balance July 1, 2016	Increases	Decreases	Ending Balance June 30, 2017
<b>Capital assets, not being depreciated:</b>				
Land	\$ 306,101	\$ 2,873	\$ -	\$ 308,974
Construction in progress	104,147	171,174	33,696	241,625
<b>Total capital assets, not being depreciated</b>	<b>410,248</b>	<b>174,047</b>	<b>33,696</b>	<b>550,599</b>
<b>Capital assets, being depreciated:</b>				
Buildings	910,665	959	-	911,624
Runways	415,382	3,889	-	419,271
Other improvements	148,865	14,428	-	163,293
Intangibles	3,317	1,324	-	4,641
Machinery and equipment	114,134	11,153	3,445	121,842
<b>Total capital assets being depreciated</b>	<b>1,592,363</b>	<b>31,753</b>	<b>3,445</b>	<b>1,620,671</b>
<b>Less accumulated depreciation for:</b>				
Buildings	459,804	26,523	-	486,327
Runways	157,858	11,892	-	169,750
Other improvements	46,311	5,642	-	51,953
Intangibles	1,992	796	-	2,788
Machinery and equipment	33,781	11,210	3,230	41,761
<b>Total accumulated depreciation</b>	<b>699,746</b>	<b>56,063</b>	<b>3,230</b>	<b>752,579</b>
<b>Total capital assets, being depreciated, net</b>	<b>892,617</b>	<b>(24,310)</b>	<b>215</b>	<b>868,092</b>
<b>Capital assets, net</b>	<b>\$ 1,302,865</b>	<b>\$ 149,737</b>	<b>\$ 33,911</b>	<b>\$ 1,418,691</b>



June 30, 2017 and 2016 (Dollar amounts in \$000)

Capital asset activity for the year ended June 30, 2016, was as follows:

	Beginning Balance July 1, 2015	Increases	Decreases	Ending Balance June 30, 2016
<b>Capital assets, not being depreciated:</b>				
Land	\$ 308,623	\$ -	\$ 2,522	\$ 306,101
Construction in progress	261,145	92,679	249,677	104,147
<b>Total capital assets, not being depreciated</b>	<b>569,768</b>	<b>92,679</b>	<b>252,199</b>	<b>410,248</b>
<b>Capital assets, being depreciated:</b>				
Buildings	747,494	163,171	-	910,665
Runways	393,153	22,229	-	415,382
Other improvements	106,180	42,685	-	148,865
Intangibles	3,317	-	-	3,317
Machinery and equipment	102,669	14,881	3,416	114,134
<b>Total capital assets being depreciated</b>	<b>1,352,813</b>	<b>242,966</b>	<b>3,416</b>	<b>1,592,363</b>
<b>Less accumulated depreciation for:</b>				
Buildings	436,373	23,431	-	459,804
Runways	146,206	11,652	-	157,858
Other improvements	41,761	4,550	-	46,311
Intangibles	1,329	663	-	1,992
Machinery and equipment	24,515	10,385	1,119	33,781
<b>Total accumulated depreciation</b>	<b>650,184</b>	<b>50,681</b>	<b>1,119</b>	<b>699,746</b>
<b>Total capital assets, being depreciated, net</b>	<b>702,629</b>	<b>192,285</b>	<b>2,297</b>	<b>892,617</b>
<b>Capital assets, net</b>	<b>\$ 1,272,397</b>	<b>\$ 284,964</b>	<b>\$ 254,496</b>	<b>\$ 1,302,865</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

### 3. NONCURRENT LIABILITIES:

A summary of changes in noncurrent liabilities for the year ended June 30, 2017, follows by type:

	Interest Rates	Date Issued	Final Maturity	Original Issue Amount	Beginning Balance July 1, 2016	Additions	Reductions	Ending Balance June 30, 2017	Due Within One Year
<b>General Airport Revenue Bonds:</b>									
2007 Refunding Series A	4.00% - 5.00%	8/16/2007	2038	\$ 99,995	\$ 84,725	\$ -	\$ 84,725	\$ -	\$ -
2007 Series B	Variable	8/16/2007	2038	47,570	19,955	-	19,955	-	-
2008 Refunding Series D	Variable	11/5/2008	2035	40,585	37,815	-	37,815	-	-
2009 Refunding Series B	2.50% - 5.00%	2/17/2009	2017	51,180	8,235	-	8,235	-	-
2010 Series A	2.00% - 5.50%	2/10/2010	2040	130,100	118,165	-	2,675	115,490	2,785
2010 Refunding Series B	1.25% - 5.50%	2/10/2010	2029	67,770	50,810	-	3,125	47,685	3,255
2011 Series A	2.00% - 5.00%	11/9/2011	2042	76,100	71,020	-	1,520	69,500	1,560
2011 Series B	2.00% - 5.00%	11/9/2011	2042	34,250	31,980	-	675	31,305	700
2011 Series C	Variable	11/9/2011	2042	30,920	7,080	-	7,080	-	-
2014 Refunding Series A	5.00%	11/6/2014	2035	74,290	74,290	-	-	74,290	-
2014 Refunding Series B	2.00% - 5.00%	11/6/2014	2024	31,100	28,710	-	3,570	25,140	3,710
2017 Series A	5.00%	6/1/2017	2048	167,385	-	167,385	-	167,385	-
2017 Series B	5.00%	6/1/2017	2048	16,345	-	16,345	-	16,345	-
2017 Refunding Series C	3.25% - 5.00%	6/1/2017	2042	119,050	-	119,050	-	119,050	-
<b>Total General Airport Revenue Bonds</b>					<b>532,785</b>	<b>302,780</b>	<b>169,375</b>	<b>666,190</b>	<b>12,010</b>
<b>Consolidated Rental Car Facilities:</b>									
2011 Series CONRAC	2.48% - 6.06%	11/9/2011	2042	60,295	58,200	-	1,090	57,110	1,125
<b>Total bonds</b>					<b>590,985</b>	<b>302,780</b>	<b>170,465</b>	<b>723,300</b>	<b>13,135</b>
Plus unamortized premiums					24,686	49,226	2,398	71,514	3,122
<b>Total bonds payable net of unamortized premiums</b>					<b>615,671</b>	<b>352,006</b>	<b>172,863</b>	<b>794,814</b>	<b>16,257</b>
General Airport Revenue Bond Anticipation Notes					65,621	34,901	97,546	2,976	-
Compensated absences					2,665	2,137	1,736	3,066	1,304
Net Pension Liability (LGERS) (Note 6)					1,944	6,491	-	8,435	-
<b>Total noncurrent liabilities net of unamortized premiums</b>					<b>\$ 685,901</b>	<b>\$ 395,535</b>	<b>\$ 272,145</b>	<b>\$ 809,291</b>	<b>\$ 17,561</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

A summary of changes in noncurrent liabilities for the year ended June 30, 2016, follows by type:

	<u>Interest Rates</u>	<u>Date Issued</u>	<u>Final Maturity</u>	<u>Original Issue Amount</u>	<u>Beginning Balance July 1, 2015</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance June 30, 2016</u>	<u>Due Within One Year</u>
<b>General Airport Revenue Bonds:</b>									
2007 Refunding Series A	4.00% - 5.00%	8/16/2007	2038	\$ 99,995	\$ 86,935	\$ -	\$ 2,210	\$ 84,725	\$ 2,300
2007 Series B	Variable	8/16/2007	2038	47,570	20,510	-	555	19,955	580
2008 Refunding Series D	Variable	11/5/2008	2035	40,585	38,280	-	465	37,815	480
2009 Refunding Series B	2.50% - 5.00%	2/17/2009	2017	51,180	16,120	-	7,885	8,235	8,235
2010 Series A	2.00% - 5.50%	2/10/2010	2040	130,100	120,715	-	2,550	118,165	2,675
2010 Refunding Series B	1.25% - 5.50%	2/10/2010	2029	67,770	53,835	-	3,025	50,810	3,125
2011 Series A	2.00% - 5.00%	11/9/2011	2042	76,100	72,470	-	1,450	71,020	1,520
2011 Series B	2.00% - 5.00%	11/9/2011	2042	34,250	32,630	-	650	31,980	675
2011 Series C	Variable	11/9/2011	2042	30,920	7,225	-	145	7,080	155
2014 Refunding Series A	5.00%	11/6/2014	2035	74,290	74,290	-	-	74,290	-
2014 Refunding Series B	2.00% - 5.00%	11/6/2014	2024	31,100	31,100	-	2,390	28,710	3,570
<b>Total General Airport Revenue Bonds</b>					<b>554,110</b>	<b>-</b>	<b>21,325</b>	<b>532,785</b>	<b>23,315</b>
<b>Consolidated Rental Car Facilities:</b>									
2011 Series CONRAC	2.48% - 6.06%	11/9/2011	2042	60,295	59,260	-	1,060	58,200	1,090
<b>Total bonds</b>					<b>613,370</b>	<b>-</b>	<b>22,385</b>	<b>590,985</b>	<b>24,405</b>
Plus unamortized premiums					26,359	-	1,673	24,686	1,501
<b>Total bonds payable net of unamortized premiums</b>					<b>639,729</b>	<b>-</b>	<b>24,058</b>	<b>615,671</b>	<b>25,906</b>
General Airport Revenue Bond Anticipation Notes					43,295	65,621	43,295	65,621	-
Compensated absences					2,300	1,953	1,588	2,665	1,166
Net Pension Liability (LGERS) (Note 6)					-	1,944	-	1,944	-
<b>Total noncurrent liabilities net of unamortized premiums</b>					<b>\$ 685,324</b>	<b>\$ 69,518</b>	<b>\$ 68,941</b>	<b>\$ 685,901</b>	<b>\$ 27,072</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

Bond debt service requirements to maturity are as follows:

#### General Airport Revenue Bonds

Year Ended June 30	Principal	Interest	Total
2018	\$ 12,010	\$ 25,895	\$ 37,905
2019	13,605	31,374	44,979
2020	18,750	30,679	49,429
2021	19,560	29,843	49,403
2022	20,590	28,878	49,468
2023-2027	132,220	126,996	259,216
2028-2032	147,735	90,485	238,220
2033-2037	140,390	55,768	196,158
2038-2042	99,345	26,468	125,813
2043-2047	50,355	9,447	59,802
2048	11,630	291	11,921
<b>Total</b>	<b>\$ 666,190</b>	<b>\$ 456,124</b>	<b>\$ 1,122,314</b>

#### Consolidated Car Rental Facilities

Year Ended June 30	Principal	Interest	Total
2018	\$ 1,125	\$ 3,299	\$ 4,424
2019	1,175	3,246	4,421
2020	1,225	3,191	4,416
2021	1,285	3,134	4,419
2022	1,340	3,074	4,414
2023-2027	7,880	14,126	22,006
2028-2032	10,450	11,479	21,929
2033-2037	13,935	7,879	21,814
2038-2042	18,695	2,966	21,661
<b>Total</b>	<b>\$ 57,110</b>	<b>\$ 52,394</b>	<b>\$ 109,504</b>



June 30, 2017 and 2016 (Dollar amounts in \$000)

## REFUNDING GENERAL AIRPORT REVENUE BONDS (GARBS)

**2007 Refunding Series A.** In August 2007, the City issued \$99,995 of fixed rate Airport Revenue Bonds with an average interest rate of 4.82% to advance refund \$7,950 of outstanding Airport Revenue Bonds Series 1999A with an average interest rate of 5.75%.

Airport Revenue Bonds in the amount of \$191,060 were issued in December 1999 for the purpose of financing or reimbursing the cost of improvements and expansion of the Airport. Of the \$191,060 revenue bonds, \$102,255 had fixed interest rates and \$88,805 had variable interest rates. The 1999 bonds were refunded and replaced with Airport Refunding Revenue Bonds 2007 Refunding Series A, 2008 Refunding Series D and 2010 Refunding Series B.

**2008 Refunding Series D.** In November 2008, the City issued \$24,480 variable rate Airport Revenue Bonds to refund \$28,805 of outstanding variable rate Airport Revenue Bonds Series 1999D. The net proceeds of \$24,258 and \$6,439 in debt service reserve funds of the 1999D bonds were used to purchase U.S. government securities and fund the debt service reserve fund for the 2008 bonds. The City completed the refunding to reduce its total debt service payments over a period of 21 years by \$26,683 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$19,310.

In November 2008, the City issued \$16,105 of variable rate Airport Revenue Bonds to refund \$14,845 of outstanding variable rate Airport Revenue Bonds Series 2004D. The net proceeds of \$15,958 and \$125 in debt service funds of the 2004D bonds were used to purchase U.S. government securities and fund the debt service reserve fund for the 2008 bonds. The City completed the refunding to reduce its total debt service payments over a period of 26 years by \$11,646 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$8,190.

Airport Revenue Bonds in the amount of \$166,935 were issued in September 2004 for the purpose of financing or reimbursing the cost of improvements and expansion of the Airport. Of the \$166,935 revenue bonds, \$150,775 had fixed interest rates and \$16,160 had variable interest rates. The 2004 bonds were refunded and replaced with Airport Refunding Revenue Bonds 2008 Refunding Series D and 2014 Refunding Series A and B.

**2009 Refunding Series B.** In February 2009, the City issued \$51,180 fixed rate Airport Revenue Bonds with interest rates ranging from 2.50 to 5.00% to refund \$62,100 of outstanding variable rate Airport Revenue Bonds Series 1993A. The net proceeds of \$52,995 (after payment of \$941 in underwriting fees, insurance and other issuance costs) and \$14,502 in debt service funds of the 1993A bonds were used to purchase U.S. government securities and fund the debt service reserve fund for the 2009 bonds. The City completed the refunding to reduce its total debt service payments over a period of eight years by \$38,877 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$35,620.

Airport Revenue Bonds in the amount of \$108,780 were issued in December 1985 for the purpose of financing or reimbursing the cost of improvements and expansion of the Airport and to redeem general airport revenue bond anticipation notes. The 1985 bonds were advance refunded in June 1993 and replaced with 1993 Airport Refunding Revenue Bonds. The 1993 bonds were refunded in February 2009 and replaced with 2009 Airport Refunding Revenue Bonds.

**2010 Refunding Series B.** In February 2010, the City issued \$197,870 fixed rate Airport Revenue bonds with interest rates ranging from 1.25 to 5.50% to refund \$69,750 of outstanding Airport Revenue Bonds, Series 1999B. The net proceeds of \$199,074 (after payment of \$2,039 in underwriting fees, insurance and other issue costs) were used to purchase U.S. government securities, acquire and construct certain improvements to the Airport, and fund the debt service reserve fund for the 2010 bonds. The City completed the refunding to reduce its total debt service payments over a period of 19 years by \$7,105 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$4,645.

June 30, 2017 and 2016 (Dollar amounts in \$000)

**2014 Refunding Series A and B.** In November 2014, the City issued \$105,390 in Airport Revenue Refunding Bonds, Series 2014A and 2014B with interest rates ranging from 2.00 to 5.00%. The net proceeds of \$121,544 (after payment of \$1,427 in underwriting fees, insurance and other costs) were used to refund \$122,670 of outstanding fixed rate Airport Revenue Bonds, Series 2004A and 2004B. The City completed the refunding to reduce the total debt service payments over a period of 20 years by \$30,376 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$ 23,883.

**2017 Refunding C.** In June 2017, the City issued \$119,050 in Airport Revenue Refunding Bonds, Series 2017C with interest rates ranging from 3.25 to 5.00 percent. The net proceeds of \$138,850 (after payment of \$1,044 in underwriting fees, insurance and other issue costs); \$1,934, \$3,137, \$5,409, and \$1,860 in debt service reserve funds of the 2007A, 2008D, 2009B and 2011C bonds, respectively; and \$2,700 and \$1,662 of construction funds on hand of the 2007A and 2011C bonds, respectively were used to refund \$80,030 of outstanding fixed rate Airport Revenue Bonds, series 2007A; \$18,770 of outstanding variable rate Airport Revenue Bonds, series 2007B; \$36,830 of outstanding variable rate Airport Revenue Refunding Bonds, series 2008D; and \$6,765 of outstanding variable rate Airport Revenue Bonds, series 2011C and fund the debt service reserve fund for the 2017C bonds. The refunding resulted in a difference between the reacquisition price and the net carrying amount of the old debt of \$179. This difference, reported in the accompanying financial statements as a deduction from revenue bonds payable, is being charged to operations through the year 2030 using the effective interest method. The City completed the refunding to reduce the total debt service payments over a period of 21 years by \$24,586 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$19,436 for the 2007A series refunding and to reduce the total debt service payments over a period of 25 years by \$9,962 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$7,298 for the 2007B, 2008D and 2011C series refundings.

Interest on the variable-rate bonds was determined by a remarketing agent based upon market conditions. During FY 2017 all variable rate bonds were refunded and replaced with fixed rate bonds, series 2017C.

The Revenue Bonds do not constitute a legal or equitable pledge, charge, lien or encumbrance upon any of the City's property or upon any of its income, receipts or revenues, except as provided in the Revenue Bond Order or Lease. Neither the credit nor the taxing power of the City is pledged for the payment of the principal or interest and no owner has the right to compel the exercise of the taxing power of the City or the forfeiture of any of its property in connection with any default under the Revenue Bond Order or Lease.

An amended and restated Revenue Bond Order for General Airport Revenue Bonds was adopted by City Council on April 24, 2017 and subsequently ratified by existing bond holders. The revised bond order eliminated extraneous references; modernized provisions to reflect current market standards for airport revenue bonds; revised covenants and other provisions to conform to current operations of the Airport; simplified reporting and administrative responsibilities; and provided for operational and financial flexibility for future performance of the Airport.

The Revenue Bond Order provided for the establishment of a special fund designated the Revenue Fund into which the City is required to deposit most Airport revenues upon receipt. Moneys on deposit in this fund will be applied at such times and in accordance with the priorities established by the Revenue Bond Order. Moneys in the Revenue Fund are required to be transferred to the following funds, established pursuant to the Revenue Bond Order, in the following order of priority: the Operating Fund, the Revenue Bond Fund and the Renewal and Improvement Fund.

The principal and interest on the Revenue Bonds are payable from net revenues of the Airport. Pursuant to the Revenue Bond Order, the City has covenanted to fix, charge and collect rates, fees, rentals and charges for the use of the Airport and to revise such rates, fees, rentals and charges as often as necessary to produce revenues at least equal to the amounts required to be transferred to the funds indicated above plus an amount sufficient to have on deposit in the Revenue Fund, as of the first business day of the next fiscal year, an amount equal to the Coverage factor for the preceding fiscal year. The Coverage factor is equal to 25% of the amounts required to be deposited to the Revenue Bond Fund for the principal and interest payments for the fiscal year. In addition, the Revenue Bond Order provided for the establishment of the following reserves:

- (1) In the Revenue Bond Fund an amount equal to the maximum principal and interest requirements for the Revenue Bonds for any current or succeeding fiscal year, \$58,352.
- (2) In the Operating Fund an amount equal to 1/3 of the annual budget for current expenses, \$38,434 in 2017 and \$34,088 in 2016.

June 30, 2017 and 2016 (Dollar amounts in \$000)

The debt service reserve requirements for the GARBs are fully funded. See the table below for details:

Bond Series	Reserve Account Requirement (in thousands)	
2010A	\$	9,004
2010B	\$	5,752
2011A	\$	4,828
2011B	\$	2,200
2014AB	\$	8,348
2017A	\$	11,297
2017B	\$	1,103
2017C	\$	8,034

### CONSOLIDATED RENTAL CAR FACILITY

In November 2011, the City issued \$60,295 of Airport Special Facility Revenue Bonds to finance the design, equipping, development, construction, and furnishing of a new consolidated rental car facility (CONRAC) at the Airport. The Series 2011 CONRAC Bonds are special obligations of the City, secured solely by Contract Facility Charges (CFCs) and Contingent Rent and money and investments in certain funds and accounts held under the General Trust Indenture. The debt service reserve requirement for Special Facility Revenue Bonds is \$7,786.

### GENERAL AIRPORT REVENUE BOND ANTICIPATION NOTES

The City has available an Airport general airport revenue bond anticipation note program to finance the cost of Airport improvements. The aggregate principal amount of the note outstanding at any one time shall not exceed \$175,000. The note is payable from net revenues of the Airport. The note does not constitute a legal or equitable pledge, charge, lien or encumbrance upon any of the City's property or upon any of its income, receipts or revenues, except as provided in the Revenue Bond Orders. Neither the credit nor the taxing power of the City is pledged for the payment of the principal or interest, and no owner has the right to compel the exercise of the taxing power of the City or the forfeiture of any of its property in connection with any default on the note. In addition, the City has entered into a Note Purchase and Advance Agreement. The note will be replaced by General Airport Revenue Bonds. The note will mature no later than the third anniversary of the closing date or August 1, 2020. The City had general airport revenue bond anticipation notes payable of \$2,976 and \$65,621 outstanding at June 30, 2017 and 2016 respectively. Interest rates are based upon market conditions.

General airport revenue bond anticipation note debt service requirements to maturity are as follows:

Year End June 30	Principal	Interest
2018	\$ -	\$ 37
2019	-	37
2020	-	36
2021	2,976	3
<b>Total</b>	<b>\$ 2,976</b>	<b>\$ 113</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

## 4. LEASE AGREEMENTS:

### AIRLINE USE AND LEASE AGREEMENT

Airport facilities are leased primarily to the signatory airlines under agreements having terms of 10 years. Fees and charges under these agreements are computed in a manner designed to recover the cost of operating the Airport. Provisions in these agreements give the airlines the right to approve future expansion of the Airport facilities and any issuance of new debt affecting the fees and charges to the airlines. Other provisions ensure that sufficient fees and charges will be collected to meet Airport debt service requirements. In addition, the agreements provide for a distribution to the airlines of a portion of the non-airline terminal revenues.

The following is a schedule of minimum future rental income on noncancelable operating leases subsequent to June 30, 2017:

2018	\$	62,562
2019		62,997
2020		63,437
2021		57,780
2022		58,229
<b>Total minimum future rental income</b>	<b>\$</b>	<b>305,005</b>

Of the \$305,005 minimum future rental income on noncancelable operating leases, \$82,667 relates to agreements with American Airlines, Inc. See Note 9 for additional information related to major customers.

The following is a schedule of minimum future rental income on noncancelable operating leases subsequent to June 30, 2016:

2017	\$	60,123
2018		60,535
2019		60,950
2020		61,370
2021		61,793
<b>Total minimum future rental income</b>	<b>\$</b>	<b>304,771</b>

Of the \$304,771 minimum future rental income on noncancelable operating leases, \$79,985 relates to agreements with American Airlines, Inc. See Note 9 for additional information related to major customers.

Contingent rentals that may be received under certain leases based on the tenant's revenues, fuel flow or usage are not included above. Contingent rentals of approximately \$65,780 and \$68,476 were received during the years ended June 30, 2017 and 2016, respectively.



June 30, 2017 and 2016 (Dollar amounts in \$000)

## AIRPORT LEASING ARRANGEMENTS

A major portion of the Airport's assets are leased under operating agreements with airlines and other tenants.

The total cost and accumulated depreciation of the assets at June 30 follows:

	<u>2017</u>	<u>2016</u>
Land	\$ 308,974	\$ 306,101
Buildings	911,624	910,665
Runways	419,271	415,382
Improvements other than buildings	163,293	148,865
Intangibles	4,641	3,317
Machinery and equipment	121,842	114,134
Total	<u>1,929,645</u>	<u>1,898,464</u>
Less accumulated depreciation	<u>752,579</u>	<u>699,746</u>
<b>Total</b>	<b><u>\$ 1,177,066</u></b>	<b><u>\$ 1,198,718</u></b>

## 5. TRANSACTIONS WITH THE CITY OF CHARLOTTE:

Expenses include certain costs charged to the Airport by other funds of the City. These charges are as follows:

	<u>2017</u>	<u>2016</u>
Administrative and other City services	\$ 18,537	\$ 15,721
Crash, fire and rescue services	5,466	5,870
<b>Total</b>	<b><u>\$ 24,003</u></b>	<b><u>\$ 21,591</u></b>

## 6. PENSION PLANS AND OTHER BENEFITS:

### a. Local Governmental Employees' Retirement System (LGERS)

The Airport, as an enterprise fund of the City, participates in the North Carolina Local Governmental Employees' Retirement System (LGERS), administered by the State of North Carolina.

**Plan Description.** The City of Charlotte is a participating employer in the statewide Local Governmental Employees' Retirement System (LGERS), a cost-sharing multiple-employer defined benefit pension plan administered by the State of North Carolina. LGERS membership is comprised of general employees and local law enforcement officers (LEOs) of participating local governmental entities. Article 3 of G.S. Chapter 128 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. Management of the plan is vested in the LGERS Board of Trustees, which consists of 13 members – nine appointed by the Governor, one appointed by the State Senate, one appointed by the State House of Representatives, and the State Treasurer and State Superintendent, who serve as ex-officio members. The Local Governmental Employees' Retirement System is included in the Comprehensive Annual Financial Report (CAFR) for the State of North Carolina. The State's CAFR includes financial statements and required supplementary information for LGERS. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, by calling (919) 981-5454, or at [www.osc.nc.gov](http://www.osc.nc.gov).

June 30, 2017 and 2016 (Dollar amounts in \$000)

**Benefits Provided.** LGERS provides retirement and survivor benefits. Retirement benefits are determined as 1.85% of the member's average final compensation times the member's years of creditable service. A member's average final compensation is calculated as the average of a member's four highest consecutive years of compensation. Plan members are eligible to retire with full retirement benefits at age 65 with five years of creditable service, at age 60 with 25 years of creditable service, or at any age with 30 years of creditable service. Plan members are eligible to retire with partial retirement benefits at age 50 with 20 years of creditable service or at age 60 with five years of creditable service. Survivor benefits are available to eligible beneficiaries of members who die while in active service or within 180 days of their last day of service and who have either completed 20 years of creditable service regardless of age or have completed five years of service and have reached age 60. Eligible beneficiaries may elect to receive a monthly Survivor's Alternate Benefit for life or a return of the member's contributions. The plan does not provide for automatic post-retirement benefit increases. Increases are contingent upon actuarial gains of the plan.

**Contributions.** Contribution provisions are established by General Statute 128-30 and may be amended only by the North Carolina General Assembly. Airport employees are required to contribute 6% of their compensation. Employer contributions are actuarially determined and set annually by the LGERS Board of Trustees. The contractually required contribution rate for the year ended June 30, 2017, was 7.25% for general employees of the Airport, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year. Contributions to the pension plan from the Airport were \$1,880 and \$1,501 for the years ended June 30, 2017 and 2016, respectively.

**Refunds of Contributions.** Airport employees who have terminated service as a contributing member of LGERS, may file an application for a refund of their contributions. By state law, refunds to members with at least five years of service include 4% interest. State law requires a 60 day waiting period after service termination before the refund may be paid. The acceptance of a refund payment cancels the individual's right to employer contributions or any other benefit provided by LGERS.

**Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions.** At June 30, 2017, the Airport reported a liability of \$8,435 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2016. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2015. The total pension liability was then rolled forward to the measurement date of June 30, 2016 utilizing update procedures incorporating the actuarial assumptions. The City's proportion of the net pension liability was based on a projection of the City's long-term share of future payroll covered by the pension plan, relative to the projected future payroll covered by the pension plan of all participating LGERS employers, actuarially determined. At June 30, 2016, the City's proportion was 6.0489%, which was an increase of 0.1543% from its proportion measured as of June 30, 2015.

For the year ended June 30, 2017, the Airport recognized pension expense of \$665. At June 30, 2017, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 158	\$ 295
Changes of assumptions	578	-
Net difference between projected and actual earnings on pension plan investments	4,664	-
Changes in proportion and differences between Airport contributions and proportionate share of contributions	11	5
Airport contributions subsequent to the measurement date	1,880	-
<b>Total</b>	<b>\$ 7,291</b>	<b>\$ 300</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

\$1,880 reported as deferred outflows of resources related to pensions resulting from Airport contributions subsequent to the measurement date will be recognized as an increase of the net pension asset in the year ended June 30, 2018. Other amounts reported as deferred inflows of resources related to pensions will be recognized in pension expense as follows:

**Year ended June 30:**

2018	\$	777
2019		778
2020		2,216
2021		1,340
2022		-
Thereafter		-
<b>Total</b>	<b>\$</b>	<b>5,111</b>

**Actuarial Assumptions.** The total pension liability in the December 31, 2015 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	3.50 to 7.75%, including inflation and productivity factor
Investment rate of return	7.25%, net of pension plan investment expense, including inflation

The plan currently uses mortality tables that vary by age, gender, employee group (i.e. general, law enforcement officer) and health status (i.e. disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rates also contain a provision to reflect future mortality improvements.

The actuarial assumptions used in the December 31, 2015 valuation were based on the results of an actuarial experience study for the period January 1, 2010 through December 31, 2014.

Future ad hoc COLA amounts are not considered to be substantively automatic and are therefore not included in the measurement.

The projected long-term investment returns and inflation assumptions are developed through review of current and historical capital markets data, sell-side investment research, consultant whitepapers, and historical performance of investment strategies. Fixed income return projections reflect current yields across the U.S. Treasury yield curve and market expectations of forward yields projected and interpolated for multiple tenors and over multiple year horizons. Global public equity return projections are established through analysis of the equity risk premium and the fixed income return projections. Other asset categories and strategies' return projections reflect the foregoing and historical data analysis. These projections are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class as of June 30, 2016 are summarized in the following table:

<b>Asset Class</b>	<b>Target Allocation</b>	<b>Long-Term Expected Real Rate of Return</b>
Fixed Income	29.0%	1.4%
Global Equity	42.0%	5.3%
Real Estate	8.0%	4.3%
Alternatives	8.0%	8.9%
Credit	7.0%	6.0%
Inflation Protection	6.0%	4.0%
<b>Total</b>	<b>100%</b>	

June 30, 2017 and 2016 (Dollar amounts in \$000)

The information in the previous table is based on 30-year expectations developed with the consulting actuary for the 2016 asset, liability and investment policy study for the North Carolina Retirement Systems, including LGERS. The long-term nominal rates of return underlying the real rates of return are arithmetic annualized figures. The real rates of return are calculated from nominal rates by multiplicatively subtracting a long-term inflation assumption of 3.00%. All rates of return and inflation are annualized.

**Discount rate.** The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on these assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of the current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**Sensitivity of the proportionate share of the net pension asset to changes in the discount rate.** The following presents the Airport’s proportionate share of the net pension asset calculated using the discount rate of 7.25%, as well as what the Airport’s proportionate share of the net pension asset or net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.25%) or one percentage point higher (8.25%) than the current rate:

	1% Decrease (6.25%)	Discount Rate (7.25%)	1% Increase (8.25%)
Airport’s proportionate share of the net pension liability (asset)	\$ 20,019	\$ 8,435	\$ (1,242)

**Pension plan fiduciary net position.** Detailed information about the pension plan’s fiduciary net position is available in the separately issued Comprehensive Annual Financial Report (CAFR) for the State of North Carolina.

**b. Other Postemployment Benefits**

The Airport, as an enterprise fund of the City, participates in the City of Charlotte Employee Benefit Trust Plan (EBTP).

Description: The EBTP is a single-employer defined benefit healthcare plan administered by the City of Charlotte. The EBTP provides health and welfare benefit plans for the benefit of eligible retired employees of the City. Section 4.05 of the Charlotte City Code assigns the authority to establish benefit provisions for EBTP to the City Council. The EBTP is included in the Comprehensive Annual Financial Report (CAFR) for the City of Charlotte. The City’s CAFR includes financial statements and required supplementary information for EBTP. That report may be obtained by writing to City of Charlotte, Department of Management and Financial Services – Financial Reporting, Charlotte-Mecklenburg Government Center, 600 East Fourth Street, 10th Floor, Charlotte, North Carolina 28202-2848.

Membership of the EBTP for the City consisted of the following at July 1, 2017, the date of the latest actuarial valuation:

Retirees and beneficiaries receiving benefits	2,283
Active plan members	3,703
<b>Total</b>	<b>5,986</b>

**Funding Policy.** The contribution requirements of plan members and the City are established and may be amended by the City Council. The City Council set the employer contribution rate to contribute the projected pay-as-you-go-financing requirements, with additional amounts to prefund benefits as determined annually.

For the years ended June 30, 2017 and 2016, the Airport contributed \$488 and \$455 respectively to the plan. Plan members receiving benefits contributed through their required contribution. The required contribution rates for plan members were dependent on the years of service and the coverage selected. Monthly rates ranged from \$221 to \$2,085 per retiree.

June 30, 2017 and 2016 (Dollar amounts in \$000)

**Summary of Significant Accounting Policies.** The Airport's financial statements are prepared using the accrual basis of accounting. Plan member contributions are recognized in the period in which the contributions are due. Employer contributions to the plan are recognized when due and the employer has made a formal commitment to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations. Short-term money market debt instruments, and deposits, are reported at cost or amortized cost, which approximates fair value. Certain longer term U.S. Government and U.S. Agency securities are valued at the last reported sales price. Administration costs of the plan are financed through contributions and investment earnings.

**Annual OPEB Cost and Net OPEB Asset.** The Airport's proportionate share of the annual other postemployment benefit (OPEB) cost (expense) is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years. The following table shows the components of the Airport's proportionate share of the annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the Airport's proportionate share of the net OPEB obligation for the healthcare benefits:

	2017	2016
Annual required contribution	\$ 593	\$ 593
Interest on net OPEB obligation	(25)	(40)
Adjustment to annual required contribution	22	32
Annual OPEB cost (expense)	590	585
Contributions made	(488)	(455)
Decrease (Increase) in net OPEB asset	102	130
Net OPEB asset, beginning of year	6,892	7,022
<b>Net OPEB asset, end of year</b>	<b>\$ 6,790</b>	<b>\$ 6,892</b>

#### Trend Information for Airport's Proportionate Share

Year Ended June 30	Annual OPEB Cost	Percentage of Annual OPEB Cost Contribution	Net OPEB Asset
2015	\$ 424	100.03%	\$ 7,022
2016	585	77.78%	6,892
2017	590	82.71%	6,790

**Funded Status and Funding Progress for the City's Plan.** As of July 1, 2017, the most recent actuarial valuation date, the City's plan was 17.95 percent funded. The actuarial accrued liability for benefits was \$336,781. The actuarial value of assets was \$60,439, resulting in an unfunded actuarial accrued liability (UAAL) of \$276,342. The covered payroll (annual payroll of active employees covered by the plan) was \$402,489 and the ratio of the UAAL to the covered payroll was 68.66 percent.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.



June 30, 2017 and 2016 (Dollar amounts in \$000)

The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

**Net OPEB Liability.** The Net OPEB Liability is equal to the Total OPEB Liability less the Fiduciary Net Position. The result as of the June 30, 2017 measurement date is presented in the table below:

	City	Airport's Proportionate Share
Total OPEB Liability	\$ 598,721	\$ 14,336
Fiduciary Net Position	60,439	1,447
<b>Net OPEB Liability</b>	<b>\$ 538,282</b>	<b>\$ 12,889</b>

#### Ratio Of Fiduciary Net Position

to Total OPEB Liability	10.09%	10.09%
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**Actuarial Assumption.** The Total OPEB Liability was determined by an actuarial valuation as of June 30, 2017, using the following key actuarial assumptions and other inputs:

Inflation	3.00%
Salary increases, including wage inflation	4.50%
Long-term Investment Rate of Return, net of OPEB plan investment expense, including price inflation	7.75%
Municipal Bond Index Rate	3.96%
Year Fiduciary Net Position to be depleted	2021
Single Equivalent Interest Rate (SEIR), net of OPEB plan investment expense, including price inflation	4.02%
Health Care Cost Trends	6.00 to 5.00%

The mortality assumption has been updated from RP-2014 Mortality Full Generational using Projection Scale MP-2014 to RP-2014 Mortality Full Generational using Projection Scale MP-2015.

As of the most recent adoption of the current long-term rate of return by the EBTP, the target asset allocation for each major asset class, as provided by the EBTP, are summarized in the following table:

Asset Class	Target Allocation
Domestic equity	50%
International equity	18%
Global fixed income	20%
Domestic fixed income	12%
<b>Total</b>	<b>100%</b>

June 30, 2017 and 2016 (Dollar amounts in \$000)

**Discount Rate (SEIR).** The discount rate used to measure the TOL as of the Measurement Date was 4.02%. The projection of cash flows used to determine the discount rate was performed in accordance with GASB 74. The projection's basis was an actuarial valuation performed as of June 30, 2017. In addition to the actuarial methods and assumptions of the June 30, 2017 actuarial valuation, the following actuarial methods and assumptions were used in the projection of cash flows:

- Active Employee contributions are based on plan option and tier levels chosen.
- Inactive employee contributions are based on years of service.
- In all years, the employer pays benefits from the trust.
- Projected assets include employer contributions of \$0 each year until plan assets are exhausted.

Based on these assumptions the EBTP's fiduciary net position was projected to be depleted in 2021 and, as a result, the Municipal Bond Index Rate was used in the determination of the SEIR. Here, the long-term expected rate of return of 7.75% on EBTP investments was applied to periods through 2021 and the Municipal Bond Index Rate at the Measurement Date (4.02%).

The fiduciary net position projections are based upon the EBTP's financial status on the Valuation Date, the indicated set of methods and assumptions, and the requirements of GASB 74. As such, the fiduciary net position projections are not reflective of the cash flows and asset accumulations that would occur on an ongoing plan basis, reflecting the impact of future members. Therefore, the results of this test do not necessarily indicate whether or not the fund will actually run out of money, the financial condition of the EBTP, or the EBTP's ability to make benefit payments in future years.

**Sensitivity of the Net OPEB Liability to Changes in Health Care Cost Trends.** The following exhibit presents the Net OPEB Liability (NOL) of the EBTP, calculated using the health care cost trend rates, as well as what the EBTP's NOL would be if it were calculated using a health care cost trend rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate.

	<b>Health Care Cost Trend Rates</b>		
	1% Decrease 4%	Current 5%	1% Increase 6%
Net OPEB Liability	\$ 444,983	\$ 538,282	\$ 659,059

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The following exhibit presents the Net OPEB Liability (NOL) of the EBTP, calculated using the discount rate of 4.02%, as well as what the EBTP's NOL would be if it were calculated using a Discount Rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	<b>Changes in the Discount Rate</b>		
	1% Decrease 3.02%	Current Discount Rate 4.02%	1% Increase 5.02%
Net OPEB Liability	\$ 653,572	\$ 538,282	\$ 449,415

**Total OPEB Liability Calculation and Roll-Forward.** The total OPEB Liability (TOL) is based upon an actuarial valuation performed as of the Valuation Date, June 30, 2016. An expected TOL is determined as of June 30, 2017 using standard roll forward techniques. The roll forward calculation begins with the TOL, as of June 30, 2016, subtracts the actual benefit payments and refunds for the year, applies interest at the discount rate for the year, and then adds the annual normal cost (also called the Service Cost).

June 30, 2017 and 2016 (Dollar amounts in \$000)

The procedure used to determine the TOL, as of June 30, 2017, is shown in the following table:

Total OPEB Liability as of June 30, 2016	\$ 583,220
Actual Benefit Payments and Refunds for the Year July 1, 2016 - June 30, 2017	(14,639)
Interest on Total OPEB Liability	23,432
Service Cost for the Year July 1, 2016 - June 30, 2017 at the End of the Year	7,002
Differences Between Expected and Actual Experience at the End of the Year	(294)
Total OPEB Liability Rolled Forward to June 30, 2017	<u>\$ 598,721</u>

### c. Deferred Compensation Plan

The City offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, which is available to all City employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. The plan assets are placed in trust for the exclusive benefit of the participants and their beneficiaries and therefore are not included in the City's financial statements.

## 7. INSURANCE:

### a. Employee Health and Life

The City provides health and life benefits to employees and retirees. Private companies administer these benefits pursuant to administrative services agreements. The City maintained insurance coverage with private carriers for life claims, vision claims, and excess coverage for health claims in excess of \$451 per year per person for June 30, 2017 and \$425 per year per person for June 30, 2016.

The Airport participates in the City's employee health and life insurance program which is accounted for in the Employee Health and Life Insurance Fund (EHLIF), an internal service fund, of the City. The Airport makes payments to the EHLIF for both an amount per employee and a proportionate share of the administrative cost. The amount per employee is based on actuarial estimates of amounts needed to pay prior and current year claims. The employees and retirees contribute a portion of the cost for health coverage. The City provides life insurance for employees in the amount of two times the employees' salary up to a maximum of \$200. Employees may purchase additional life insurance up to a maximum of four times their salary. The Airport made payments to the EHLIF for the years ended June 30, 2017 and 2016 in the amount of \$4,009 and \$3,399 respectively.

### b. Risk Management

The Airport is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Airport participates in the risk management program of the City. The City has a Risk Management Fund (RMF), an internal service fund, to account for and finance its insured and uninsured risks of loss. Currently, insurance coverage is purchased for excess property damage for buildings and contents, City vehicles while parked, excess workers' compensation, excess vehicle and general liability, network security liability, and airport liability. Insurance coverage includes vehicle and general liability claims in excess of \$2,000 but less than \$22,000 per occurrence, workers' compensation claims in excess of \$2,000, property damage claims in excess of \$100, flood insurance \$100,000 in all flood zones, except \$10,000 in flood zone A in excess of federal flood program maximums, and network security coverage in the amount of \$10,000. The finance officer is bonded for \$100. Employees who handle funds are bonded under a blanket bond for \$250. Settled claims have not exceeded insurance coverage in the past three years. The actuarially determined losses for the remaining risks and deductible amounts are funded in the RMF. The Airport makes payments to the RMF based on historical cost information or actuarial estimates of the amounts needed to pay prior and current year claims and establish a reserve for catastrophic losses. The Airport made payments to the RMF for the year ended June 30, 2017 and 2016 in the amounts of \$1,586 and \$1,544 respectively.

June 30, 2017 and 2016 (Dollar amounts in \$000)

## 8. COMMITMENTS AND CONTINGENCIES:

Noise litigation suits have been filed against the City in connection with the operation of the Airport. In the opinion of the City's attorney and management, the ultimate outcome of the suits is not expected to have a significant impact upon the financial position or results of operations of the Airport.

The Airport has received a number of federal and state grants for specific purposes that are subject to review by the grantor agencies. Such reviews could lead to requests for reimbursement to the grantor agencies for expenditures disallowed under terms of the grants. The City management believes that such disallowances, if any, would not be significant.

The Airport had authorized capital projects at June 30 as follows:

	<b>2017</b>	<b>2016</b>
Project Authorization	\$ 1,611,754	\$ 1,085,436
Expended	986,181	818,120
<b>Unexpended</b>	<b>\$ 625,573</b>	<b>\$ 267,316</b>

Financial resources are available to fund the total amount of unexpended authorizations.

The Airport had construction and other contractual commitments of approximately \$332 million and \$131 million at June 30, 2017 and 2016, respectively.

## 9. MAJOR CUSTOMERS:

American Airlines Group, Inc. (American Airlines), is the major passenger airline serving the Airport. For the fiscal years ended June 30, 2017 and 2016, American Airlines and its affiliates provided 25.11% and 21.74%, respectively, of the Airport's operating revenues.

American Airlines conducts its passenger air carrier operations at the Airport pursuant to several agreements, the most significant of which is the City of Charlotte's 2016 Airline Use and Lease Agreement (AUA), which has also been executed by JetBlue Airlines, Southwest Airlines, Delta Air Lines, and United Airlines (collectively, the Signatory Airlines). Pursuant to the AUA, the Signatory Airlines lease certain premises in the passenger terminal building (terminal) and are obligated to pay landing fees and terminal rentals which, in the aggregate, are sufficient to enable the City to pay the annual operating expenses of the airfield and terminal, and the annual debt service on General Airport Revenue Bonds (GARBs) issued by the City to fund airfield, terminal, and other airport improvements.

On June 1, 2017 the City issued \$302,780 million in Series 2017 GARBs to fund certain terminal and other facility related improvements at the Airport, as well as refund the Airport's outstanding 2007A Bonds, Series 2007B Bonds, Series 2008D Bonds, and Series 2011C Bonds. The Series 2017 GARBs also repaid a portion of the outstanding 2016 Bond Anticipation Notes (BANs) used to fund the Airport improvements on an interim basis. The City also issued \$175 million in 2017 BANs to provide interim funding for certain airfield and terminal improvements at the Airport, as well as replacing a portion of the then outstanding 2016 BANS.

As of June 30, 2017 and 2016, the City had \$666,190 and \$532,785, respectively of GARBs outstanding, the proceeds of which were used for airfield and terminal improvements. In addition, as of June 30, 2017 and 2016, the City has \$2,976 and \$65,621 respectively, in Bond Anticipation Notes (BANs). The GARBs and BANs are not general obligations of the City and are payable solely from revenues generated by the City in the airfield and terminal. The City had \$70,452 in reserve to pay principal and interest on GARBs.

June 30, 2017 and 2016 (Dollar amounts in \$000)

## 10. DEBT SERVICE COVERAGE:

The 2017 Revenue Bond Order provided that Revenues pledged under the Bond Order be sufficient to meet Revenue Bond Debt Service, current expenses, and other required deposits to funds and accounts established by the Bond Order. Net Revenues for calculation of coverage as defined by the 2017 Bond Order are determined as follows:

### Debt Service Coverage

	<u>2017</u>	<u>2016</u>
<b>Revenues:</b>		
Included operating revenues	\$ 194,914	\$ 182,774
Included non-operating revenues	1,103	503
Coverage factor	12,101	12,101
<b>Total revenues</b>	<b>208,118</b>	<b>195,378</b>
<b>Application of revenues:</b>		
Included operating expense	(109,230)	(101,279)
Change in operating fund reserve	(4,346)	(3,728)
Debt service fees	(109)	(32)
<b>Total application of revenues</b>	<b>(113,685)</b>	<b>(105,039)</b>
<b>Net revenues available for revenue bond debt service (1)</b>	<b>\$ 94,433</b>	<b>\$ 90,339</b>
<b>Requirement for revenue bond fund (2)</b>	<b>\$ 17,439</b>	<b>\$ 25,722</b>
<b>Debt Service Coverage (1)/(2)</b>	<b>5.4</b>	<b>3.5</b>

## 11. PASSENGER FACILITY CHARGES:

The Federal Aviation Administration (FAA) authorized the Airport to collect Passenger Facility Charges (PFC) of \$3 per qualifying enplaned passenger commencing November 1, 2004. The net receipts from PFC are accounted for on the accrual basis of accounting and are restricted to use on FAA approved projects. The Airport has been authorized to collect PFC in the aggregate amount of \$1,626,829.

	<u>2017</u>	<u>2016</u>
Aggregate PFC Collections, Beginning	\$ 591,199	\$ 532,028
PFC Collections	58,855	59,171
<b>Aggregate PFC Collections, Ending</b>	<b>\$ 650,054</b>	<b>\$ 591,199</b>



June 30, 2017 and 2016 (Dollar amounts in \$000)

## 12. CONTRACT FACILITY CHARGES:

Beginning July 1, 2007 Contract Facility Charges (CFCs) were imposed on rental car companies at a rate of \$3.50 per transaction per day. On October 1, 2011 the rate was increased to \$4.00 per transaction per day. The City may, at its discretion, raise the CFC per-transaction-per-day rate. In 2017 and 2016, the City received \$12,898 and \$12,273 in CFC revenue, respectively.

## 13. CHANGE IN ACCOUNTING PRINCIPLES:

The City implemented GASB 74, Financial Reporting for Postemployment Benefits Plans Other Than Pension Plans. This Statement replaces Statements No. 43, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans. GASB 74 requires that notes to financial statements of all defined benefit OPEB plans that are administered through trusts that meet the specified criteria include descriptive information about the plan. The OPEB notes to financial statements are also required to disclose information about OPEB plan investments, including the OPEB plan's investment policies, concentrations of investments with individual organizations equaling or exceeding 5 percent of the OPEB plan's fiduciary net position, and the annual money-weighted rate of return on OPEB plan investments.

In the fiscal year ending 2016, City and its component units implemented Governmental Accounting Standards Board (GASB) statement 72, Fair Value Measurement and Application.

Statement No. 72 requires the City to use valuation techniques which are appropriate under the circumstances and are either a market approach, a cost approach or an income approach. Statement No. 72 establishes a hierarchy of inputs used to measure fair value consisting of three levels. Level 1 inputs are quoted prices in active markets for identical assets or liabilities. Level 2 inputs are inputs, other than quoted prices included within Level 1, that are observable for the asset or liability, either directly or indirectly. Level 3 inputs are unobservable inputs, such as management's assumption of the default rate among underlying mortgages of a mortgage-backed security.

Statement No. 72 also contains note disclosure requirements regarding the hierarchy of valuation inputs and valuation techniques that was used for the fair value measurements. There was no material impact on the City's financial statement as a result of the implementation of Statement No. 72. All required disclosures were added to Note 1.c.



# REQUIRED SUPPLEMENTARY INFORMATION



**CITY OF CHARLOTTE, NORTH CAROLINA  
 LOCAL GOVERNMENT EMPLOYEES' RETIREMENT SYSTEM  
 PROPORTIONATE SHARE OF NET PENSION LIABILITY (ASSET)  
 FOR THE CITY OF CHARLOTTE  
 LAST FOUR FISCAL YEARS<sup>1</sup>** (Dollar amounts in \$000)

	<u>2017</u>		<u>2016</u>		<u>2015</u>		<u>2014</u>
City of Charlotte's proportion of the net pension liability (asset) (%)	6.05%		5.89%		(5.88%)		5.89%
City of Charlotte's proportion of the net pension liability (asset) (\$)	\$ 128,378	\$	26,455	\$	(32,461)	\$	71,032
Airport's proportion of the net pension liability (asset) (\$)	\$ 8,435	\$	1,944	\$	(1,893)	\$	3,877
City of Charlotte's covered-employee payroll	\$ 381,739	\$	350,856	\$	327,094	\$	358,413
City of Charlotte's proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll	33.63%		7.54%		( 9.92%)		19.82%
Plan fiduciary net position as a percentage of the total pension liability <sup>2</sup>	91.47%		98.09%		102.64%		94.35%

NOTES:

<sup>1</sup>The amounts presented for each fiscal year were determined as of the prior fiscal year ending June 30.

<sup>2</sup>This will be the same percentage for all participant employers in the LGERS plan.

This schedule will not present 10 year's worth of fiscal information until 2023.

**CITY OF CHARLOTTE, NORTH CAROLINA**  
**LOCAL GOVERNMENT EMPLOYEES' RETIREMENT SYSTEM**  
**CITY OF CHARLOTTE'S CONTRIBUTIONS**  
**LAST FOUR FISCAL YEARS ENDED JUNE 30** (Dollar amounts in \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
City of Charlotte's contractually required contribution	\$ 28,613	\$ 23,959	\$ 24,288	\$ 23,348
City of Charlotte's contributions in relation to the contractually required contribution	<u>28,613</u>	<u>23,959</u>	<u>24,288</u>	<u>23,348</u>
<b>Contribution deficiency (excess)</b>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>
City of Charlotte's covered-employee payroll	\$ 350,856	\$ 338,026	\$ 327,094	\$ 358,413
City of Charlotte's contributions as a percentage of covered-employee payroll	8.16%	7.09%	7.43%	6.51%
Airport's proportion of contractually required contribution	\$ 1,880	\$ 1,501	\$ 1,497	\$ 1,274
Airport's proportion of contributions in relation to the contractually required contribution	<u>1,880</u>	<u>1,501</u>	<u>1,497</u>	<u>1,274</u>
<b>Contribution deficiency (excess)</b>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

NOTE:  
This schedule will not present 10 year's worth of fiscal information until 2023.



**CITY OF CHARLOTTE, NORTH CAROLINA  
OTHER POSTEMPLOYMENT RETIREE HEALTHCARE BENEFIT (OPEB)  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY  
JUNE 30, 2017** (Dollar amounts in \$000)

	<u>2017</u>
<b>City of Charlotte's total OPEB Liability</b>	
Service Cost at end of year	\$ 7,002
Interest on the Total OPEB Liability	23,432
Difference between expected and actual experience	(294)
Benefit payments	(14,639)
<b>Net change in Total OPEB Liability</b>	<u>15,501</u>
City of Charlotte's total OPEB Liability - beginning	583,220
<b>City of Charlotte's total OPEB Liability - ending</b>	<u><u>\$ 598,721</u></u>
<b>Plan Fiduciary Net Position</b>	
Contributions - employer	\$ 16,361
Net investment income	7,532
Benefit payments	(14,639)
Administrative expense	(232)
Other	(1,844)
<b>Net change in Plan Fiduciary Net Position</b>	<u>7,178</u>
Plan Fiduciary Net Position - beginning	53,261
Plan Fiduciary Net Position - ending	60,439
<b>City of Charlotte's net OPEB Liability - ending</b>	<u><u>\$ 538,282</u></u>

NOTE:  
This schedule will not present 10 year's worth of fiscal information until 2026.

**OTHER POSTEMPLOYMENT RETIREE HEALTHCARE BENEFIT (OPEB)  
 REQUIRED SUPPLEMENTARY INFORMATION  
 SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY  
 SCHEDULE OF CHANGES OF NET OPEB LIABILITY AND RELATED RATIOS  
 JUNE 30, 2017** (Dollar amounts in \$000)

	<u>2017</u>
City of Charlotte's total OPEB Liability	\$ 598,721
Plan Fiduciary Net Position	<u>60,439</u>
<b>City of Charlotte's net OPEB Liability</b>	<b><u>\$ 538,282</u></b>
Plan Fiduciary Net Position as a percentage of the Total OPEB Liability	10.09%
City of Charlotte's Covered Payroll	\$ 402,489
City of Charlotte's net OPEB Liability as a percentage of covered payroll	133.74%

NOTE:  
 This schedule will not present 10 year's worth of fiscal information until 2026.

**CITY OF CHARLOTTE, NORTH CAROLINA  
OTHER POSTEMPLOYMENT RETIREE HEALTHCARE BENEFIT (OPEB)  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY  
JUNE 30, 2017** (Dollar amounts in \$000)

<u>Actuarial Valuation Date</u>	<u>Actuarial Value of Assets (a)</u>	<u>Actuarial Accrued Liability (AAL) - Projected Unit Credit (b)</u>	<u>Unfunded AAL (UAAL) (b - a)</u>	<u>Funded Ratio (a/b)</u>	<u>Covered Payroll (c)</u>	<u>UAAL as a % of Covered Payroll ((b - a)/c)</u>
1/1/2007	\$ -	\$ 229,764	\$ 229,764	-%	\$ 275,955	83.26%
7/1/2009	33,006	207,301	174,295	15.92%	322,162	54.10%
7/1/2011	40,742	224,184	183,442	18.17%	294,793	62.23%
7/1/2013	44,129	241,293	197,164	18.29%	276,853	71.22%
7/1/2015	54,126	299,259	245,133	18.09%	356,621	68.74%
7/1/2017	60,439	336,781	276,342	17.95%	402,489	68.66%

**Schedule of Employer Contributions**

<u>Year Ended June 30</u>	<u>City of Charlotte</u>		<u>Airport's Proportionate Share</u>	
	<u>Annual Required Contribution</u>	<u>Percentage Contributed</u>	<u>Annual Required Contribution</u>	<u>Percentage Contributed</u>
2012	\$ 15,656	98.21%	\$ 491	72.71%
2013	15,656	98.84%	491	76.37%
2014	16,096	106.04%	431	91.18%
2015	16,096	85.25%	431	100.02%
2016	20,212	63.36%	593	76.73%
2017	20,212	80.95%	593	82.19%

Annual Money-Weighted Rate of Return, Net of Investment Expense 13.84%

Actuarial Methods and Assumptions: Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

**Methods and assumptions used include:**

Actuarial valuation date	7/1/2017
Actuarial cost method	Projected unit credit
Amortization method	Level percent of projected payroll, Closed
Remaining amortization period	20 years
Asset valuation method	Market value
Actuarial assumptions:	
Investment rate of return	7.75%
Projected salary increases	4.50%
Annual healthcare cost trend rate	6.00 to 5.00% (year of ultimate trend rate 2020)
Includes inflation at	4.50%
Cost of living adjustments	None

# ADDITIONAL INFORMATION



## SCHEDULE OF CHANGE IN NET POSITION - INCLUDED AND EXCLUDED CENTERS FOR THE YEAR ENDED JUNE 30, 2017

(Dollar amounts in \$000)

	Included Centers	Excluded Centers	Total
<b>OPERATING REVENUES:</b>			
Terminal rents & fees	\$ 47,228	\$ 158	\$ 47,386
Airfield	27,219	-	27,219
Concessions	45,830	-	45,830
Rental car	14,887	-	14,887
Parking	59,323	-	59,323
Fixed base operator area	-	14,456	14,456
Other	427	8,169	8,596
<b>Total operating revenues</b>	<b>194,914</b>	<b>22,783</b>	<b>217,697</b>
<b>OPERATING EXPENSES:</b>			
Terminal area	-	-	-
Terminal building	46,322	-	46,322
Ground transportation	26,968	-	26,968
Fueling facilities	218	-	218
Airfield	9,046	-	9,046
Airport services facilities	26,676	5,700	32,376
Fixed base operator area	-	10,680	10,680
Cargo area	-	1,879	1,879
Depreciation	-	56,063	56,063
Other	-	3,524	3,524
<b>Total operating expenses</b>	<b>109,230</b>	<b>77,846</b>	<b>187,076</b>
<b>Operating income (loss)</b>	<b>85,684</b>	<b>(55,063)</b>	<b>30,621</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>			
Passenger facility charges	-	58,855	58,855
Contract facility charges	-	12,898	12,898
Investment earnings	981	4,252	5,233
Interest expense and other charges	(21,757)	(56)	(21,813)
Non-airline terminal revenue distribution	(25,880)	-	(25,880)
Other	122	(1,979)	(1,857)
<b>Total nonoperating revenues (expenses)</b>	<b>(46,534)</b>	<b>73,970</b>	<b>27,436</b>
Income before contributions	39,150	18,907	58,057
<b>CAPITAL CONTRIBUTIONS</b>	<b>-</b>	<b>16,874</b>	<b>16,874</b>
<b>TRANSFERS OUT</b>	<b>(222)</b>	<b>-</b>	<b>(222)</b>
<b>Change in net position</b>	<b>\$ 38,928</b>	<b>\$ 35,781</b>	<b>\$ 74,709</b>

**NOTE:**

The Schedule of Change in Net Position identifies current year activity in included centers and excluded centers. The Bond Order established included and excluded centers. Excluded centers are primarily cargo and fixed base operators.



## SCHEDULE OF CHANGE IN NET POSITION - INCLUDED AND EXCLUDED CENTERS FOR THE YEAR ENDED JUNE 30, 2016

(Dollar amounts in \$000)

	Included Centers	Excluded Centers	Total
<b>OPERATING REVENUES:</b>			
Terminal rents & fees	\$ 41,910	\$ 181	\$ 42,091
Airfield	25,275	-	25,275
Concessions	48,527	-	48,527
Rental Car	14,111	-	14,111
Parking	51,674	-	51,674
Fixed base operator area	-	13,732	13,732
Other	1,277	9,760	11,037
<b>Total operating revenues</b>	<b>182,774</b>	<b>23,673</b>	<b>206,447</b>
<b>OPERATING EXPENSES:</b>			
Terminal rents & fees	72,073	-	72,073
Public airfield facilities	8,452	-	8,452
Airport services facility	20,754	3,780	24,534
Fixed base operator area	-	9,711	9,711
Cargo area	-	2,909	2,909
Depreciation	-	50,681	50,681
Other	-	336	336
<b>Total operating expenses</b>	<b>101,279</b>	<b>67,417</b>	<b>168,696</b>
<b>Operating income (loss)</b>	<b>81,495</b>	<b>(43,744)</b>	<b>37,751</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>			
Passenger facility charges	-	59,171	59,171
Contract facility charges	-	12,273	12,273
Investment earnings	399	4,196	4,595
Interest expense and other charges	(18,785)	(113)	(18,898)
Non-airline terminal revenue distribution	(18,525)	-	(18,525)
Other	104	(12,077)	(11,973)
<b>Total nonoperating revenues (expenses)</b>	<b>(36,807)</b>	<b>63,450</b>	<b>26,643</b>
Income before contributions	44,688	19,706	64,394
CAPITAL CONTRIBUTIONS	-	20,706	20,706
<b>Change in net position</b>	<b>\$ 44,688</b>	<b>\$ 40,412</b>	<b>\$ 85,100</b>

**NOTE:**

The Schedule of Change in Net Position identifies current year activity in included centers and excluded centers. The 1985 Bond Order established included and excluded centers. Included center revenues are used for debt service expenditures except for debt service expenditures for the Special Facilities Revenue Bonds which are retired from debt service rentals as described in Note 3 to the Financial Statements.

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FUNDS HELD BY CITY  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Revenue Fund</u>	<u>Operating Fund</u>	<u>Operating Fund Reserve</u>	<u>Renewal and Improvement Fund</u>	<u>Discretionary Fund</u>	<u>PFC Fund</u>	<u>CFC Fund</u>	<u>Total</u>
Beginning balance	\$ 61,877	\$ -	\$ 34,088	\$ 1,500	\$ 195,701	\$ 299,093	\$ 22,414	\$ 614,673
<b>Deposits:</b>								
Operating revenue	195,036	-	-	-	-	-	78	195,114
PFC revenue	-	-	-	-	-	58,855	-	58,855
Investment earnings	981	-	-	-	759	2,108	183	4,031
Interfund transfers	2,155	109,230	4,346	-	52,800	-	-	168,531
Transfers from capital project	-	-	-	-	87,505	-	-	87,505
Transfers from trustee	38	-	-	-	-	-	7,703	7,741
<b>Total deposits</b>	<b>198,210</b>	<b>109,230</b>	<b>4,346</b>	<b>-</b>	<b>141,064</b>	<b>60,963</b>	<b>7,964</b>	<b>521,777</b>
<b>Withdrawals:</b>								
Operating expense	-	109,230	-	-	-	-	3,082	112,312
Interfund transfers	166,376	-	-	-	-	-	2,155	168,531
Transfers to capital project	-	-	-	-	207,052	130,911	948	338,911
Transfers to trustee	17,547	-	-	-	1,298	26,589	24	45,458
Distribution to airlines of 40 percent share of excess non-airline terminal revenue	-	-	-	-	25,880	-	-	25,880
<b>Total withdrawals</b>	<b>183,923</b>	<b>109,230</b>	<b>-</b>	<b>-</b>	<b>234,230</b>	<b>157,500</b>	<b>6,209</b>	<b>691,092</b>
Ending balance	\$ 76,164	\$ -	\$ 38,434	\$ 1,500	\$ 102,535	\$ 202,556	\$ 24,169	\$ 445,358

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2007 AIRPORT REVENUE BONDS - REVENUE BOND FUNDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Series A		Series B		Total
	Interest Account	Principal Account	Interest Account	Principal Account	
Beginning balance	\$ 2,033	\$ 2,301	\$ -	\$ 580	\$ 4,914
<b>Deposits:</b>					
Transfers from City	3,974	2,389	270	603	7,236
Investment earnings	5	6	-	2	13
<b>Total deposits</b>	<b>3,979</b>	<b>2,395</b>	<b>270</b>	<b>605</b>	<b>7,249</b>
<b>Withdrawals:</b>					
Interest	4,016	-	124	-	4,140
Principal	-	2,300	-	580	2,880
Other debt expenditures	9	-	146	-	155
Interfund transfers	1,985	2,395	-	605	4,985
Transfers to City	2	1	-	-	3
<b>Total withdrawals</b>	<b>6,012</b>	<b>4,696</b>	<b>270</b>	<b>1,185</b>	<b>12,163</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2007 AIRPORT REVENUE BONDS - CONSTRUCTION FUND  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Series A</u>
Beginning balance	\$ 4,813
<b>Deposits:</b>	
Investment earnings	17
<b>Withdrawals:</b>	
Construction expense	2,129
Interfund transfers	2,701
<b>Total withdrawals</b>	<u>4,830</u>
<b>Ending balance</b>	<u>\$ -</u>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2008D AIRPORT REFUNDING BONDS - REFUNDING BOND FUND  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	<u>Total</u>
Beginning balance	\$ -	\$ 480	\$ 3,138	\$ 3,618
<b>Deposits:</b>				
Transfers from City	510	504	-	1,014
Investment earnings	-	1	6	7
<b>Total deposits</b>	<b>510</b>	<b>505</b>	<b>6</b>	<b>1,021</b>
<b>Withdrawals:</b>				
Interest	240	-	-	240
Principal	-	480	-	480
Other debt expenditures	270	-	-	270
Interfund transfers	-	505	3,136	3,641
Transfers to City	-	-	8	8
<b>Total withdrawals</b>	<b>510</b>	<b>985</b>	<b>3,144</b>	<b>4,639</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2009B AIRPORT REFUNDING BONDS - REFUNDING BOND  
FUND FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	<u>Total</u>
Beginning balance	\$ 194	\$ 8,238	\$ 5,409	\$ 13,841
<b>Deposits:</b>				
Transfers from City	1	-	-	1
Investment earnings	-	8	1	9
<b>Total deposits</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>10</b>
<b>Withdrawals:</b>				
Interest	191	-	-	191
Principal	-	8,235	-	8,235
Other debt expenditures	1	-	-	1
Interfund transfers	-	-	5,410	5,410
Reimbursement to City	3	11	-	14
<b>Total withdrawals</b>	<b>195</b>	<b>8,246</b>	<b>5,410</b>	<b>13,851</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2010A AIRPORT REVENUE BONDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund			Construction Account	Total
	Interest Account	Principal Account	Reserve Account		
Beginning balance	\$ 2,937	\$ 2,676	\$ 9,011	\$ 2,989	\$ 17,613
<b>Deposits:</b>					
Transfers from City	5,772	2,785	-	-	8,557
Investment earnings	7	9	21	10	47
<b>Total deposits</b>	<b>5,779</b>	<b>2,794</b>	<b>21</b>	<b>10</b>	<b>8,604</b>
<b>Withdrawals:</b>					
Construction expense	-	-	-	2,274	2,274
Interest	5,816	-	-	-	5,816
Principal	-	2,675	-	-	2,675
Other debt expenditures	9	-	-	-	9
Transfers to City	2	1	7	-	10
<b>Total withdrawals</b>	<b>5,827</b>	<b>2,676</b>	<b>7</b>	<b>2,274</b>	<b>10,784</b>
<b>Ending balance</b>	<b>\$ 2,889</b>	<b>\$ 2,794</b>	<b>\$ 9,025</b>	<b>\$ 725</b>	<b>\$ 15,433</b>

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**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2010B AIRPORT REFUNDING BONDS - REFUNDING BOND FUND  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	<u>Total</u>
Beginning balance	\$ 1,310	\$ 3,126	\$ 5,756	\$ 10,192
<b>Deposits:</b>				
Transfers from City	2,498	3,255	-	5,753
Investment earnings	2	11	13	26
<b>Total deposits</b>	<b>2,500</b>	<b>3,266</b>	<b>13</b>	<b>5,779</b>
<b>Withdrawals:</b>				
Interest	2,554	-	-	2,554
Principal	-	3,125	-	3,125
Other debt expenditures	6	-	-	6
Transfers to City	1	1	4	6
<b>Total withdrawals</b>	<b>2,561</b>	<b>3,126</b>	<b>4</b>	<b>5,691</b>
<b>Ending balance</b>	<b>\$ 1,249</b>	<b>\$ 3,266</b>	<b>\$ 5,765</b>	<b>\$ 10,280</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2011A AIRPORT REVENUE BONDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund			Construction Account	Total
	Interest Account	Principal Account	Reserve Account		
Beginning balance	\$ 1,654	\$ 1,521	\$ 4,831	\$ 5,616	\$ 13,622
<b>Deposits:</b>					
Transfers from City	3,274	1,560	-	-	4,834
Investment earnings	4	5	11	19	39
<b>Total deposits</b>	<b>3,278</b>	<b>1,565</b>	<b>11</b>	<b>19</b>	<b>4,873</b>
<b>Withdrawals:</b>					
Construction expense	-	-	-	5,085	5,085
Interest	3,286	-	-	-	3,286
Principal	-	1,520	-	-	1,520
Other debt expenditures	8	-	-	-	8
Transfers to City	1	1	3	-	5
<b>Total withdrawals</b>	<b>3,295</b>	<b>1,521</b>	<b>3</b>	<b>5,085</b>	<b>9,904</b>
<b>Ending balance</b>	<b>\$ 1,637</b>	<b>\$ 1,565</b>	<b>\$ 4,839</b>	<b>\$ 550</b>	<b>\$ 8,591</b>



**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2011B AIRPORT REVENUE BONDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund					Total
	Interest Account	Principal Account	Reserve Account	Cost of Issuance Account	Construction Account	
Beginning balance	\$ 762	\$ 675	\$ 2,202	\$ 17	\$ 1,931	\$ 5,587
<b>Deposits:</b>						
Transfers from City	1,502	700	-	-	-	2,202
Interfund transfers	2	-	-	-	-	2
Investment earnings	2	2	5	-	7	16
<b>Total deposits</b>	<b>1,506</b>	<b>702</b>	<b>5</b>	<b>-</b>	<b>7</b>	<b>2,220</b>
<b>Withdrawals:</b>						
Interest	1,509	-	-	-	-	1,509
Principal	-	675	-	-	-	675
Other debt expenditures	6	-	-	-	-	6
Transfers to City	1	-	2	-	-	3
<b>Total withdrawals</b>	<b>1,516</b>	<b>675</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2,193</b>
Ending balance	<u>\$ 752</u>	<u>\$ 702</u>	<u>\$ 2,205</u>	<u>\$ 17</u>	<u>\$ 1,938</u>	<u>\$ 5,614</u>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2011C AIRPORT REVENUE BONDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund			Construction Account	Total
	Interest Account	Principal Account	Reserve Account		
Beginning balance	\$ -	\$ 199	\$ 1,856	\$ 1,656	\$ 3,711
<b>Deposits:</b>					
Transfers from City	114	133	-	-	247
Investment earnings	-	1	4	6	11
<b>Total deposits</b>	<b>114</b>	<b>134</b>	<b>4</b>	<b>6</b>	<b>258</b>
<b>Withdrawals:</b>					
Interest	44	-	-	-	44
Principal	-	155	-	-	155
Other debt expenditures	70	-	-	-	70
Interfund transfers	-	162	1,860	1,662	3,684
Reimbursement to City	-	16	-	-	16
<b>Total withdrawals</b>	<b>114</b>	<b>333</b>	<b>1,860</b>	<b>1,662</b>	<b>3,969</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2011CFC AIRPORT REVENUE BONDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund							Total
	Interest Account	Principal Account	Reserve Account	Revenue Account	Rolling Coverage Account	Supplemental Reserve Account	Construction Account	
Beginning balance	\$ 1,685	\$ 1,090	\$ 4,452	\$ 7,702	\$ 1,113	\$ 2,226	\$ 37	\$ 18,305
<b>Deposits:</b>								
CFC revenues	-	-	-	12,820	-	-	-	12,820
Transfers from City	24	-	-	-	-	-	-	24
Intrafund transfers	3,324	1,125	-	-	-	-	-	4,449
Investment earnings	7	-	10	14	2	5	-	38
<b>Total deposits</b>	<b>3,355</b>	<b>1,125</b>	<b>10</b>	<b>12,834</b>	<b>2</b>	<b>5</b>	<b>-</b>	<b>17,331</b>
<b>Withdrawals:</b>								
Interest	3,342	-	-	-	-	-	-	3,342
Principal	-	1,090	-	-	-	-	-	1,090
Intrafund transfers	-	-	-	4,449	-	-	-	4,449
Other debt expenditures	24	-	-	-	-	-	-	24
Transfers to City	-	-	-	7,703	-	-	-	7,703
<b>Total withdrawals</b>	<b>3,366</b>	<b>1,090</b>	<b>-</b>	<b>12,152</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,608</b>
<b>Ending balance</b>	<b>\$ 1,674</b>	<b>\$ 1,125</b>	<b>\$ 4,462</b>	<b>\$ 8,384</b>	<b>\$ 1,115</b>	<b>\$ 2,231</b>	<b>\$ 37</b>	<b>\$ 19,028</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2014 AIRPORT REFUNDING BONDS - REFUNDING BOND FUNDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Series A			Series B				Total
	Interest Account	Reserve Account	Cost of Issuance Account	Interest Account	Principal Account	Reserve Account	Cost of Issuance Account	
Beginning balance	\$ 1,776	\$ 5,890	\$ 98	\$ 614	\$ 3,571	\$ 2,466	\$ 34	\$ 14,449
<b>Deposits:</b>								
Transfers from City	3,459	-	-	1,055	3,710	-	-	8,224
Intrafund transfers	98	-	-	34	-	-	-	132
Investment earnings	4	15	-	1	13	4	-	37
<b>Total deposits</b>	<b>3,561</b>	<b>15</b>	<b>-</b>	<b>1,090</b>	<b>3,723</b>	<b>4</b>	<b>-</b>	<b>8,393</b>
<b>Withdrawals:</b>								
Interest	3,550	-	-	1,155	-	-	-	4,705
Principal	-	-	-	-	3,570	-	-	3,570
Intrafund transfers	-	-	98	-	-	-	34	132
Other debt expenditures	7	-	-	5	-	-	-	12
Transfers to City	1	-	-	-	2	-	-	3
<b>Total withdrawals</b>	<b>3,558</b>	<b>-</b>	<b>98</b>	<b>1,160</b>	<b>3,572</b>	<b>-</b>	<b>34</b>	<b>8,422</b>
<b>Ending balance</b>	<b>\$ 1,779</b>	<b>\$ 5,905</b>	<b>\$ -</b>	<b>\$ 544</b>	<b>\$ 3,722</b>	<b>\$ 2,470</b>	<b>\$ -</b>	<b>\$ 14,420</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2016 GENERAL AIRPORT REVENUE BOND ANTICIPATION NOTES  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Refunding Bond Fund</u>			<u>Total</u>
	<u>Interest Account</u>	<u>Cost of Issuance Account</u>	<u>Construction Account</u>	
Beginning balance	\$ -	\$ 101	\$ -	\$ 101
<b>Deposits:</b>				
Bond proceeds	-	-	31,925	31,925
Transfers from City	765	-	-	765
<b>Total deposits</b>	<b>765</b>	<b>-</b>	<b>31,925</b>	<b>32,690</b>
<b>Withdrawals:</b>				
Construction expense	-	-	31,925	31,925
Interest	632	-	-	632
Other debt expenditures	133	91	-	224
<b>Total withdrawals</b>	<b>765</b>	<b>91</b>	<b>31,925</b>	<b>32,781</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ 10</b>	<b>\$ -</b>	<b>\$ 10</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2017A AIRPORT REVENUE BONDS - REVENUE BOND FUNDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund				Total
	Interest Account	Cost of Issuance Account	Reserve Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Deposits:</b>					
Bond proceeds	8,547	1,580	11,297	174,955	196,379
<b>Withdrawals:</b>					
Construction	-	-	-	26,236	26,236
Other debt expenditures	-	1,406	-	-	1,406
Interfund transfers	-	-	-	83,358	83,358
<b>Total withdrawals</b>	<b>-</b>	<b>1,406</b>	<b>-</b>	<b>109,594</b>	<b>111,000</b>
<b>Ending balance</b>	<b>\$ 8,547</b>	<b>\$ 174</b>	<b>\$ 11,297</b>	<b>\$ 65,361</b>	<b>\$ 85,379</b>



**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2017B AIRPORT REVENUE BONDS - REVENUE BOND FUNDS  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Revenue Bond Fund				Total
	Interest Account	Cost of Issuance Account	Reserve Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Deposits:</b>					
Bond proceeds	1,542	155	1,103	15,934	18,734
<b>Withdrawals:</b>					
Construction	-	-	-	240	240
Other debt expenditures	-	138	-	-	138
Interfund transfers	-	-	-	4,795	4,795
<b>Total withdrawals</b>	<b>-</b>	<b>138</b>	<b>-</b>	<b>5,035</b>	<b>5,173</b>
<b>Ending balance</b>	<b>\$ 1,542</b>	<b>\$ 17</b>	<b>\$ 1,103</b>	<b>\$ 10,899</b>	<b>\$ 13,561</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2017C AIRPORT REFUNDING BONDS - REFUNDING BOND FUND  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	Refunding Bond Fund			Total
	Interest Account	Reserve Account	Cost of Issuance Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -
<b>Deposits:</b>				
Bond proceeds	127,812	8,034	1,047	136,893
Interfund transfers	20,419	-	-	20,419
<b>Total deposits</b>	<b>148,231</b>	<b>8,034</b>	<b>1,047</b>	<b>157,312</b>
<b>Withdrawals:</b>				
Interest	1,655	-	-	1,655
Other debt expenditures	-	-	920	920
Payment to refunding bond escrow agent	146,389	-	-	146,389
<b>Total withdrawals</b>	<b>148,044</b>	<b>-</b>	<b>920</b>	<b>148,964</b>
<b>Ending balance</b>	<b>\$ 187</b>	<b>\$ 8,034</b>	<b>\$ 127</b>	<b>\$ 8,348</b>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS  
ESTABLISHED BY THE REVENUE BOND ORDER  
FOR THE 2017 GENERAL AIRPORT REVENUE BOND ANTICIPATION NOTES  
FUNDS HELD BY TRUSTEE  
FOR THE YEAR ENDED JUNE 30, 2017**

(Dollar amounts in \$000)

	<u>Refunding Bond Fund</u>		<u>Total</u>
	<u>Interest Account</u>	<u>Cost of Issuance Account</u>	
Beginning balance	\$ -	\$ -	\$ -
<b>Deposits:</b>			
Bond proceeds	2,813	163	2,976
Transfers from City	6,601	-	6,601
Interfund transfers	88,153	-	88,153
<b>Total deposits</b>	<b>97,567</b>	<b>163</b>	<b>97,730</b>
<b>Withdrawals:</b>			
Interest	22	-	22
Other debt expenditures	-	43	43
Payment to refunding bond escrow agent	97,545	-	97,545
<b>Total withdrawals</b>	<b>97,567</b>	<b>43</b>	<b>97,610</b>
<b>Ending balance</b>	<b>\$ -</b>	<b>\$ 120</b>	<b>\$ 120</b>

## **CERTIFICATION OF CHIEF FINANCIAL OFFICER FOR THE YEAR ENDED JUNE 30, 2017**

1. As of June 30, 2017, none of the covenants or agreements contained in the Bond Order were violated.
2. During the period July 1, 2016 to June 30, 2017, no default, as defined in the Bond Order occurred.



Randy J. Harrington  
Chief Financial Officer  
City of Charlotte

# STATISTICAL SECTION

104	FINANCIAL TRENDS
118	REVENUE CAPACITY
132	DEBT CAPACITY
144	DEMOGRAPHIC AND ECONOMIC INFORMATION
150	OPERATING INFORMATION

The Statistical Section contains unaudited information about the Airport Enterprise Fund.

This part of the comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Airport's overall financial health.

This information is presented in five categories:

**FINANCIAL TRENDS** – These schedules contain trend information to help the reader understand how the Airport's financial performance and well-being have changed over time

**REVENUE CAPACITY** – These schedules contain information to help the reader understand and assess the factors that affect the Airport's ability to generate its own revenues

**DEBT CAPACITY** – These schedules present information to help the reader assess the affordability of the Airport's current levels of outstanding debt and the Airport's ability to issue additional debt in the future

**DEMOGRAPHIC AND ECONOMIC INFORMATION** – These schedules offer demographic and economic indicators to help the reader understand the environment within which the Airport's financial activities take place

**OPERATING INFORMATION** – These schedules contain operational data to help the reader understand how the information in the Airport's financial report relates to the services the Airport provides

**SOURCES:** Unless otherwise noted, the information in these schedules is derived from the Airport's Comprehensive Annual Financial Report for the relevant year.



## STATISTICAL SECTION

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## SCHEDULE 1: NET POSITION

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Net investment in capital assets	\$ 801,702	\$ 732,366	\$ 696,987	\$ 555,990	\$ 445,327
Restricted for:					
Debt service	70,452	60,397	60,397	53,911	53,914
Passenger facility charges	202,556	317,283	308,710	277,238	248,867
Contract facility charges	32,557	30,116	26,456	32,486	27,383
Working capital	39,934	35,588	31,860	25,021	23,048
Unrestricted	510,636	407,378	373,618	339,069	372,319
<b>Total net position</b>	<b><u>\$ 1,657,837</u></b>	<b><u>\$ 1,583,128</u></b>	<b><u>\$ 1,498,028</u></b>	<b><u>\$ 1,283,715</u></b>	<b><u>\$ 1,170,858</u></b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Net investment in capital assets	\$ 401,919	\$ 387,502	\$ 463,022	\$ 379,563	\$ 268,528
Restricted for:					
Debt service	52,106	35,451	35,446	32,141	40,598
Passenger facility charges	215,358	185,656	161,022	130,901	101,194
Contract facility charges	22,851	-	-	-	-
Working capital	21,606	18,613	18,613	18,613	17,877
Unrestricted	350,905	378,764	239,294	263,936	308,890
<b>Total net position</b>	<b><u>\$ 1,064,745</u></b>	<b><u>\$ 1,005,986</u></b>	<b><u>\$ 917,397</u></b>	<b><u>\$ 825,154</u></b>	<b><u>\$ 737,087</u></b>

SOURCE:  
City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 2: CHANGES IN NET POSITION

(FISCAL YEARS ENDED JUNE 30; \$'000)

	2017	2016	2015	2014	2013
<b>REVENUES</b>					
Terminal rents & fees	\$ 47,386	\$ 42,091	\$ 31,267	\$ 33,609	\$ 30,988
Airfield	27,219	25,275	26,880	22,644	22,202
Concessions	45,830	48,527	41,008	52,890	47,056
Rental cars <sup>1</sup>	14,887	14,111	13,608	N/A	N/A
Parking	59,323	51,674	47,624	40,824	42,486
Fixed base operator area <sup>2</sup>	14,456	13,732	15,885	17,429	N/A
Maintenance facility	-	-	-	7,068	7,066
Other	8,596	11,037	17,442	10,332	28,422
<b>Total operating revenues</b>	<b>217,697</b>	<b>206,447</b>	<b>193,714</b>	<b>184,796</b>	<b>178,220</b>
Passenger facility charges	58,855	59,171	60,238	59,526	56,111
Contract facility charges	12,898	12,273	10,187	10,009	9,543
Private contributions	-	-	119,057	-	-
Investment earnings	5,233	4,595	4,321	5,438	(662)
<b>Total nonoperating revenues</b>	<b>76,986</b>	<b>76,039</b>	<b>193,803</b>	<b>74,973</b>	<b>64,992</b>
<b>Total revenues</b>	<b>294,683</b>	<b>282,486</b>	<b>387,517</b>	<b>259,769</b>	<b>243,212</b>
<b>EXPENSES</b>					
Terminal area <sup>3</sup>	-	72,073	59,895	53,756	47,110
Terminal building	46,322	-	-	-	-
Ground transportation	26,968	-	-	-	-
Fueling facilities	218	-	-	-	-
Airfield	9,046	8,452	5,898	8,022	4,552
Airport services facilities	32,376	24,534	25,683	17,066	17,221
Fixed base operator area	10,680	9,711	10,985	17,076	16,870
Cargo area	1,879	2,909	2,817	4,825	2,105
Depreciation	56,063	50,681	45,897	38,066	38,317
Other	3,524	336	-	-	-
<b>Total operating expenses</b>	<b>187,076</b>	<b>168,696</b>	<b>151,175</b>	<b>138,811</b>	<b>126,175</b>
Interest expense and other charges	21,813	18,898	27,958	32,149	30,088
Non-airline terminal revenue distribution	25,880	18,525	10,631	14,777	16,041
Other	1,857	11,973	1,797	1,421	4,143
<b>Total nonoperating expenses</b>	<b>49,550</b>	<b>49,396</b>	<b>40,386</b>	<b>48,347</b>	<b>50,272</b>
<b>Total expenses</b>	<b>236,626</b>	<b>218,092</b>	<b>191,561</b>	<b>187,158</b>	<b>176,447</b>
<b>NET (EXPENSE)/REVENUE</b>	<b>58,057</b>	<b>64,394</b>	<b>195,956</b>	<b>72,611</b>	<b>66,765</b>
Capital contributions	16,874	20,706	20,960	40,246	40,475
Transfers out to other city funds	(222)	-	-	-	(1,127)
<b>CHANGE IN NET POSITION</b>	<b>\$ 74,709</b>	<b>\$ 85,100</b>	<b>\$ 216,916</b>	<b>\$ 112,857</b>	<b>\$ 106,113</b>

	2012	2011	2010	2009	2008
<b>REVENUES</b>					
Terminal rents & fees	\$ 29,664	\$ 28,983	\$ 25,222	\$ 27,594	\$ 28,766
Airfield	14,633	13,428	9,128	9,607	9,568
Concessions	42,235	40,097	35,848	35,556	36,522
Rental cars <sup>1</sup>	N/A	N/A	N/A	N/A	N/A
Parking	38,550	37,154	34,663	33,112	34,092
Fixed base operator area <sup>2</sup>	N/A	N/A	N/A	N/A	N/A
Maintenance facility	7,062	7,287	7,670	7,517	7,527
Other	25,845	23,974	21,876	23,955	30,703
<b>Total operating revenues</b>	<b>157,989</b>	<b>150,923</b>	<b>134,407</b>	<b>137,341</b>	<b>147,178</b>
Passenger facility charges	53,094	54,714	48,088	46,093	46,414
Contract facility charges	8,907	7,298	6,440	6,618	7,667
Private contributions	-	-	-	-	-
Investment earnings	4,217	5,275	6,867	17,188	28,269
<b>Total nonoperating revenues</b>	<b>66,218</b>	<b>67,287</b>	<b>61,395</b>	<b>69,899</b>	<b>82,350</b>
<b>Total revenues</b>	<b>224,207</b>	<b>218,210</b>	<b>195,802</b>	<b>207,240</b>	<b>229,528</b>
<b>EXPENSES</b>					
Terminal area <sup>3</sup>	42,558	42,570	38,913	38,902	36,918
Terminal building	-	-	-	-	-
Ground transportation	-	-	-	-	-
Fueling facilities	-	-	-	-	-
Airfield	3,669	3,741	2,519	1,795	1,450
Airport services facilities	13,750	12,528	10,929	11,693	12,596
Fixed base operator area	15,401	14,705	10,258	11,407	16,686
Cargo area	3,972	4,400	936	2,521	2,582
Depreciation	37,935	36,351	32,311	27,689	25,924
Other	-	-	-	-	-
<b>Total operating expenses</b>	<b>117,285</b>	<b>114,295</b>	<b>95,866</b>	<b>94,007</b>	<b>96,156</b>
Interest expense and other charges	35,591	28,244	30,648	47,951	36,629
Non-airline terminal revenue distribution	17,913	16,344	11,373	15,117	17,233
Other	55	1,235	432	298	1,978
<b>Total nonoperating expenses</b>	<b>53,559</b>	<b>45,823</b>	<b>42,453</b>	<b>63,366</b>	<b>55,840</b>
<b>Total expenses</b>	<b>170,844</b>	<b>160,118</b>	<b>138,319</b>	<b>157,373</b>	<b>151,996</b>
<b>NET (EXPENSE)/REVENUE</b>	<b>53,363</b>	<b>58,092</b>	<b>57,483</b>	<b>49,867</b>	<b>77,532</b>
Capital contributions	5,396	30,497	34,760	38,200	34,097
Transfers out to other city funds	-	-	-	-	-
<b>CHANGE IN NET POSITION</b>	<b>\$ 58,759</b>	<b>\$ 88,589</b>	<b>\$ 92,243</b>	<b>\$ 88,067</b>	<b>\$ 111,629</b>

## NOTES:

<sup>1</sup>Rental car revenues were not shown separately until FY 2015, for previous years they were combined in Other revenues.

<sup>2</sup>Fixed base operator revenues were not shown separately until FY 2014, for previous years they were combined in Other revenues.

<sup>3</sup>Terminal area center has been broken down in new cost centers (Terminal Building, Ground Transportation and Fueling Facilities) per new Airline Use and Lease Agreement effective July 1, 2016.

SOURCE: City of Charlotte Comprehensive Annual Financial Report

# SCHEDULE 3: NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)

(FISCAL YEARS ENDED JUNE 30; \$'000)

	2017			2016			2015		
	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL
<b>Operating revenues</b>									
Terminal rents & fees	\$ 47,228	\$ 158	\$ 47,386	\$ 41,910	\$ 181	\$ 42,091	\$ 30,236	\$ 1,031	\$ 31,267
Airfield	27,219	-	27,219	25,275	-	25,275	23,754	3,126	26,880
Concessions	45,830	-	45,830	48,527	-	48,527	41,008	-	41,008
Rental cars	14,887	-	14,887	14,111	-	14,111	13,608	-	13,608
Parking	59,323	-	59,323	51,674	-	51,674	47,624	-	47,624
Maintenance facility	-	-	-	-	-	-	-	-	-
Fixed base operator area	-	14,456	14,456	-	13,732	13,732	-	15,885	15,885
Other	427	8,169	8,596	1,277	9,760	11,037	7,425	10,017	17,442
<b>Total operating revenues</b>	<b>194,914</b>	<b>22,783</b>	<b>217,697</b>	<b>182,774</b>	<b>23,673</b>	<b>206,447</b>	<b>163,655</b>	<b>30,059</b>	<b>193,714</b>
<b>Nonoperating revenues</b>									
Passenger facility charges	-	58,855	58,855	-	59,171	59,171	-	60,238	60,238
Contract facility charges	-	12,898	12,898	-	12,273	12,273	-	10,187	10,187
Investment earnings	981	4,252	5,233	399	4,196	4,595	569	3,752	4,321
Private contributions	-	-	-	-	-	-	-	119,057	119,057
Other	122	-	122	104	-	104	118	-	118
<b>Total nonoperating revenues<sup>3</sup></b>	<b>1,103</b>	<b>76,005</b>	<b>77,108</b>	<b>503</b>	<b>75,640</b>	<b>76,143</b>	<b>687</b>	<b>193,234</b>	<b>193,921</b>
<b>Total revenues</b>	<b>196,017</b>	<b>98,788</b>	<b>294,805</b>	<b>183,277</b>	<b>99,313</b>	<b>282,590</b>	<b>164,342</b>	<b>223,293</b>	<b>387,635</b>
<b>Operating expenses</b>									
Terminal area <sup>4</sup>	-	-	-	72,073	-	72,073	59,848	47	59,895
Terminal building	46,322	-	46,322	-	-	-	-	-	-
Ground transportation	26,968	-	26,968	-	-	-	-	-	-
Fueling facilities	218	-	218	-	-	-	-	-	-
Airfield	9,046	-	9,046	8,452	-	8,452	5,898	-	5,898
Airport services facilities	26,676	5,700	32,376	20,754	3,780	24,534	21,934	3,749	25,683
Fixed base operator area	-	10,680	10,680	-	9,711	9,711	-	10,985	10,985
Cargo area	-	1,879	1,879	-	2,909	2,909	-	2,817	2,817
Other	-	3,524	3,524	-	336	336	-	-	-
<b>Total operating expenses</b>	<b>109,230</b>	<b>21,783</b>	<b>131,013</b>	<b>101,279</b>	<b>16,736</b>	<b>118,015</b>	<b>87,680</b>	<b>17,598</b>	<b>105,278</b>
<b>Nonoperating expenses</b>									
Depreciation	-	56,063	56,063	-	50,681	50,681	-	45,897	45,897
Interest expense & other charges	21,757	56	21,813	18,785	113	18,898	27,193	765	27,958
Non-airline terminal revenue distribution	25,880	-	25,880	18,525	-	18,525	10,631	-	10,631
Other	-	1,979	1,979	-	12,077	12,077	-	1,915	1,915
<b>Total nonoperating expenses<sup>3</sup></b>	<b>47,637</b>	<b>58,098</b>	<b>105,735</b>	<b>37,310</b>	<b>62,871</b>	<b>100,181</b>	<b>37,824</b>	<b>48,577</b>	<b>86,401</b>
<b>Total expenses</b>	<b>156,867</b>	<b>79,881</b>	<b>236,748</b>	<b>138,589</b>	<b>79,607</b>	<b>218,196</b>	<b>125,504</b>	<b>66,175</b>	<b>191,679</b>
<b>NET REVENUE</b>	<b>\$ 39,150</b>	<b>\$ 18,907</b>	<b>\$ 58,057</b>	<b>\$ 44,688</b>	<b>\$ 19,706</b>	<b>\$ 64,394</b>	<b>\$ 38,838</b>	<b>\$ 157,118</b>	<b>\$ 195,956</b>



	2014			2013			2012		
	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL
<b>Operating revenues</b>									
Terminal rents & fees	\$ 33,519	\$ 57	\$ 33,576	\$ 30,878	\$ 110	\$ 30,988	\$ 29,601	\$ 63	\$ 29,664
Airfield	20,849	1,795	22,644	20,207	1,995	22,202	13,966	667	14,633
Concessions	40,372	-	40,372	47,058	(2)	47,056	42,074	161	42,235
Rental cars	12,756	-	12,756	N/A	N/A	N/A	N/A	N/A	N/A
Parking	40,824	-	40,824	42,486	-	42,486	38,550	-	38,550
Maintenance facility	-	7,068	7,068	-	7,066	7,066	-	7,062	7,062
Fixed base operator area	-	17,429	17,429	N/A	N/A	N/A	N/A	N/A	N/A
Other	2,225	7,902	10,127	4,265	24,157	28,422	4,004	21,841	25,845
<b>Total operating revenues</b>	<b>150,545</b>	<b>34,251</b>	<b>184,796</b>	<b>144,894</b>	<b>33,326</b>	<b>178,220</b>	<b>128,195</b>	<b>29,794</b>	<b>157,989</b>
<b>Nonoperating revenues</b>									
Passenger facility charges	-	59,526	59,526	-	56,111	56,111	-	53,094	53,094
Contract facility charges	-	10,009	10,009	-	9,543	9,543	-	8,907	8,907
Investment earnings	586	4,852	5,438	(201)	(461)	(662)	355	3,862	4,217
Private contributions	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total nonoperating revenues<sup>3</sup></b>	<b>586</b>	<b>74,387</b>	<b>74,973</b>	<b>(201)</b>	<b>65,193</b>	<b>64,992</b>	<b>355</b>	<b>65,863</b>	<b>66,218</b>
<b>Total revenues</b>	<b>151,131</b>	<b>108,638</b>	<b>259,769</b>	<b>144,693</b>	<b>98,519</b>	<b>243,212</b>	<b>128,550</b>	<b>95,657</b>	<b>224,207</b>
<b>Operating expenses</b>									
Terminal area <sup>4</sup>	49,496	9,706	59,202	46,070	1,040	47,110	42,523	35	42,558
Terminal building	-	-	-	-	-	-	-	-	-
Ground transportation	-	-	-	-	-	-	-	-	-
Fueling facilities	-	-	-	-	-	-	-	-	-
Airfield	4,690	-	4,690	4,552	-	4,552	3,669	-	3,669
Airport services facilities	24,580	-	24,580	17,221	-	17,221	13,750	-	13,750
Fixed base operator area	-	10,906	10,906	-	16,870	16,870	-	15,401	15,401
Cargo area	-	1,367	1,367	-	2,105	2,105	-	3,972	3,972
Other	-	-	-	-	-	-	-	-	-
<b>Total operating expenses</b>	<b>78,766</b>	<b>21,979</b>	<b>100,745</b>	<b>67,843</b>	<b>20,015</b>	<b>87,858</b>	<b>59,942</b>	<b>19,408</b>	<b>79,350</b>
<b>Nonoperating expenses</b>									
Depreciation	-	38,066	38,066	-	38,317	38,317	-	37,935	37,935
Interest expense & other charges	24,969	7,180	32,149	22,911	7,177	30,088	30,895	4,696	35,591
Non-airline terminal revenue distribution	14,777	-	14,777	16,041	-	16,041	17,913	-	17,913
Other	-	1,421	1,421	-	4,143	4,143	-	55	55
<b>Total nonoperating expenses<sup>3</sup></b>	<b>39,746</b>	<b>46,667</b>	<b>86,413</b>	<b>38,952</b>	<b>49,637</b>	<b>88,589</b>	<b>48,808</b>	<b>42,686</b>	<b>91,494</b>
<b>Total expenses</b>	<b>118,512</b>	<b>68,646</b>	<b>187,158</b>	<b>106,795</b>	<b>69,652</b>	<b>176,447</b>	<b>108,750</b>	<b>62,094</b>	<b>170,844</b>
<b>NET REVENUE</b>	<b>\$ 32,619</b>	<b>\$ 39,992</b>	<b>\$ 72,611</b>	<b>\$ 37,898</b>	<b>\$ 28,867</b>	<b>\$ 66,765</b>	<b>\$ 19,800</b>	<b>\$ 33,563</b>	<b>\$ 53,363</b>

# NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)

(FISCAL YEARS ENDED JUNE 30; \$'000)

	2011			2010			2009		
	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL
<b>Operating revenues</b>									
Terminal rents & fees	\$ 28,940	\$ 43	\$ 28,983	\$ 25,260	\$ (38)	\$ 25,222	\$ 27,206	\$ 388	\$ 27,594
Airfield	10,399	3,029	13,428	9,128	-	9,128	9,607	-	9,607
Concessions	40,097	-	40,097	35,848	-	35,848	35,556	-	35,556
Rental cars	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking	37,154	-	37,154	34,663	-	34,663	33,112	-	33,112
Maintenance facility	-	7,287	7,287	-	7,670	7,670	-	7,517	7,517
Fixed base operator area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	4,126	19,848	23,974	4,416	17,460	21,876	5,012	18,943	23,955
<b>Total operating revenues</b>	<b>120,716</b>	<b>30,207</b>	<b>150,923</b>	<b>109,315</b>	<b>25,092</b>	<b>134,407</b>	<b>110,493</b>	<b>26,848</b>	<b>137,341</b>
<b>Nonoperating revenues</b>									
Passenger facility charges	-	54,714	54,714	-	48,088	48,088	-	46,093	46,093
Contract facility charges	-	7,298	7,298	-	6,440	6,440	-	6,618	6,618
Investment earnings	539	4,736	5,275	2,403	4,464	6,867	3,121	14,067	17,188
Private contributions	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total nonoperating revenues<sup>3</sup></b>	<b>539</b>	<b>66,748</b>	<b>67,287</b>	<b>2,403</b>	<b>58,992</b>	<b>61,395</b>	<b>3,121</b>	<b>66,778</b>	<b>69,899</b>
<b>Total revenues</b>	<b>121,255</b>	<b>96,955</b>	<b>218,210</b>	<b>111,718</b>	<b>84,084</b>	<b>195,802</b>	<b>113,614</b>	<b>93,626</b>	<b>207,240</b>
<b>Operating expenses</b>									
Terminal area <sup>4</sup>	40,996	1,574	42,570	38,816	97	38,913	38,418	484	38,902
Terminal building	-	-	-	-	-	-	-	-	-
Ground transportation	-	-	-	-	-	-	-	-	-
Fueling facilities	-	-	-	-	-	-	-	-	-
Airfield	3,741	-	3,741	2,519	-	2,519	1,795	-	1,795
Airport services facilities	12,528	-	12,528	10,929	-	10,929	11,693	-	11,693
Fixed base operator area	-	14,705	14,705	-	10,258	10,258	-	11,407	11,407
Cargo area	-	4,400	4,400	-	936	936	-	2,521	2,521
Other	-	-	-	-	-	-	-	-	-
<b>Total operating expenses</b>	<b>57,265</b>	<b>20,679</b>	<b>77,944</b>	<b>52,264</b>	<b>11,291</b>	<b>63,555</b>	<b>51,906</b>	<b>14,412</b>	<b>66,318</b>
<b>Nonoperating expenses</b>									
Depreciation	-	36,351	36,351	-	32,311	32,311	-	27,689	27,689
Interest expense & other charges	21,048	7,196	28,244	23,111	7,537	30,648	40,543	7,408	47,951
Non-airline terminal revenue distribution	16,344	-	16,344	11,373	-	11,373	15,117	-	15,117
Other	-	1,235	1,235	-	432	432	-	298	298
<b>Total nonoperating expenses<sup>3</sup></b>	<b>37,392</b>	<b>44,782</b>	<b>82,174</b>	<b>34,484</b>	<b>40,280</b>	<b>74,764</b>	<b>55,660</b>	<b>35,395</b>	<b>91,055</b>
<b>Total expenses</b>	<b>94,657</b>	<b>65,461</b>	<b>160,118</b>	<b>86,748</b>	<b>51,571</b>	<b>138,319</b>	<b>107,566</b>	<b>49,807</b>	<b>157,373</b>
<b>NET REVENUE</b>	<b>\$ 26,598</b>	<b>\$ 31,494</b>	<b>\$ 58,092</b>	<b>\$ 24,970</b>	<b>\$ 32,513</b>	<b>\$ 57,483</b>	<b>\$ 6,048</b>	<b>\$ 43,819</b>	<b>\$ 49,867</b>

	2008		
	INCLUDED <sup>1</sup>	EXCLUDED <sup>2</sup>	TOTAL
<b>Operating revenues</b>			
Terminal rents & fees	\$ 28,786	\$ (20)	\$ 28,766
Airfield	9,568	-	9,568
Concessions	36,522	-	36,522
Rental cars	N/A	N/A	N/A
Parking	34,092	-	34,092
Maintenance facility	-	7,527	7,527
Fixed base operator area	N/A	N/A	N/A
Other	4,909	25,794	30,703
<b>Total operating revenues</b>	<b>113,877</b>	<b>33,301</b>	<b>147,178</b>
<b>Nonoperating revenues</b>			
Passenger facility charges	-	46,414	46,414
Contract facility charges	-	7,667	7,667
Investment earnings	4,851	23,418	28,269
Private contributions	-	-	-
Other	-	-	-
<b>Total nonoperating revenues<sup>3</sup></b>	<b>4,851</b>	<b>77,499</b>	<b>82,350</b>
<b>Total revenues</b>	<b>118,728</b>	<b>110,800</b>	<b>229,528</b>
<b>Operating expenses</b>			
Terminal area <sup>4</sup>	35,098	1,820	36,918
Terminal building	-	-	-
Ground transportation	-	-	-
Fueling facilities	-	-	-
Airfield	1,450	-	1,450
Airport services facilities	12,596	-	12,596
Fixed base operator area	-	16,686	16,686
Cargo area	-	2,582	2,582
Other	-	-	-
<b>Total operating expenses</b>	<b>49,144</b>	<b>21,088</b>	<b>70,232</b>
<b>Nonoperating expenses</b>			
Depreciation	-	25,924	25,924
Interest expense & other charges	29,203	7,426	36,629
Non-airline terminal revenue distribution	17,233	-	17,233
Other	-	1,978	1,978
<b>Total nonoperating expenses<sup>3</sup></b>	<b>46,436</b>	<b>35,328</b>	<b>81,764</b>
<b>Total expenses</b>	<b>95,580</b>	<b>56,416</b>	<b>151,996</b>
<b>NET REVENUE</b>	<b>\$ 23,148</b>	<b>\$ 54,384</b>	<b>\$ 77,532</b>

## NOTES:

<sup>1</sup>Included Cost Centers are revenues and expenses assigned to the Terminal Complex (Terminal Area, Concessions, Parking, and Rental Car) and Public Aircraft Facilities (Airfield).

<sup>2</sup>Excluded Cost Centers are those areas and parts of the Airport not assigned to Included Cost Centers.

<sup>3</sup>In FY 2015, miscellaneous non-operating expenses of \$1,915 netted against miscellaneous non-operating revenues of \$118 equals \$1,797 which ties to the Statement of Revenues, Expenses and Change in Net Position shown on page 43.

<sup>4</sup>Terminal area center has been broken down in new cost centers (Terminal Building, Ground Transportation and Fueling Facilities) per new Airline Use and Lease Agreement effective July 1, 2016.

SOURCE:  
City of Charlotte

## SCHEDULE 4: RECONCILIATION OF CASH BALANCES, NON-GAAP

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Cash &amp; Cash Equivalents, June 30<sup>1</sup></b>	<b>\$ 959,285</b>	<b>\$ 916,188</b>	<b>\$ 879,485</b>	<b>\$ 745,830</b>	<b>\$ 721,686</b>
<b>Restricted funds:</b>					
Cash & cash equivalents held by trustee	80,651	78,218	86,412	-	-
Passenger facility charges (restricted by FAA)	196,574	293,244	298,471	271,245	238,834
Contract facility charges (restricted by City/RACS)	22,912	21,030	18,919	25,204	20,252
Operating fund reserve <sup>2</sup>	38,434	34,088	30,360	23,521	23,048
Coverage factor	12,101	12,101	12,101	12,101	12,101
Cannon Estate <sup>3</sup>	6,016	5,974	5,943	5,913	5,886
CFC stabilization reserve	2,000	2,000	2,000	2,000	2,000
Renewal & improvement fund	1,500	1,500	1,500	1,500	1,500
CFC repair and replacement reserve	500	500	500	500	500
<b>Total restricted funds</b>	<b>360,688</b>	<b>448,655</b>	<b>456,206</b>	<b>341,984</b>	<b>304,121</b>
Non-airline terminal revenue distribution <sup>4</sup>	25,880	18,525	10,631	14,777	16,041
<b>Total reductions</b>	<b>386,568</b>	<b>467,180</b>	<b>466,837</b>	<b>356,761</b>	<b>320,162</b>
<b>UNRESTRICTED CASH, JUNE 30</b>	<b>\$ 572,717</b>	<b>\$ 449,008</b>	<b>\$ 412,648</b>	<b>\$ 389,069</b>	<b>\$ 401,524</b>
<b>Days cash on hand calculation</b>					
Total airport cash on hand, June 30	\$ 572,717	\$ 449,008	\$ 412,648	\$ 389,069	\$ 401,524
Total operating expenses <sup>5</sup>	131,013	118,015	105,278	100,745	87,858
<b>Days cash on hand</b>	<b>1,596</b>	<b>1,390</b>	<b>1,433</b>	<b>1,410</b>	<b>1,668</b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>Cash &amp; Cash Equivalents, June 30<sup>1</sup></b>	<b>\$ 678,473</b>	<b>\$ 605,785</b>	<b>\$ 462,960</b>	<b>\$ 472,691</b>	<b>\$ 471,805</b>
<b>Restricted funds:</b>					
Cash & cash equivalents held by trustee	-	-	-	-	-
Passenger facility charges (restricted by FAA)	209,534	180,123	152,608	122,809	91,885
Contract facility charges (restricted by City/RACS)	20,331	24,825	17,029	13,830	6,817
Operating fund reserve <sup>2</sup>	20,105	17,113	17,113	17,113	16,377
Coverage factor	11,408	10,311	10,306	10,306	10,306
Cannon Estate <sup>3</sup>	5,856	5,821	5,769	5,680	5,512
CFC stabilization reserve	2,000	-	-	-	-
Renewal & improvement fund	1,500	1,500	1,500	1,500	1,500
CFC repair and replacement reserve	500	-	-	-	-
<b>Total restricted funds</b>	<b>271,234</b>	<b>239,693</b>	<b>204,325</b>	<b>171,238</b>	<b>132,397</b>
Non-airline terminal revenue distribution <sup>4</sup>	17,913	16,344	11,373	15,117	17,233
<b>Total reductions</b>	<b>289,147</b>	<b>256,037</b>	<b>215,698</b>	<b>186,355</b>	<b>149,630</b>
<b>UNRESTRICTED CASH, JUNE 30</b>	<b>\$ 389,326</b>	<b>\$ 349,748</b>	<b>\$ 247,262</b>	<b>\$ 286,336</b>	<b>\$ 322,175</b>
<b>Days cash on hand calculation</b>					
Total airport cash on hand, June 30	\$ 389,326	\$ 349,748	\$ 247,262	\$ 286,336	\$ 322,175
Total operating expenses <sup>5</sup>	79,350	77,944	63,555	66,318	70,232
<b>Days cash on hand</b>	<b>1,791</b>	<b>1,638</b>	<b>1,420</b>	<b>1,576</b>	<b>1,674</b>

## NOTES:

<sup>1</sup>GAAP balance from page 44.<sup>2</sup>Operating fund reserve equal to 33 1/3% of included operating expense.<sup>3</sup>Cannon Estate funds are held in an Airport Reserve Fund.<sup>4</sup>The Signatory Airline's share is 40% of the Airport's Excess Non-airline Terminal Revenue as depicted on Schedule 2.<sup>5</sup>GAAP Basis excluding depreciation.

## SOURCE:

City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 5: OPERATING EXPENSES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30, 000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>OPERATING EXPENSES</b>					
Terminal area <sup>1</sup>	\$ -	\$ 72,073	\$ 59,895	\$ 59,202	\$ 47,110
Terminal building	46,322	-	-	-	-
Ground transportation	26,968	-	-	-	-
Fueling facilities	218	-	-	-	-
Airfield	9,046	8,452	5,898	4,690	4,552
Airport service facilities	32,376	24,534	25,683	24,580	17,221
Fixed based operator area	10,680	9,711	10,985	10,906	16,870
Cargo area	1,879	2,909	2,817	1,367	2,105
Depreciation	56,063	50,681	45,897	38,066	38,317
Other	3,524	336	-	-	-
<b>Total operating expenses</b>	<b>187,076</b>	<b>168,696</b>	<b>151,175</b>	<b>138,811</b>	<b>126,175</b>
<b>Total enplaned passengers</b>	<b>22,516</b>	<b>22,380</b>	<b>22,190</b>	<b>21,977</b>	<b>21,108</b>
<b>Operating expenses per enplaned passenger</b>	<b>\$ 8.31</b>	<b>\$ 7.54</b>	<b>\$ 6.81</b>	<b>\$ 6.32</b>	<b>\$ 5.98</b>



	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>OPERATING EXPENSES</b>					
Terminal area <sup>1</sup>	\$ 42,558	\$ 42,570	\$ 38,913	\$ 38,902	\$ 36,918
Terminal building	-	-	-	-	-
Ground transportation	-	-	-	-	-
Fueling facilities	-	-	-	-	-
Airfield	3,669	3,741	2,519	1,795	1,450
Airport service facilities	13,750	12,528	10,929	11,693	12,596
Fixed based operator area	15,401	14,705	10,258	11,407	16,686
Cargo area	3,972	4,400	936	2,521	2,582
Depreciation	37,935	36,351	32,311	27,689	25,924
Other	-	-	-	-	-
<b>Total operating expenses</b>	<b>117,285</b>	<b>114,295</b>	<b>95,866</b>	<b>94,007</b>	<b>96,156</b>
<b>Total enplaned passengers</b>	<b>20,010</b>	<b>19,711</b>	<b>17,725</b>	<b>17,305</b>	<b>17,023</b>
<b>Operating expenses per enplaned passenger</b>	<b>\$ 5.86</b>	<b>\$ 5.80</b>	<b>\$ 5.41</b>	<b>\$ 5.43</b>	<b>\$ 5.65</b>

## NOTE:

<sup>1</sup>Terminal area center has been broken down in new cost centers (Terminal Building, Ground Transportation and Fueling Facilities) per new Airline Use and Lease Agreement effective July 1, 2016.

## SOURCE:

Charlotte Douglas International Airport

## SCHEDULE 6: CAPITAL ASSETS

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Total capital assets</b>					
Land	\$ 308,974	\$ 306,101	\$ 308,623	\$ 302,868	\$ 299,917
Buildings	911,624	910,665	747,494	670,508	642,556
Runways	419,271	415,382	393,153	392,982	392,371
Improvements other than buildings	163,293	148,865	106,180	100,066	91,366
Intangibles	4,641	3,317	3,317	3,317	3,317
Machinery and equipment	121,842	114,134	102,669	54,207	38,485
Construction in progress	241,625	104,147	261,145	279,094	158,255
<b>Total</b>	<b><u>2,171,270</u></b>	<b><u>2,002,611</u></b>	<b><u>1,922,581</u></b>	<b><u>1,803,042</u></b>	<b><u>1,626,267</u></b>
Less accumulated depreciation	752,579	699,746	650,184	609,707	570,386
<b>Total capital assets, net</b>	<b><u>\$ 1,418,691</u></b>	<b><u>\$ 1,302,865</u></b>	<b><u>\$ 1,272,397</u></b>	<b><u>\$ 1,193,335</u></b>	<b><u>\$ 1,055,881</u></b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>Total capital assets</b>					
Land	\$ 297,504	\$ 291,994	\$ 255,206	\$ 249,730	\$ 241,152
Buildings	626,667	618,045	600,532	546,732	499,802
Runways	392,108	356,693	332,951	221,539	147,004
Improvements other than buildings	85,647	80,318	79,909	64,660	65,018
Intangibles	-	-	-	-	-
Machinery and equipment	34,785	33,234	19,896	19,623	19,142
Construction in progress	104,231	80,607	113,251	214,222	186,663
<b>Total</b>	<u><b>1,540,942</b></u>	<u><b>1,460,891</b></u>	<u><b>1,401,745</b></u>	<u><b>1,316,506</b></u>	<u><b>1,158,781</b></u>
Less accumulated depreciation	533,894	496,136	460,104	428,539	401,361
<b>Total capital assets, net</b>	<u><b>\$ 1,007,048</b></u>	<u><b>\$ 964,755</b></u>	<u><b>\$ 941,641</b></u>	<u><b>\$ 887,967</b></u>	<u><b>\$ 757,420</b></u>

SOURCE:  
City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 7: RECONCILED LANDING FEE RATES

(FISCAL YEARS ENDED JUNE 30)

<u>FISCAL YEAR</u>	<u>Rate Per 1,000 Pounds (Units of Landed Weight)</u>
2017	\$ 0.95
2016	0.87
2015	0.88
2014	0.84
2013	0.72
2012	0.65
2011	0.58
2010	0.44
2009	0.46
2008	0.43

NOTE:

Landing fees based on reconciled Airport Fees and Charges.

SOURCE:

Charlotte Douglas International Airport

## SCHEDULE 8: NET AVERAGE COST PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; \$000)

<u>FISCAL YEAR</u>	<u>COST PER ENPLANED PASSENGER</u>
2017	\$ 1.23
2016	1.35
2015	1.33
2014	1.16
2013	1.13
2012	0.96
2011	0.79
2010	0.75
2009	0.76
2008	0.78

NOTE:  
CPE based on reconciled Airlines Fees and Charges.

SOURCE:  
Charlotte Douglas International Airport

# SCHEDULE 9: TOP REVENUE PRODUCERS

(FISCAL YEARS ENDED JUNE 30, \$'000)

2017

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 59,325	27.3
2	American Airlines	55,119	25.3
3	HMS Host-terminal food & beverage	30,129	13.8
4	Fixed base operator area revenues <sup>2</sup>	14,753	6.8
5	Paradies-terminal retail	12,391	5.7
6	PSA Airlines - American Eagle	6,728	3.1
7	Intersection Media, LLC-terminal advertising	5,478	2.5
8	Vanguard car rental	4,518	2.1
9	Hertz car rental	3,495	1.6
10	Delta Air Lines	3,117	1.4
		<b>\$195,053</b>	<b>89.6%</b>

2016

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 51,674	25.0
2	American Airlines (US Airways)	43,775	21.2
3	HMS Host-terminal food & beverage	29,199	14.1
4	Fixed base operator area revenues <sup>2</sup>	14,019	6.8
5	Paradies-terminal retail	11,581	5.6
6	PSA Airlines dba American Eagle	9,082	4.4
7	Intersection Media, LLC-terminal advertising	5,320	2.6
8	Vanguard car rental	3,985	1.9
9	Hertz car rental	3,213	1.6
10	Piedmont Airlines dba American Airlines	3,041	1.5
		<b>\$174,889</b>	<b>84.7%</b>

2015

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 47,517	24.5
2	US Airways	35,763	18.5
3	HMS Host-terminal food & beverage	26,703	13.8
4	Fixed base operator area revenues <sup>2</sup>	16,189	8.4
5	Paradies-terminal retail	10,472	5.4
6	PSA Airlines dba American Eagle	6,230	3.2
7	Vanguard car rental	3,987	2.1
8	Hertz car rental	3,699	1.9
9	Avis Rent-A-Car	2,809	1.5
10	Piedmont Airlines dba American Airlines	2,804	1.4
		<b>\$156,173</b>	<b>80.6%</b>

2014

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 40,824	22.1
2	US Airways	34,929	18.9
3	HMS Host-terminal food & beverage	27,306	14.8
4	Fixed base operator area revenues <sup>2</sup>	17,429	9.4
5	Paradies-terminal retail	8,858	4.8
6	Hertz car rental	3,433	1.9
7	PSA Airlines dba American Eagle	3,171	1.7
8	Vanguard car rental	2,864	1.5
9	Avis Rent-A-Car	2,430	1.3
10	Piedmont Airlines dba American Airlines	2,040	1.1
		<b>\$143,284</b>	<b>77.5%</b>

2013

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 42,486	23.8
2	US Airways	29,230	16.4
3	HMS Host-terminal food & beverage	22,022	12.4
4	Fixed base operator area revenues <sup>2</sup>	17,376	9.7
5	Paradies-terminal retail	7,560	4.2
6	PSA Airlines dba American Eagle	3,320	1.9
7	Hertz car rental	3,226	1.8
8	Mesa Airlines dba US Airways Express	3,181	1.8
9	Vanguard car rental	2,608	1.5
10	Piedmont Airlines dba American Airlines	2,321	1.3
		<b>\$133,330</b>	<b>74.8%</b>

2012

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 38,206	24.2
2	US Airways	28,348	17.9
3	HMS Host-terminal food & beverage	20,715	13.1
4	Fixed base operator area revenues <sup>2</sup>	17,180	10.9
5	Paradies-terminal retail	8,570	5.4
6	Hertz car rental	4,743	3.0
7	PSA Airlines dba American Eagle	2,925	1.9
8	Vanguard car rental	2,541	1.6
9	Mesa Airlines dba US Airways Express	2,538	1.6
10	Avis Rent-A-Car	2,101	1.3
		<b>\$127,867</b>	<b>80.9%</b>



2011				2010			
RANK	Source	Revenue	% Total Operating Revenue	RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 37,154	24.6	1	Public automobile parking <sup>1</sup>	\$ 34,663	25.8
2	US Airways	28,936	19.2	2	US Airways	24,459	18.2
3	HMS Host-terminal food & beverage	21,740	14.4	3	HMS Host-terminal food & beverage	19,024	14.2
4	Fixed base operator area revenues <sup>2</sup>	15,061	10.0	4	Fixed base operator area revenues <sup>2</sup>	12,560	9.3
5	HMS Host-terminal retail	5,648	3.7	5	HMS Host-terminal retail	7,045	5.2
6	Hertz car rental	4,539	3.0	6	Hertz car rental	4,571	3.4
7	PSA Airlines dba American Eagle	3,005	2.0	7	PSA Airlines dba American Eagle	3,180	2.4
8	Paradies-terminal retail	2,664	1.8	8	Vanguard car rental	2,089	1.6
9	Vanguard car rental	2,372	1.6	9	Avis Rent-A-Car	2,075	1.5
10	Mesa Airlines dba US Airways Express	2,278	1.5	10	Mesa Airlines dba US Airways Express	2,022	1.5
		<b>\$123,397</b>	<b>81.8%</b>			<b>\$111,688</b>	<b>83.1%</b>

2009				2008			
RANK	Source	Revenue	% Total Operating Revenue	RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking <sup>1</sup>	\$ 33,112	24.1	1	Public automobile parking <sup>1</sup>	\$ 34,174	23.2
2	US Airways	23,343	17.0	2	US Airways	22,201	15.1
3	HMS Host-terminal food & beverage	17,842	13.0	3	Fixed base operator area revenues <sup>2</sup>	18,672	12.7
4	Fixed base operator area revenues <sup>2</sup>	13,639	9.9	4	HMS Host-terminal food & beverage	16,624	11.3
5	HMS Host-terminal retail	7,095	5.2	5	HMS Host-terminal retail	6,474	4.4
6	Hertz car rental	4,701	3.4	6	Hertz car rental	5,558	3.8
7	PSA Airlines dba American Eagle	3,131	2.3	7	PSA Airlines dba American Eagle	3,128	2.1
8	Avis Rent-A-Car	2,511	1.8	8	Avis Rent-A-Car	2,574	1.7
9	Vanguard car rental	1,996	1.5	9	Mesa Airlines dba US Airways Express	2,133	1.4
10	Mesa Airlines dba US Airways Express	1,974	1.4	10	Piedmont Airlines dba American Airlines	2,055	1.4
		<b>\$109,344</b>	<b>79.6%</b>			<b>\$113,593</b>	<b>77.1%</b>

## NOTES:

<sup>1</sup>Revenues generated by public and valet parking operations.<sup>2</sup>Operated by Wilson Air Center under management contract.

## SOURCE:

Charlotte Douglas International Airport

# SCHEDULE 10: PFC APPROVALS AND REMAINING AUTHORITY

(FISCAL YEARS ENDED JUNE 30; \$000)

PFC APPLICATION	APPLICATION NUMBER	2017	2016	2015	2014	2013
<b>PFCs Authorized</b>						
PFC Application No. 1 <sup>1</sup>	04-01-C-01-CLT	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150
PFC Application No. 2 <sup>1</sup>	07-02-C-01-CLT	143,057	143,057	143,057	143,057	143,057
PFC Application No. 3 <sup>1</sup>	09-03-C-01-CLT	79,266	79,266	79,266	80,766	80,766
PFC Application No. 4 <sup>1</sup>	11-04-C-02-CLT	127,806	128,507	164,302	164,302	164,302
PFC Application No. 5 <sup>1</sup>	15-05-C-01-CLT	87,195	67,660	67,660	-	-
PFC Application No. 6	17-06-C-00-CLT	539,355	-	-	-	-
<b>Total PFCs Authorized</b>		<b>1,626,829</b>	<b>1,068,640</b>	<b>1,104,435</b>	<b>1,038,275</b>	<b>1,038,275</b>
<b>PFC Revenue</b>						
Total PFCs Collected		650,054	591,199	532,028	471,790	412,264
Total PFC Interest Income		23,880	21,772	20,336	18,819	17,630
<b>Total PFC Revenue</b>		<b>673,934</b>	<b>612,971</b>	<b>552,364</b>	<b>490,609</b>	<b>429,894</b>
<b>REMAINING PFC AUTHORITY</b>		<b>\$ 952,895</b>	<b>\$ 455,669</b>	<b>\$ 552,071</b>	<b>\$ 547,666</b>	<b>\$ 608,381</b>

<b>PFC APPLICATION</b>	<b>APPLICATION NUMBER</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
<b>PFCs Authorized</b>						
PFC Application No. 1 <sup>1</sup>	04-01-C-01-CLT	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150
PFC Application No. 2 <sup>1</sup>	07-02-C-01-CLT	144,557	144,557	144,557	144,557	144,557
PFC Application No. 3 <sup>1</sup>	09-03-C-01-CLT	80,766	80,766	80,766	-	-
PFC Application No. 4 <sup>1</sup>	11-04-C-02-CLT	164,302	-	-	-	-
PFC Application No. 5 <sup>1</sup>	15-05-C-01-CLT	-	-	-	-	-
PFC Application No. 6	17-06-C-00-CLT	-	-	-	-	-
<b>Total PFCs Authorized</b>		<b>1,039,775</b>	<b>875,473</b>	<b>875,473</b>	<b>794,707</b>	<b>794,707</b>
<b>PFC Revenue</b>						
Total PFCs Collected		356,155	303,061	248,347	200,258	154,165
Total PFC Interest Income		16,580	15,308	13,769	11,419	7,786
<b>Total PFC Revenue</b>		<b>372,735</b>	<b>318,369</b>	<b>262,116</b>	<b>211,677</b>	<b>161,952</b>
<b>REMAINING PFC AUTHORITY</b>		<b>\$ 667,040</b>	<b>\$ 557,104</b>	<b>\$ 613,357</b>	<b>\$ 583,030</b>	<b>\$ 632,755</b>

## NOTES:

<sup>1</sup>As amended.

## SOURCE:

PFC Audit Reports

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# SCHEDULE 11: PFC COLLECTIONS

(FISCAL YEARS ENDED JUNE 30)

FISCAL YEAR	PFC RATE	AIRLINE ADMIN FEE	NET PFC RATE	ENPLANED PASSENGERS		TOTAL PFC COLLECTIONS (\$000)
				TOTAL (000)	PFC ELIGIBLE <sup>1</sup>	
2017	\$ 3.00	\$ 0.11	\$ 2.89	22,516	90.4%	\$ 58,855
2016	3.00	0.11	2.89	22,380	91.5%	59,171
2015	3.00	0.11	2.89	22,190	93.9%	60,238
2014 <sup>2</sup>	3.00	0.11	2.89	21,977	92.2%	58,547
2013	3.00	0.11	2.89	21,108	92.0%	56,111
2012	3.00	0.11	2.89	20,010	91.8%	53,094
2011	3.00	0.11	2.89	19,711	96.0%	54,714
2010	3.00	0.11	2.89	17,725	93.9%	48,088
2009	3.00	0.11	2.89	17,305	92.2%	46,093
2008	3.00	0.11	2.89	17,023	94.3%	46,414

NOTES:

<sup>1</sup>PFC eligible passengers imputed from total enplaned passengers, net PFC rate, and total PFC collections.

<sup>2</sup>PFC Revenue in FY 2014 does not include year-end reclass entries produced by City Finance during year-end closing.

SOURCE:

Charlotte Douglas International Airport

## SCHEDULE 12: PFC FUND ACTIVITY

(FISCAL YEARS ENDED JUNE 30; \$'000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>PFC revenue available</b>					
Beginning balance	\$ 299,093	\$ 308,710	\$ 277,238	\$ 248,867	\$ 215,358
PFC revenues	58,855	59,171	60,238	58,547	56,111
PFC interest earnings	2,108	1,436	1,516	1,190	810
Transfers in	-	5,314	-	2	-
<b>Total PFC revenue available</b>	<b>360,056</b>	<b>374,631</b>	<b>338,992</b>	<b>308,606</b>	<b>272,279</b>
<b>PFC expenditures</b>					
PFC eligible debt service & fees	26,589	20,949	21,404	22,512	23,172
PAYGO projects <sup>1</sup>	130,911	54,589	8,878	104	240
<b>Total PFC expenditures</b>	<b>157,500</b>	<b>75,538</b>	<b>30,282</b>	<b>22,616</b>	<b>23,412</b>
Adjustments <sup>2</sup>	-	-	-	8,752	-
<b>PFC REMAINING BALANCE</b>	<b>\$ 202,556</b>	<b>\$ 299,093</b>	<b>\$ 308,710</b>	<b>\$ 277,238</b>	<b>\$ 248,867</b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>PFC revenue available</b>					
Beginning balance	\$ 185,656	\$ 161,022	\$ 130,721	\$ 100,818	\$ 71,068
PFC revenues	53,094	54,714	48,088	46,093	46,414
PFC interest earnings	1,272	1,539	2,531	3,828	3,970
Transfers in	-	-	-	-	-
<b>Total PFC revenue available</b>	<b>240,022</b>	<b>217,275</b>	<b>181,340</b>	<b>150,739</b>	<b>121,452</b>
<b>PFC expenditures</b>					
PFC eligible debt service & fees	22,107	20,940	20,318	20,018	20,459
PAYGO projects <sup>1</sup>	2,557	10,679	-	-	175
<b>Total PFC expenditures</b>	<b>24,664</b>	<b>31,619</b>	<b>20,318</b>	<b>20,018</b>	<b>20,634</b>
Adjustments <sup>2</sup>	-	-	-	-	-
<b>PFC REMAINING BALANCE</b>	<b>\$ 215,358</b>	<b>\$ 185,656</b>	<b>\$ 161,022</b>	<b>\$ 130,721</b>	<b>\$ 100,818</b>

## NOTES:

<sup>1</sup>PAYGO projects are "pay-as-you-go" expenditures.<sup>2</sup>Transfer to discretionary fund for the PFC portion of amortization of swap termination payments and refunding of 1997A bonds.

## SOURCE:

City of Charlotte



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# SCHEDULE 13: CFC COLLECTIONS

(FISCAL YEARS ENDED JUNE 30)

FISCAL YEAR	RENTAL CAR TRANSACTION DAYS <sup>1</sup> (000)	CFC RATE	TOTAL CFC COLLECTIONS (\$000)
2017	3,225	\$ 4.00	\$ 12,898
2016	3,068	4.00	12,273
2015	2,715	4.00	10,860
2014	2,502	4.00	10,009
2013	2,480	4.00	9,920
2012	2,317	4.00	9,268
2011 <sup>2</sup>	2,188	3.50	7,659
2010	1,943	3.50	6,801
2009	1,998	3.50	6,994
2008 <sup>3</sup>	2,288	3.50	8,008
<b>TOTAL</b>			<b>\$ 94,690</b>

NOTES:

<sup>1</sup>Rental Car Transaction Days imputed from CFC Collections and CFC Rate.

<sup>2</sup>The CFC was increased from \$3.50 to \$4.00 on October 1, 2011.

<sup>3</sup>The City began imposing the CFC on July 1, 2007, the beginning of FY 2008.

SOURCE:

City of Charlotte

## SCHEDULE 14: CFC FUND ACTIVITY

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>CFC revenues</b>					
Beginning balance	\$ 27,382	\$ 23,722	\$ 29,751	\$ 24,649	\$ 20,351
CFC revenues	12,898	12,273	10,860	10,009	9,920
CFC interest earnings	201	110	81	114	61
Transfers in	-	2	-	-	-
Facility rents	-	-	(673)	-	(376)
<b>Total CFC revenue available</b>	<b>40,481</b>	<b>36,107</b>	<b>40,019</b>	<b>34,772</b>	<b>29,956</b>
<b>CFC expenditures</b>					
Debt service <sup>1</sup>	4,449	4,449	4,469	3,833	3,811
Operation and maintenance	5,261	4,276	-	-	-
CFC reserve fund	-	-	-	-	-
Supplemental reserve	-	-	-	-	-
Rolling coverage	-	-	-	-	-
CIP fund transfer net <sup>2</sup>	948	-	11,828	1,188	1,496
<b>Total CFC expenditures</b>	<b>10,658</b>	<b>8,725</b>	<b>16,297</b>	<b>5,021</b>	<b>5,307</b>
<b>CFC REMAINING BALANCE</b>	<b>\$ 29,823</b>	<b>\$ 27,382</b>	<b>\$ 23,722</b>	<b>\$ 29,751</b>	<b>\$ 24,649</b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008<sup>3</sup></u>
<b>CFC revenues</b>					
Beginning balance	\$ 25,526	\$ 18,163	\$ 14,470	\$ 7,454	\$ -
CFC revenues	9,268	7,659	6,801	6,994	8,008
CFC interest earnings	150	207	253	398	168
Transfers in	3,143	-	-	-	-
Facility rents	(361)	(361)	(361)	(376)	(341)
<b>Total CFC revenue available</b>	<b>37,726</b>	<b>25,668</b>	<b>21,163</b>	<b>14,470</b>	<b>7,835</b>
<b>CFC expenditures</b>					
Debt service <sup>1</sup>	2,458	-	-	-	-
Operation and maintenance	-	-	-	-	-
CFC reserve fund	2,500	-	-	-	-
Supplemental reserve	2,225	-	-	-	-
Rolling coverage	1,112	-	-	-	-
CIP fund transfer net <sup>2</sup>	9,080	142	3,000	-	381
<b>Total CFC expenditures</b>	<b>17,375</b>	<b>142</b>	<b>3,000</b>	<b>-</b>	<b>381</b>
<b>CFC REMAINING BALANCE</b>	<b>\$ 20,351</b>	<b>\$ 25,526</b>	<b>\$ 18,163</b>	<b>\$ 14,470</b>	<b>\$ 7,454</b>

## NOTE:

<sup>1</sup>CFC debt service started in 2012. No CFC debt service 2008-2011.<sup>2</sup>CFC funds transferred to CONRAC facility construction fund to pay project costs.<sup>3</sup>CFC collections started in 2008.

## SOURCE:

Charlotte Douglas International Airport

# SCHEDULE 15: BOND INDENTURE DEBT SERVICE COVERAGE

(FISCAL YEARS ENDED JUNE 30; \$000)

Application of Revenues	2017	2016	2015	2014	2013
<b>Revenues</b>					
Operating revenues	\$ 194,914	\$ 182,774	\$ 163,655	\$ 150,545	\$ 144,894
Non-operating revenues	1,103	646	687	586	(201)
Coverage factor <sup>1</sup>	12,101	12,101	12,101	12,101	12,101
<b>Total revenues</b>	<b>208,118</b>	<b>195,521</b>	<b>176,443</b>	<b>163,232</b>	<b>156,794</b>
<b>Expenses</b>					
Included operating expense	109,230	101,279	87,680	78,766	67,843
Change in operating fund reserve <sup>2</sup>	4,346	3,728	4,107	473	3,893
Debt service fees <sup>3</sup>	109	32	125	104	-
<b>Total expenses</b>	<b>113,685</b>	<b>105,039</b>	<b>91,912</b>	<b>79,343</b>	<b>71,736</b>
<b>Net revenues available for revenue bond debt service</b>	<b>[A] 94,433</b>	<b>90,482</b>	<b>84,531</b>	<b>83,889</b>	<b>85,058</b>
Gross revenue bond debt service	43,530	46,673	47,138	48,584	49,250
Less: PFC's applied	(26,091)	(20,951)	(21,405)	(22,512)	(23,179)
<b>Requirement for revenue bond fund</b>	<b>[B] \$ 17,439</b>	<b>\$ 25,722</b>	<b>\$ 25,733</b>	<b>\$ 26,072</b>	<b>\$ 26,071</b>
<b>DEBT SERVICE COVERAGE</b>	<b>[A/B] 5.4</b>	<b>3.5</b>	<b>3.3</b>	<b>3.2</b>	<b>3.3</b>

Application of Revenues	2012	2011	2010	2009	2008
<b>Revenues</b>					
Operating revenues	\$ 128,195	\$ 120,716	\$ 109,315	\$ 110,493	\$ 113,877
Non-operating revenues	355	539	2,403	3,121	4,851
Coverage factor <sup>1</sup>	11,408	10,311	10,306	10,306	10,306
<b>Total revenues</b>	<b>139,958</b>	<b>131,566</b>	<b>122,024</b>	<b>123,920</b>	<b>129,034</b>
<b>Expenses</b>					
Included operating expense	59,942	57,265	52,264	51,906	49,144
Change in operating fund reserve <sup>2</sup>	1,769	26	171	929	3,705
Debt service fees <sup>3</sup>	-	-	-	-	-
<b>Total expenses</b>	<b>61,711</b>	<b>57,291</b>	<b>52,435</b>	<b>52,835</b>	<b>52,849</b>
<b>Net revenues available for revenue bond debt service</b>	<b>[A] 78,247</b>	<b>74,275</b>	<b>69,589</b>	<b>71,085</b>	<b>76,185</b>
Gross revenue bond debt service	46,396	40,296	41,275	38,291	41,508
Less: PFC's applied	(22,107)	(19,247)	(20,318)	(20,018)	(20,459)
<b>Requirement for revenue bond fund</b>	<b>[B] \$ 24,289</b>	<b>\$ 21,049</b>	<b>\$ 20,957</b>	<b>\$ 18,273</b>	<b>\$ 21,049</b>
<b>DEBT SERVICE COVERAGE</b>	<b>[A/B]</b>	<b>3.2</b>	<b>3.5</b>	<b>3.3</b>	<b>3.9</b>

## NOTES:

<sup>1</sup>Coverage Factor equal to 25% of the Gross Revenue Bond Debt Service from prior Fiscal Year.

<sup>2</sup>Increase required per bond order to the operating fund reserve to maintain reserve equal to 33 1/3% of included operating expense.

<sup>3</sup>Trustee, remarketing and other revenue bond debt service fees.

## SOURCE:

City of Charlotte Comprehensive Annual Financial Report

# SCHEDULE 16: GENERAL AIRPORT REVENUE BONDS (GARBS) AND GENERAL AIRPORT REVENUE BOND ANTICIPATION NOTES (BANS) OUTSTANDING

(FISCAL YEARS ENDED JUNE 30; \$000)

<u>DATE ISSUED</u>	<u>SERIES</u>	<u>ORIGINAL ISSUANCE</u>	<u>FINAL MATURITY</u>	<u>INTEREST RATES</u>	<u>BONDS OUTSTANDING JUNE 30, 2017</u>
2/10/2010	2010A	\$ 130,100	2040	2.00% - 5.50%	\$ 115,490
2/10/2010	2010B <sup>1</sup>	67,770	2029	1.25% - 5.50%	47,685
11/9/2011	2011A	76,100	2402	2.00% - 5.00%	69,500
11/9/2011	2011B	34,250	2042	2.00% - 5.00%	31,305
11/6/2014	2014A <sup>1</sup>	74,290	2033	5.00%	74,290
11/6/2014	2014B <sup>1</sup>	31,100	2024	2.00% - 5.00%	25,140
6/1/2017	2017A	167,385	2048	5.00%	167,385
6/1/2017	2017B	16,345	2048	5.00%	16,345
6/1/2017	2017C <sup>1</sup>	119,050	2042	3.25% - 5.00%	119,050
<b>General Airport Revenue Bonds Outstanding</b>					<b>666,190</b>
<b>Revenue BANs Outstanding</b>					<b>2,976</b>
<b>Total GARBs and BANs Outstanding</b>					<b>\$ 669,166</b>

NOTES:

<sup>1</sup>Series 2010B, 2014A, 2014B and 2017C were issued for refunding purposes.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report



# SCHEDULE 17: GENERAL AIRPORT REVENUE BONDS DEBT SERVICE REQUIREMENTS

(FISCAL YEARS ENDED JUNE 30; \$000)

FISCAL YEAR <sup>1</sup>	PRINCIPAL	INTEREST	DEBT SERVICE REQUIREMENTS TOTAL
2018	\$ 12,010	\$ 25,895	\$ 37,905
2019	13,605	31,374	44,979
2020	18,750	30,679	49,429
2021	19,560	29,843	49,403
2022	20,590	28,878	49,468
2023	21,885	27,859	49,744
2024	22,920	26,775	49,695
2025	27,735	25,554	53,289
2026	29,095	24,151	53,246
2027	30,585	22,657	53,242
2028	32,140	21,100	53,240
2029	32,185	19,497	51,682
2030	29,515	17,975	47,490
2031	26,300	16,618	42,918
2032	27,595	15,295	42,890
2033	28,960	13,905	42,865
2034	30,405	12,482	42,887
2035	31,835	11,043	42,878
2036	24,015	9,749	33,764
2037	25,175	8,589	33,764
2038	26,360	7,373	33,733
2039	20,920	6,224	27,144
2040	21,980	5,151	27,131
2041	14,675	4,236	18,911
2042	15,410	3,484	18,894
2043	9,115	2,872	11,987
2044	9,565	2,404	11,969
2045	10,050	1,914	11,964
2046	10,550	1,399	11,949
2047	11,075	858	11,933
2048	11,630	291	11,921
<b>Total</b>	<b>\$ 666,190</b>	<b>\$ 456,124</b>	<b>\$ 1,122,314</b>

NOTE:

<sup>1</sup>Excludes principal and interest due on BANs.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 18: OUTSTANDING DEBT PAYABLE FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Outstanding debt</b>					
General airport revenue bonds <sup>1</sup>	\$ 666,190	\$ 532,785	\$ 554,110	\$ 613,220	\$ 663,000
BANs	2,976	65,621	43,295	N/A	N/A
<b>Total outstanding debt</b>	<b>\$ 669,166</b>	<b>\$ 598,406</b>	<b>\$ 597,405</b>	<b>\$ 613,220</b>	<b>\$ 663,000</b>
Enplaned passengers	22,516	22,380	22,190	21,977	21,108
<b>Outstanding debt per enplaned passenger</b>	<b>\$ 29.72</b>	<b>\$ 26.74</b>	<b>\$ 26.92</b>	<b>\$ 27.90</b>	<b>\$ 31.41</b>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>Outstanding debt</b>					
General airport revenue bonds <sup>1</sup>	\$ 684,890	\$ 582,460	\$ 601,665	\$ 492,155	\$ 527,855
BANs	N/A	N/A	N/A	N/A	N/A
<b>Total outstanding debt</b>	<u><b>\$ 684,890</b></u>	<u><b>\$ 582,460</b></u>	<u><b>\$ 601,665</b></u>	<u><b>\$ 492,155</b></u>	<u><b>\$ 527,855</b></u>
Enplaned passengers	<u>20,010</u>	<u>19,711</u>	<u>17,725</u>	<u>17,305</u>	<u>17,023</u>
<b>Outstanding debt per enplaned passenger</b>	<b>\$ 34.23</b>	<b>\$ 29.55</b>	<b>\$ 33.94</b>	<b>\$ 28.44</b>	<b>\$ 31.01</b>

## NOTE:

<sup>1</sup>General Airport Revenue Bonds do not include unamortized premiums

## SOURCE:

City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 19: ANNUAL DEBT SERVICE PAID FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; 000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Debt service</b>					
Revenue bonds <sup>1</sup>					
Principal	\$ 23,315	\$ 21,325	\$ 22,075	\$ 21,870	\$ 20,145
Interest	22,762	22,924	24,017	25,656	26,502
BANs					
Principal	-	-	-	N/A	N/A
Interest	635	307	115	N/A	N/A
<b>Total debt service</b>	<u><u>\$ 46,712</u></u>	<u><u>\$ 44,556</u></u>	<u><u>\$ 46,207</u></u>	<u><u>\$ 47,526</u></u>	<u><u>\$ 46,647</u></u>
Enplaned passengers	<u>22,516</u>	<u>22,380</u>	<u>22,190</u>	<u>21,977</u>	<u>21,108</u>
<b>Debt service per enplaned passenger</b>	<u><u>\$ 2.07</u></u>	<u><u>\$ 1.99</u></u>	<u><u>\$ 2.08</u></u>	<u><u>\$ 2.16</u></u>	<u><u>\$ 2.21</u></u>

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
<b>Debt service</b>					
Revenue bonds <sup>1</sup>					
Principal	\$ 18,345	\$ 15,535	\$ 11,290	\$ 15,690	\$ 12,675
Interest	25,496	22,887	21,006	24,128	26,071
BANs					
Principal	N/A	N/A	N/A	N/A	N/A
Interest	N/A	N/A	N/A	N/A	N/A
<b>Total debt service</b>	<u>\$ 43,841</u>	<u>\$ 38,422</u>	<u>\$ 32,296</u>	<u>\$ 39,818</u>	<u>\$ 38,746</u>
Enplaned passengers	<u>20,010</u>	<u>19,711</u>	<u>17,725</u>	<u>17,305</u>	<u>17,023</u>
<b>Debt service per enplaned passenger</b>	<b>\$ 2.19</b>	<b>\$ 1.95</b>	<b>\$ 1.82</b>	<b>\$ 2.30</b>	<b>\$ 2.28</b>

## NOTE:

<sup>1</sup>Annual debt service does not include any debt voluntarily defeased in a given year. Prior year amounts restated to tie to City of Charlotte's general ledger.

## SOURCE:

City of Charlotte

# SCHEDULE 20: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS OUTSTANDING CONSOLIDATED RENTAL CAR FACILITY PROJECT

(FISCAL YEARS ENDED JUNE 30; \$000)

<u>DATE ISSUED</u>	<u>SERIES</u>	<u>ORIGINAL ISSUANCE</u>	<u>FINAL MATURITY</u>	<u>INTEREST RATES</u>	<u>BONDS OUTSTANDING JUNE 30, 2017</u>
11/9/2011	2011 CONRAC	\$ 60,295	2042	2.48% - 6.06%	\$ 57,110
<b>Total CONRAC Bonds Outstanding</b>					<b>\$ 57,110</b>

SOURCE:  
City of Charlotte Comprehensive Annual Financial Report

## SCHEDULE 21: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS DEBT SERVICE REQUIREMENTS CONSOLIDATED RENTAL CAR FACILITY PROJECT

(FISCAL YEARS ENDED JUNE 30; \$000)

FISCAL YEAR	PRINCIPAL	INTEREST	TOTAL DEBT SERVICE REQUIREMENT
2018	\$ 1,125	\$ 3,299	\$ 4,424
2019	1,175	3,246	4,421
2020	1,225	3,191	4,416
2021	1,285	3,134	4,419
2022	1,340	3,074	4,414
2023	1,405	3,003	4,408
2024	1,485	2,919	4,404
2025	1,570	2,830	4,400
2026	1,660	2,737	4,397
2027	1,760	2,637	4,397
2028	1,860	2,532	4,392
2029	1,970	2,420	4,390
2030	2,085	2,303	4,388
2031	2,205	2,178	4,383
2032	2,330	2,046	4,376
2033	2,470	1,904	4,374
2034	2,620	1,749	4,369
2035	2,775	1,586	4,361
2036	2,945	1,412	4,357
2037	3,125	1,228	4,353
2038	3,315	1,033	4,348
2039	3,515	826	4,341
2040	3,725	606	4,331
2041	3,950	374	4,324
2042	4,190	127	4,317
<b>Total</b>	<b>\$ 57,110</b>	<b>\$ 52,394</b>	<b>\$ 109,504</b>

SOURCE:  
City of Charlotte Comprehensive Annual Financial Report



## SCHEDULE 22: CFC SPECIAL FACILITIES DEBT SERVICE COVERAGE

(FISCAL YEARS ENDED JUNE 30; \$'000)

	2017	2016	2015	2014	2013
<b>Revenues:</b>					
CFC revenue:					
CFC collections	\$ 12,898	\$ 12,273	\$ 10,860	\$ 10,009	\$ 9,920
Interest earnings	201	110	81	114	61
<b>Total annual CFC revenue</b>	<b>13,099</b>	<b>12,383</b>	<b>10,941</b>	<b>10,123</b>	<b>9,981</b>
Contingent rent	-	-	-	-	-
<b>Total revenues</b>	<b>13,099</b>	<b>12,383</b>	<b>10,941</b>	<b>10,123</b>	<b>9,981</b>
Rolling coverage fund	1,112	1,112	1,112	1,112	1,112
<b>Total revenues available for DS coverage</b>	<b>14,211</b>	<b>13,495</b>	<b>12,053</b>	<b>11,235</b>	<b>11,093</b>
<b>Application of revenues</b>					
Debt service fund <sup>1</sup>	4,449	4,449	4,469	3,833	3,811
Operation and maintenance fund <sup>2</sup>	5,237	4,253	673	-	376
Debt service fees	24	23	-	-	-
CFC stabilization fund <sup>3</sup>	3,389	3,658	5,799	6,290	5,794
<b>Total application of revenues</b>	<b>\$ 13,099</b>	<b>\$ 12,383</b>	<b>\$ 10,941</b>	<b>\$ 10,123</b>	<b>\$ 9,981</b>
<b>Debt service coverage - with coverage fund (x)</b>	<b>3.19</b>	<b>3.03<sup>s</sup></b>	<b>2.70</b>	<b>2.93</b>	<b>2.91</b>
<b>Debt service coverage - without coverage fund (x)</b>	<b>2.94</b>	<b>2.78<sup>s</sup></b>	<b>2.45</b>	<b>2.64</b>	<b>2.62</b>

	<u>2012<sup>5</sup></u>	<u>2011<sup>6</sup></u>	<u>2010<sup>6</sup></u>	<u>2009<sup>6</sup></u>	<u>2008<sup>4,6</sup></u>
<b>Revenues:</b>					
CFC revenue:					
CFC collections	\$ 9,268	\$ 7,659	\$ 6,801	\$ 6,994	\$ 8,008
Interest earnings	150	207	253	398	168
<b>Total annual CFC revenue</b>	<b>9,418</b>	<b>7,866</b>	<b>7,054</b>	<b>7,392</b>	<b>8,176</b>
Contingent rent	-	-	-	-	-
<b>Total revenues</b>	<b>9,418</b>	<b>7,866</b>	<b>7,054</b>	<b>7,392</b>	<b>8,176</b>
Rolling coverage fund	1,112	1,112	1,112	1,112	1,112
<b>Total revenues available for DS coverage</b>	<b>10,530</b>	<b>8,978</b>	<b>8,166</b>	<b>8,504</b>	<b>9,288</b>
<b>Application of revenues</b>					
Debt service fund <sup>1</sup>	2,458	-	-	-	-
Operation and maintenance fund <sup>2</sup>	361	361	361	376	341
Debt service fees	-	-	-	-	-
CFC stabilization fund <sup>3</sup>	6,599	7,505	6,693	7,016	7,835
<b>Total application of revenues</b>	<b>\$ 9,418</b>	<b>\$ 7,866</b>	<b>\$ 7,054</b>	<b>\$ 7,392</b>	<b>\$ 8,176</b>
<b>Debt service coverage - with coverage fund (x)</b>	<b>4.28<sup>5</sup></b>	-	-	-	-
<b>Debt service coverage - without coverage fund (x)</b>	<b>3.83<sup>5</sup></b>	-	-	-	-

## NOTES:

<sup>1</sup>CFC debt service started in 2012. No CFC debt service 2008-2011.

<sup>2</sup>Represents annual O&M expenses for the CONRAC facility.

<sup>3</sup>Balance remaining in Revenue Fund after all moneys have been transferred and credited to funds and accounts as required by the General Trust Indenture. Stabilization Fund amounts were restated for 2008-2016 to exclude Rolling Coverage erroneously included in amounts.

<sup>4</sup>CFC collections started in 2008.

<sup>5</sup>Restated Debt Service Coverage.

<sup>6</sup>Prior years changed to correct CFC revenue totals for years 2008-2012.

## SOURCE:

Charlotte Douglas International Airport

## SCHEDULE 23: MSA POPULATION

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<u>CALENDAR YEAR</u>	<u>POPULATION</u>
2016	2,474,314
2015	2,424,643
2014	2,377,378
2013	2,334,781
2012	2,294,642
2011	2,256,476
2010	2,223,454
2009	2,195,856
2008	2,151,756
2007	2,086,153

**NOTE:**

Prior years data reported based on midyear statistics.  
Updates were made to years 2010-2015 based on  
estimates available as of March 2017.

**SOURCE:**

Bureau of Economic Analysis US Department of Commerce  
- Charlotte-Concord-Gastonia, North Carolina & South  
Carolina (Metropolitan Statistical Area)

## SCHEDULE 24: TOTAL PERSONAL INCOME (MSA)

(\$000)

<u>CALENDAR YEAR</u>	<u>TOTAL INCOME</u>
2016	\$ 115,497,634
2015	110,586,016
2014	102,697,149
2013	96,587,163
2012	101,840,022
2011	89,999,252
2010	84,661,774
2009	91,653,184
2008	100,221,054
2007	89,074,228

**NOTE:**

Prior years data reported based on midyear statistics.  
Updates were made to years 2014-2015 based on  
estimates available as of March 2017.

**SOURCE:**

Bureau of Economic Analysis US Department of Commerce  
- Charlotte-Concord-Gastonia, North Carolina & South  
Carolina (Metropolitan Statistical Area)

## SCHEDULE 25: PER CAPITA PERSONAL INCOME (MSA)

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<u>CALENDAR YEAR</u>	<u>INCOME</u>
2016	\$ 46,679
2015	45,609
2014	43,198
2013	41,369
2012	44,382
2011	39,885
2010	38,077
2009	41,739
2008	46,576
2007	42,698

**NOTE:**

Prior years data reported based on midyear statistics.  
Updates were made to years 2010-2015 based on  
estimates available as of March 2017.

**SOURCE:**

Bureau of Economic Analysis US Department of Commerce  
- Charlotte-Concord-Gastonia, North Carolina & South  
Carolina (Metropolitan Statistical Area)

## SCHEDULE 26: UNEMPLOYMENT RATE (MSA)

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<u>CALENDAR YEAR</u>	<u>UNEMPLOYMENT RATE</u>
2016	4.84%
2015	5.47%
2014	6.15%
2013	7.83%
2012	9.23%
2011	10.65%
2010	11.73%
2009	11.90%
2008	6.49%
2007	5.02%

SOURCE:  
Economic Research Federal Reserve Bank of St. Louis

## SCHEDULE 27: 10 LARGEST CHARLOTTE-AREA NON-GOVERNMENT EMPLOYERS (RANKED BY NUMBER OF FULL TIME EMPLOYEES)

2017

Rank	Employer	Number of Employees
1	Carolinas Health Care System	35,000
2	Wells Fargo & Co.	24,100
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	American Airlines Group	11,500
6	Delhaize America Inc./ Food Lion LLC	10,859
7	Novant Health Inc.	9,679
8	Lowe's Cos. Inc.	8,500
9	Duke Energy Corp.	8,487
10	Harris Teeter, a division of The Kroger Co.	8,239

2016

Rank	Employer	Number of Employees
1	Carolinas Health Care System	35,000
2	Wells Fargo & Co.	23,500
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Novant Health Inc.	11,698
6	American Airlines Group	11,500
7	Lowe's Cos. Inc.	9,077
8	Harris Teeter, a division of The Kroger Co.	8,239
9	Duke Energy Corp.	7,800
10	Delhaize America Inc./ Food Lion LLC	6,900

2015

Rank	Employer	Number of Employees
1	Carolinas Health Care System	35,000
2	Wells Fargo & Co.	23,000
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Novant Health Inc.	11,000
6	American Airlines Group	9,900
7	Delhaize America Inc./ Food Lion LLC	9,078
8	Harris Teeter, a division of The Kroger Co.	8,239
9	Lowe's Cos. Inc.	7,801
10	Duke Energy Corp.	7,800

2014

Rank	Employer	Number of Employees
1	Carolinas Health Care System	35,000
2	Wells Fargo & Co.	22,100
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Lowe's Cos. Inc.	12,960
6	Novant Health Inc.	11,000
7	American Airlines Group	9,900
8	Harris Teeter, a division of The Kroger Co.	8,239
9	Duke Energy Corp.	7,800
10	Delhaize America Inc./ Food Lion LLC	6,900

2013

Rank	Employer	Number of Employees
1	Carolinas Health Care System	35,000
2	Wells Fargo & Co.	20,700
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Novant Health Inc.	11,000
6	Delhaize America Inc./ Food Lion LLC	8,700
7	Harris Teeter, a division of The Kroger Co.	8,239
8	Duke Energy Corp.	7,800
9	Lowe's Cos. Inc.	7,670
10	US Airways Group Inc.	7,100

2012

Rank	Employer	Number of Employees
1	Carolinas Health Care System	32,500
2	Wells Fargo & Co.	20,500
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Presbyterian Healthcare	10,676
6	Delhaize America Inc./ Food Lion LLC	8,658
7	Lowe's Cos. Inc.	8,459
8	Duke Energy Corp.	7,700
9	Ruddick Corp.	7,000
10	US Airways Group Inc.	5,955



2011		
Rank	Employer	Number of Employees
1	Carolinas Health Care System	32,000
2	Wells Fargo & Co.	20,000
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Presbyterian Healthcare	11,947
6	Delhaize America Inc./ Food Lion LLC	8,658
7	Lowe's Cos. Inc.	7,054
8	Ruddick Corp.	7,000
9	Duke Energy Corp.	6,900
10	US Airways Group Inc.	5,955

2010		
Rank	Employer	Number of Employees
1	Carolinas Health Care System	31,000
2	Wells Fargo & Co.	20,000
3	Wal-Mart Stores Inc.	16,100
4	Bank of America Corp.	15,000
5	Presbyterian Healthcare	13,323
6	Delhaize America Inc./ Food Lion LLC	8,658
7	Duke Energy Corp.	7,700
8	Ruddick Corp.	7,000
9	Lowe's Cos. Inc.	6,858
10	US Airways Group Inc.	5,955

2009		
Rank	Employer	Number of Employees
1	Carolinas Health Care System	30,561
2	Wells Fargo & Co.	20,000
3	Wal-Mart Stores Inc.	15,253
4	Bank of America Corp.	15,000
5	Presbyterian Healthcare	11,815
6	Delhaize America Inc./ Food Lion LLC	8,658
7	Duke Energy Corp.	7,757
8	Ruddick Corp.	7,000
9	Lowe's Cos. Inc.	6,000
10	US Airways Group Inc.	5,955

2008		
Rank	Employer	Number of Employees
1	Carolinas Health Care System	28,213
2	Wachovia Corp.	20,000
3	Bank of America Corp.	15,000
4	Wal-Mart Stores Inc.	12,918
5	Presbyterian Healthcare	10,618
6	Delhaize America Inc./ Food Lion LLC	8,658
7	Duke Energy Corp.	7,191
8	Ruddick Corp.	7,000
9	Daimler Trucks North America	6,710
10	Lowe's Cos. Inc.	5,900

## NOTE:

Local area includes the following counties: Alexander, Anson, Cabarrus, Catawba, Chester (SC), Chesterfield (SC), Celveland, Gaston, Iredell, Lancaster (SC), Lincoln, Mecklenburg, Rowan, Stanly, Union and York (SC).

## SOURCE:

Charlotte Business Journal Book of Lists

## SCHEDULE 28: DOMESTIC AND INTERNATIONAL ENPLANED PASSENGERS

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	DOMESTIC	ANNUAL % CHANGE	INTERNATIONAL	ANNUAL % CHANGE	TOTAL	ANNUAL % CHANGE
2017	20,822	-0.7%	1,694	19.7%	22,516	0.6%
2016	20,965	0.9%	1,415	-0.2%	22,380	0.9%
2015	20,772	1.2%	1,418	-1.9%	22,190	1.0%
2014	20,531	4.0%	1,446	5.8%	21,977	4.1%
2013	19,742	5.7%	1,366	2.9%	21,108	5.5%
2012	18,682	1.4%	1,328	3.1%	20,010	1.5%
2011	18,423	11.0%	1,288	14.7%	19,711	11.2%
2010	16,602	2.4%	1,123	3.2%	17,725	2.4%
2009	16,216	1.7%	1,089	0.4%	17,305	1.7%
2008	15,938	8.3%	1,085	9.6%	17,023	8.3%

SOURCE:  
Charlotte Douglas International Airport

## SCHEDULE 29: ENPLANED PASSENGERS BY TYPE

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	O&D	ANNUAL % CHANGE	CONNECTING	ANNUAL % CHANGE	TOTAL	ANNUAL % CHANGE
2017	6,530	6.3%	15,986	-1.5%	22,516	0.6%
2016	6,143	8.9%	16,233	-1.9%	22,376	0.8%
2015	5,643	3.7%	16,547	0.1%	22,190	1.0%
2014	5,440	3.1%	16,537	4.5%	21,977	4.1%
2013	5,277	5.2%	15,831	5.6%	21,108	5.5%
2012	5,016	-0.1%	14,994	2.1%	20,010	1.5%
2011	5,019	6.7%	14,692	12.8%	19,711	11.2%
2010	4,705	4.0%	13,020	1.9%	17,725	2.4%
2009	4,523	-8.5%	12,782	5.8%	17,305	1.7%
2008	4,944	2.8%	12,079	10.8%	17,023	8.3%

**NOTE:**

Prior years data due to updated external source information.

**SOURCE:**

Charlotte Douglas International Airport  
Airline Data Inc. formerly Data Base Products

# SCHEDULE 30: ENPLANED PASSENGERS BY AIRLINE

(FISCAL YEARS ENDED JUNE 30; 000)

ENPLANED PASSENGERS BY AIRLINE	2017		2016		2015		2014	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total
<b>American Airlines</b>								
American Airlines	14,026	62.3%	10,637	47.5%	498	2.2%	227	1.0%
Air Wisconsin	383	1.7%	345	1.5%	-	0.0%	-	0.0%
American Eagle	-	0.0%	11	0.1%	-	0.0%	167	0.8%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Envoy Air	29	0.1%	-	0.0%	-	0.0%	-	0.0%
Express Jet	13	0.1%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	-	0.0%	38	0.2%	-	0.0%	-	0.0%
Piedmont Airlines	497	2.2%	496	2.2%	-	0.0%	-	0.0%
PSA Airlines	5,029	22.3%	3,325	14.9%	-	0.0%	-	0.0%
Republic Airlines	569	2.5%	432	1.9%	-	0.0%	-	0.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>20,546</b>	<b>91.2%</b>	<b>15,284</b>	<b>68.3%</b>	<b>498</b>	<b>2.2%</b>	<b>394</b>	<b>1.8%</b>
<b>US Airways:</b>								
US Airways, Inc.	-	0.0%	5,139	23.0%	13,459	60.7%	13,587	61.8%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	-	0.0%	547	2.5%	768	3.5%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	-	0.0%	-	0.0%	1,199	5.4%	2,303	10.5%
Piedmont Airlines	-	0.0%	-	0.0%	785	3.5%	683	3.1%
PSA Airlines	-	0.0%	-	0.0%	3,256	14.7%	1,842	8.4%
Republic Airlines	-	0.0%	-	0.0%	680	3.0%	598	2.7%
<b>Total US Airways</b>	<b>-</b>	<b>0.0%</b>	<b>5,139</b>	<b>23.0%</b>	<b>19,926</b>	<b>89.8%</b>	<b>19,781</b>	<b>90.0%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>20,546</b>	<b>91.2%</b>	<b>20,423</b>	<b>91.3%</b>	<b>20,424</b>	<b>92.0%</b>	<b>20,175</b>	<b>91.8%</b>
<b>Delta Air Lines (inc former Northwest)</b>								
Delta Air Lines	599	2.7%	764	3.4%	776	3.5%	708	3.3%
ASA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Chautauqua Airlines	-	0.0%	-	0.0%	17	0.1%	44	0.2%
Comair, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Compass Airlines	1	0.0%	-	0.0%	11	0.0%	28	0.1%
Endeavor Air	103	0.5%	-	0.0%	-	0.0%	-	0.0%
ExpressJet Airlines	49	0.2%	46	0.2%	22	0.1%	75	0.3%
Freedom Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
GoJet Airlines	27	0.1%	40	0.2%	41	0.2%	30	0.1%
Mesaba	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Pinnacle Airlines	-	0.0%	91	0.4%	72	0.3%	53	0.2%
Republic Airlines	4	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	11	0.1%	11	0.1%	14	0.1%	10	0.1%
Skywest	34	0.2%	13	0.1%	2	0.0%	2	0.0%
<b>Total Delta Air Lines</b>	<b>828</b>	<b>3.8%</b>	<b>965</b>	<b>4.4%</b>	<b>955</b>	<b>4.3%</b>	<b>950</b>	<b>4.3%</b>
<b>United Airlines (inc former Continental)</b>								
United Air Lines, Inc.	131	0.6%	86	0.4%	23	0.1%	34	0.2%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	19	0.1%
ExpressJet Airlines	5	0.0%	55	0.3%	192	0.9%	217	1.0%
GoJet Airlines	21	0.1%	23	0.1%	7	0.0%	-	0.0%
Mesa Airlines	138	0.6%	108	0.5%	54	0.3%	76	0.3%
Republic Airlines	133	0.6%	54	0.2%	-	0.0%	20	0.1%
Shuttle America	6	0.0%	47	0.2%	23	0.1%	12	0.0%
Skywest	61	0.3%	72	0.3%	21	0.1%	13	0.1%
Trans State Airlines	2	0.0%	3	0.0%	9	0.0%	-	0.0%
<b>Total United Airlines</b>	<b>497</b>	<b>2.2%</b>	<b>448</b>	<b>2.0%</b>	<b>329</b>	<b>1.5%</b>	<b>391</b>	<b>1.8%</b>
<b>Other Domestic Carriers</b>								
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Frontier Airlines, Inc.	146	0.6%	89	0.4%	53	0.2%	10	0.0%
JetBlue Airways Corp.	117	0.5%	121	0.5%	121	0.6%	119	0.6%
Miami Air	-	0.0%	-	0.0%	1	0.0%	1	0.0%
MN Airlines, LLC	2	0.0%	-	0.0%	-	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	278	1.2%	248	1.1%	211	1.0%	228	1.0%
ViaAir, LLC / Mauiva, LLC	13	0.1%	1	0.0%	1	0.0%	-	0.0%
Republic Airway Ceasar Charter	-	0.0%	-	0.0%	3	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Swift Airlines	2	0.0%	1	0.0%	-	0.0%	-	0.0%
XTRA Airways	2	0.0%	1	0.0%	1	0.0%	-	0.0%
<b>Total Other Domestic Carriers</b>	<b>560</b>	<b>2.4%</b>	<b>461</b>	<b>2.0%</b>	<b>391</b>	<b>1.8%</b>	<b>358</b>	<b>1.6%</b>
<b>Other International Carriers</b>								
AeroMexico	1	0.0%	1	0.0%	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	24	0.1%	22	0.1%	20	0.1%	17	0.1%
Insel Air International	-	0.0%	2	0.0%	5	0.0%	5	0.0%
Interjet Airlines	-	0.0%	1	0.0%	1	0.0%	-	0.0%
Lufthansa German Airlines	59	0.3%	55	0.2%	64	0.3%	81	0.4%
Sunwing Airlines	-	0.0%	2	0.0%	1	0.0%	-	0.0%
Volaris	1	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total Other International Carriers</b>	<b>85</b>	<b>0.4%</b>	<b>83</b>	<b>0.3%</b>	<b>91</b>	<b>0.4%</b>	<b>103</b>	<b>0.5%</b>
<b>Total</b>	<b>22,516</b>	<b>100%</b>	<b>22,380</b>	<b>100%</b>	<b>22,190</b>	<b>100%</b>	<b>21,977</b>	<b>100%</b>

ENPLANED PASSENGERS BY AIRLINE	2013		2012		2011		2010	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total
<b>American Airlines</b>								
American Airlines	200	0.9%	198	1.0%	217	1.1%	184	1.0%
Air Wisconsin	-	0.0%	-	0.0%	-	0.0%	-	0.0%
American Eagle	210	1.0%	211	1.0%	175	0.9%	116	0.7%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	2	0.0%
Envoy Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Express Jet	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Piedmont Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
PSA Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>410</b>	<b>1.9%</b>	<b>409</b>	<b>2.0%</b>	<b>392</b>	<b>2.0%</b>	<b>302</b>	<b>1.7%</b>
US Airways:								
US Airways, Inc.	12,751	60.4%	12,019	60.1%	11,527	58.5%	10,160	57.3%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	888	4.2%	854	4.3%	814	4.1%	409	2.3%
Chautauqua Airlines	150	0.7%	69	0.3%	91	0.5%	18	0.1%
Mesa Airlines	1,681	8.0%	1,498	7.5%	1,395	7.1%	1,174	6.6%
Piedmont Airlines	769	3.7%	513	2.6%	516	2.6%	489	2.8%
PSA Airlines	1,903	9.0%	2,001	10.0%	2,086	10.6%	2,108	11.9%
Republic Airlines	764	3.6%	1,010	5.0%	1,268	6.4%	1,333	7.5%
<b>Total US Airways</b>	<b>18,906</b>	<b>89.6%</b>	<b>17,964</b>	<b>89.8%</b>	<b>17,697</b>	<b>89.8%</b>	<b>15,691</b>	<b>88.5%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>19,316</b>	<b>91.5%</b>	<b>18,373</b>	<b>91.8%</b>	<b>18,089</b>	<b>91.8%</b>	<b>15,993</b>	<b>90.2%</b>
<b>Delta Air Lines (inc former Northwest)</b>								
Delta Air Lines	649	3.1%	542	2.7%	531	2.7%	430	2.4%
ASA, Inc.	-	0.0%	49	0.2%	48	0.2%	23	0.1%
Chautauqua Airlines	5	0.0%	22	0.1%	38	0.2%	2	0.0%
Comair, Inc.	5	0.0%	24	0.1%	26	0.1%	48	0.3%
Compass Airlines	63	0.3%	50	0.3%	51	0.2%	113	0.7%
Endeavor Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ExpressJet Airlines	64	0.3%	9	0.0%	-	0.0%	-	0.0%
Freedom Airlines	-	0.0%	-	0.0%	3	0.0%	50	0.3%
GoJet Airlines	31	0.2%	-	0.0%	-	0.0%	-	0.0%
Mesaba	-	0.0%	13	0.1%	17	0.1%	46	0.3%
Pinnacle Airlines	86	0.4%	94	0.5%	36	0.2%	26	0.1%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	19	0.1%	4	0.0%	-	0.0%	26	0.1%
Skywest	3	0.0%	3	0.0%	-	0.0%	-	0.0%
<b>Total Delta Air Lines</b>	<b>925</b>	<b>4.4%</b>	<b>810</b>	<b>4.0%</b>	<b>750</b>	<b>3.7%</b>	<b>764</b>	<b>4.3%</b>
<b>United Airlines (inc former Continental)</b>								
United Air Lines, Inc.	36	0.2%	71	0.4%	144	0.7%	205	1.2%
Chautauqua Airlines	26	0.1%	15	0.1%	14	0.1%	17	0.1%
ExpressJet Airlines	200	1.0%	155	0.8%	155	0.8%	164	0.9%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	86	0.4%	101	0.5%	97	0.5%	85	0.5%
Republic Airlines	11	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	40	0.2%	30	0.1%	24	0.1%	36	0.2%
Skywest	25	0.1%	20	0.1%	11	0.1%	-	0.0%
Trans State Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total United Airlines</b>	<b>424</b>	<b>2.0%</b>	<b>392</b>	<b>2.0%</b>	<b>445</b>	<b>2.3%</b>	<b>507</b>	<b>2.9%</b>
<b>Other Domestic Carriers</b>								
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Frontier Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
JetBlue Airways Corp.	129	0.6%	146	0.7%	170	0.9%	171	1.0%
Miami Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
MN Airlines, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	204	1.0%	188	1.0%	167	0.8%	201	1.1%
ViaAir, LLC / Mauiva, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airway Ceasar Charter	1	0.0%	-	0.0%	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Swift Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
XTRA Airways	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total Other Domestic Carriers</b>	<b>334</b>	<b>1.6%</b>	<b>334</b>	<b>1.7%</b>	<b>337</b>	<b>1.7%</b>	<b>372</b>	<b>2.1%</b>
<b>Other International Carriers</b>								
AeroMexico	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	17	0.1%	15	0.1%	16	0.1%	16	0.1%
Insel Air International	5	0.0%	5	0.0%	-	0.0%	-	0.0%
Interjet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	87	0.4%	81	0.4%	74	0.4%	73	0.4%
Sunwing Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Volaris	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total Other International Carriers</b>	<b>109</b>	<b>0.5%</b>	<b>101</b>	<b>0.5%</b>	<b>90</b>	<b>0.5%</b>	<b>89</b>	<b>0.5%</b>
<b>Total</b>	<b>21,108</b>	<b>100%</b>	<b>20,010</b>	<b>100%</b>	<b>19,711</b>	<b>100%</b>	<b>17,725</b>	<b>100%</b>

# ENPLANED PASSENGERS BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

ENPLANED PASSENGERS BY AIRLINE	2009		2008	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total
<b>American Airlines</b>				
American Airlines	181	1.0%	197	1.2%
Air Wisconsin	-	0.0%	-	0.0%
American Eagle	99	0.6%	182	1.1%
Chautauqua Airlines	5	0.0%	1	0.0%
Envoy Air	-	0.0%	-	0.0%
Express Jet	-	0.0%	-	0.0%
Mesa Airlines	-	0.0%	-	0.0%
Piedmont Airlines	-	0.0%	-	0.0%
PSA Airlines	-	0.0%	-	0.0%
Republic Airlines	-	0.0%	-	0.0%
US Airways, Inc.	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>285</b>	<b>1.6%</b>	<b>380</b>	<b>2.3%</b>
<b>US Airways:</b>				
US Airways, Inc.	9,887	57.1%	9,716	57.1%
Air Midwest Airlines	-	0.0%	7	0.0%
Air Wisconsin	231	1.3%	224	1.3%
Chautauqua Airlines	18	0.1%	27	0.2%
Mesa Airlines	1,182	6.8%	1,385	8.1%
Piedmont Airlines	581	3.4%	610	3.6%
PSA Airlines	2,019	11.7%	2,054	12.1%
Republic Airlines	1,331	7.7%	712	4.2%
<b>Total US Airways</b>	<b>15,249</b>	<b>88.1%</b>	<b>14,735</b>	<b>86.6%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>15,534</b>	<b>89.7%</b>	<b>15,115</b>	<b>88.9%</b>
<b>Delta Air Lines (inc former Northwest)</b>				
Delta Air Lines	524	3.0%	614	3.6%
ASA, Inc.	12	0.1%	12	0.1%
Chautauqua Airlines	1	0.0%	1	0.0%
Comair, Inc.	34	0.2%	65	0.4%
Compass Airlines	18	0.1%	13	0.1%
Endeavor Air	-	0.0%	-	0.0%
ExpressJet Airlines	-	0.0%	-	0.0%
Freedom Airlines	62	0.4%	28	0.2%
GoJet Airlines	-	0.0%	-	0.0%
Mesaba	24	0.1%	-	0.0%
Pinnacle Airlines	44	0.3%	49	0.3%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	10	0.1%	-	0.0%
Skywest	-	0.0%	-	0.0%
<b>Total Delta Air Lines</b>	<b>729</b>	<b>4.3%</b>	<b>782</b>	<b>4.7%</b>
<b>United Airlines (inc former Continental)</b>				
United Air Lines, Inc.	187	1.1%	207	1.2%
Chautauqua Airlines	21	0.1%	42	0.2%
ExpressJet Airlines	213	1.2%	195	1.1%
GoJet Airlines	-	0.0%	-	0.0%
Mesa Airlines	99	0.6%	108	0.6%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	15	0.1%	-	0.0%
Skywest	-	0.0%	-	0.0%
Trans State Airlines	36	0.2%	41	0.2%
<b>Total United Airlines</b>	<b>571</b>	<b>3.3%</b>	<b>593</b>	<b>3.3%</b>
<b>Other Domestic Carriers</b>				
ASIG	-	0.0%	5	0.0%
Frontier Airlines, Inc.	-	0.0%	-	0.0%
JetBlue Airways Corp.	157	0.9%	143	0.8%
Miami Air	-	0.0%	-	0.0%
MN Airlines, LLC	-	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	222	1.3%	292	1.7%
ViaAir, LLC / Mauiva, LLC	-	0.0%	-	0.0%
Republic Airway Ceasar Charter	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	10	0.1%
Swift Airlines	-	0.0%	-	0.0%
XTRA Airways	-	0.0%	-	0.0%
<b>Total Other Domestic Carriers</b>	<b>379</b>	<b>2.2%</b>	<b>450</b>	<b>2.6%</b>
<b>Other International Carriers</b>				
AeroMexico	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	16	0.1%	18	0.1%
Insel Air International	-	0.0%	-	0.0%
Interjet Airlines	-	0.0%	-	0.0%
Lufthansa German Airlines	76	0.4%	65	0.4%
Sunwing Airlines	-	0.0%	-	0.0%
Volaris	-	0.0%	-	0.0%
<b>Total Other International Carriers</b>	<b>92</b>	<b>0.5%</b>	<b>83</b>	<b>0.5%</b>
<b>Total</b>	<b>17,305</b>	<b>100%</b>	<b>17,023</b>	<b>100%</b>

SOURCE:  
Charlotte Douglas International Airport

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# SCHEDULE 31: LANDED WEIGHT BY AIRLINE

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE	2017		2016		2015		2014	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
<b>American Airlines</b>								
American Airlines	16,562,419	60.5%	12,646,211	47.0%	568,775	2.1%	263,685	1.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	429,110	1.6%	380,747	1.4%	-	0.0%	-	0.0%
American Eagle	-	0.0%	12,662	0.0%	-	0.0%	214,445	0.8%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	740	0.0%	45,213	0.2%	-	0.0%	-	0.0%
Piedmont Airlines	555,785	2.0%	551,313	2.1%	-	0.0%	-	0.0%
PSA Airlines	6,050,916	22.1%	4,090,412	15.2%	-	0.0%	-	0.0%
Republic Airlines	647,643	2.4%	493,442	1.9%	-	0.0%	-	0.0%
Envoy Air	31,100	0.1%	-	0.0%	-	0.0%	-	0.0%
Express Jet	17,420	0.1%	-	0.0%	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>24,295,133</b>	<b>88.8%</b>	<b>18,220,000</b>	<b>67.8%</b>	<b>568,775</b>	<b>2.1%</b>	<b>478,130</b>	<b>1.8%</b>
US Airways:								
US Airways, Inc.	-	0.0%	5,876,807	21.9%	15,999,897	60.5%	15,926,422	61.0%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	-	0.0%	592,247	2.2%	877,772	3.4%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	-	0.0%	-	0.0%	1,315,820	5.0%	2,543,189	9.7%
Piedmont Airlines	-	0.0%	-	0.0%	836,852	3.2%	776,864	3.0%
PSA Airlines	-	0.0%	-	0.0%	3,826,598	14.5%	2,270,403	8.7%
Republic Airlines	-	0.0%	-	0.0%	758,874	2.9%	683,059	2.6%
<b>Total US Airways</b>	<b>-</b>	<b>0.0%</b>	<b>5,876,807</b>	<b>21.9%</b>	<b>23,330,288</b>	<b>88.3%</b>	<b>23,077,709</b>	<b>88.4%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>24,295,133</b>	<b>88.7%</b>	<b>24,096,807</b>	<b>89.7%</b>	<b>23,899,063</b>	<b>90.4%</b>	<b>23,555,839</b>	<b>90.2%</b>
<b>Delta Air Lines (inc former Northwest)</b>								
Delta Air Lines	778,984	2.8%	914,847	3.4%	944,827	3.5%	802,924	3.1%
ASA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Chautauqua	-	0.0%	-	0.0%	19,615	0.1%	47,910	0.2%
Comair, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Compass Airlines	972	0.0%	-	0.0%	13,238	0.1%	33,302	0.1%
Endeavor Air	144,256	0.5%	-	0.0%	-	0.0%	-	0.0%
ExpressJet Airlines	72,674	0.3%	62,665	0.2%	31,450	0.1%	104,974	0.4%
Freedom Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
GoJet Airlines	36,049	0.1%	53,774	0.2%	64,789	0.2%	45,828	0.2%
Mesaba	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Pinnacle Airlines	-	0.0%	114,612	0.5%	105,023	0.4%	67,877	0.2%
Republic Airlines	7,061	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	17,060	0.1%	12,572	0.0%	19,777	0.1%	14,207	0.1%
Skywest	42,779	0.2%	16,023	0.1%	2,820	0.0%	94	0.0%
<b>Total Delta Air Lines</b>	<b>1,099,835</b>	<b>4.0%</b>	<b>1,174,493</b>	<b>4.4%</b>	<b>1,201,539</b>	<b>4.5%</b>	<b>1,117,116</b>	<b>4.3%</b>
<b>United Airlines (inc former Continental)</b>								
United Air Lines, Inc.	162,390	0.6%	108,903	0.4%	28,197	0.1%	42,714	0.2%
Chautauqua	-	0.0%	-	0.0%	-	0.0%	20,211	0.1%
ExpressJet Airlines	5,344	0.0%	53,951	0.2%	185,767	0.7%	234,527	0.9%
GoJet Airlines	23,517	0.1%	25,326	0.1%	7,631	0.0%	-	0.0%
Mesa Airlines	168,628	0.6%	128,272	0.5%	68,462	0.3%	89,378	0.3%
Republic Airlines	149,168	0.6%	60,679	0.2%	-	0.0%	19,665	0.1%
Shuttle America	7,230	0.0%	55,604	0.2%	27,478	0.1%	14,534	0.1%
Skywest	68,010	0.2%	79,898	0.3%	24,534	0.1%	13,134	0.0%
Trans State Airlines	1,711	0.0%	3,556	0.0%	9,481	0.0%	-	0.0%
Continental Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total United Airlines</b>	<b>585,998</b>	<b>2.1%</b>	<b>516,189</b>	<b>1.9%</b>	<b>351,550</b>	<b>1.3%</b>	<b>434,163</b>	<b>1.7%</b>



LANDED WEIGHT BY AIRLINE	2017		2016		2015		2014	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
<b>Other Domestic Carriers</b>								
Frontier Airlines, Inc.	139,768	0.5%	90,147	0.3%	59,477	0.2%	10,624	0.1%
JetBlue Airways Corp.	129,551	0.5%	133,193	0.5%	131,991	0.5%	134,280	0.5%
Southwest Airlines	316,424	1.2%	269,368	1.0%	245,024	0.9%	267,998	1.0%
ViaAir, LLC	53,418	0.2%	19,320	0.1%	10,859	0.1%	-	0.0%
Republic Airway Ceasar Charter	-	0.0%	873	0.0%	7,081	0.0%	1,164	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
MN Airlines, LLC	3,286	0.0%	258	0.0%	-	0.0%	-	0.0%
ABX Air, Inc.	66,144	0.2%	-	0.0%	-	0.0%	320	0.0%
Air Transport International, LLC	87,343	0.3%	-	0.0%	-	0.0%	-	0.0%
Airnet Systems	78	0.0%	-	0.0%	892	0.0%	8,732	0.1%
ASA/ExpressJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Bankair, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Bax Global, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
CSA, Inc.	-	0.0%	-	0.0%	34	0.0%	-	0.0%
DHL Global Business Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Expresjet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Fedex Corp.	320,016	1.2%	305,558	1.1%	267,448	1.0%	252,205	1.0%
Kalitta Air, LLC	5,195	0.0%	-	0.0%	1,282	0.0%	-	0.0%
Kalitta Charters	650	0.0%	492	0.0%	2,056	0.0%	524	0.0%
Kitty Hawk Group, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Martin Air, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mountain Air Cargo, Inc.	-	0.0%	94	0.0%	119	0.0%	8	0.0%
Polet Cargo Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Roush D. Aviation, LLC	-	0.0%	-	0.0%	5,887	0.0%	11,002	0.0%
Southeast Airmotive	-	0.0%	-	0.0%	-	0.0%	-	0.0%
United Parcel Service Company	96,537	0.4%	103,939	0.4%	89,081	0.4%	89,313	0.3%
USA Jet	1,439	0.0%	886	0.0%	1,466	0.0%	927	0.0%
<b>Total Other Domestic Carriers</b>	<b>1,219,849</b>	<b>4.5%</b>	<b>924,128</b>	<b>3.4%</b>	<b>822,697</b>	<b>3.1%</b>	<b>777,097</b>	<b>3.0%</b>
<b>Other International Carriers</b>								
Aeromexico	904	0.0%	844	0.0%	-	0.0%	-	0.0%
Air Georgian Airlines	31,020	0.1%	29,610	0.1%	28,303	0.1%	28,341	0.1%
Insel Air International B.V	-	0.0%	3,898	0.0%	7,239	0.0%	6,992	0.0%
Interjet (Airlines)	-	0.0%	852	0.0%	1,846	0.0%	-	0.0%
Lufthansa German Airlines	137,261	0.5%	130,228	0.5%	153,385	0.6%	167,411	0.7%
Sunwing Airlines	-	0.0%	1,609	0.0%	1,317	0.0%	-	0.0%
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Miami Air	146	0.0%	292	0.0%	1,022	0.0%	1,022	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	1,427	0.0%
Swift Airlines	1,559	0.0%	605	0.0%	-	0.0%	-	0.0%
World Atlantic	419	0.0%	130	0.0%	-	0.0%	-	0.0%
Tem Enterprises dba XTRA Airways	4,728	0.0%	2,396	0.0%	1,116	0.0%	-	0.0%
Air Austral	554	0.0%	-	0.0%	-	0.0%	-	0.0%
Atlas Air Inc.	5,216	0.0%	-	0.0%	-	0.0%	-	0.0%
Eastern Air Lines Group Inc.	1,170	0.0%	-	0.0%	-	0.0%	-	0.0%
Evelop Airlines	466	0.0%	-	0.0%	-	0.0%	-	0.0%
Volaris	852	0.0%	-	0.0%	-	0.0%	-	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total Other International Carriers</b>	<b>184,295</b>	<b>0.6%</b>	<b>170,464</b>	<b>0.6%</b>	<b>194,228</b>	<b>0.7%</b>	<b>205,193</b>	<b>0.8%</b>
<b>Total</b>	<b>27,385,110</b>	<b>100%</b>	<b>26,882,081</b>	<b>100.0%</b>	<b>26,469,077</b>	<b>100.0%</b>	<b>26,089,408</b>	<b>100.0%</b>

# LANDED WEIGHT BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE	2013		2012		2011		2010	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
<b>American Airlines</b>								
American Airlines	239,738	1.0%	246,239	1.0%	252,241	1.1%	208,482	1.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	-	0.0%	-	0.0%	-	0.0%
American Eagle	271,540	1.1%	265,695	1.1%	221,125	0.9%	124,221	0.5%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	2,267	0.0%
Mesa Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Piedmont Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
PSA Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Envoy Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Express Jet	-	0.0%	-	0.0%	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>511,278</b>	<b>2.1%</b>	<b>511,934</b>	<b>2.1%</b>	<b>473,366</b>	<b>2.0%</b>	<b>334,970</b>	<b>1.5%</b>
US Airways:								
US Airways, Inc.	14,662,434	58.7%	13,885,323	57.9%	13,721,315	57.2%	12,264,892	56.2%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	1,041,849	4.2%	1,025,493	4.3%	971,020	4.1%	496,931	2.2%
Chautauqua Airlines	163,473	0.7%	75,482	0.3%	99,522	0.4%	19,998	0.1%
Mesa Airlines	1,860,946	7.5%	1,694,616	7.1%	1,479,482	6.2%	1,262,459	5.8%
Piedmont Airlines	915,763	3.7%	623,098	2.6%	632,955	2.6%	671,036	3.1%
PSA Airlines	2,347,054	9.4%	2,526,722	10.5%	2,609,177	10.9%	2,775,981	12.7%
Republic Airlines	881,663	3.5%	1,198,473	5.0%	1,398,537	5.8%	1,457,940	6.7%
<b>Total US Airways</b>	<b>21,873,182</b>	<b>87.7%</b>	<b>21,029,207</b>	<b>87.7%</b>	<b>20,912,008</b>	<b>87.2%</b>	<b>18,949,237</b>	<b>86.8%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>22,384,460</b>	<b>89.8%</b>	<b>21,541,141</b>	<b>89.8%</b>	<b>21,385,374</b>	<b>89.2%</b>	<b>19,284,207</b>	<b>88.3%</b>
<b>Delta Air Lines (inc former Northwest)</b>								
Delta Air Lines	756,382	3.1%	654,816	2.8%	709,126	3.0%	509,209	2.3%
ASA, Inc.	-	0.0%	58,653	0.2%	58,454	0.2%	25,978	0.1%
Chautauqua	5,616	0.0%	23,785	0.1%	42,421	0.2%	2,678	0.0%
Comair, Inc.	5,942	0.0%	28,500	0.1%	29,810	0.1%	54,250	0.3%
Compass Airlines	84,998	0.3%	58,353	0.2%	59,371	0.2%	134,755	0.6%
Endeavor Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ExpressJet Airlines	80,401	0.3%	9,984	0.0%	-	0.0%	-	0.0%
Freedom Airlines	-	0.0%	-	0.0%	2,890	0.0%	51,823	0.3%
GoJet Airlines	51,215	0.2%	-	0.0%	-	0.0%	-	0.0%
Mesaba	-	0.0%	14,269	0.1%	20,822	0.1%	52,744	0.3%
Pinnacle Airlines	100,825	0.4%	109,905	0.5%	45,015	0.2%	29,411	0.1%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	29,108	0.1%	4,867	0.0%	75	0.0%	30,574	0.1%
Skywest	3,521	0.0%	3,304	0.0%	-	0.0%	-	0.0%
<b>Total Delta Air Lines</b>	<b>1,118,008</b>	<b>4.4%</b>	<b>966,436</b>	<b>4.0%</b>	<b>967,984</b>	<b>4.0%</b>	<b>891,422</b>	<b>4.1%</b>
<b>United Airlines (inc former Continental)</b>								
United Air Lines, Inc.	41,089	0.2%	51,425	0.2%	76,644	0.3%	131,056	0.6%
Chautauqua	28,380	0.1%	19,809	0.1%	16,278	0.1%	18,610	0.1%
ExpressJet Airlines	211,844	0.9%	86,701	0.4%	14,264	0.1%	-	0.0%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	103,716	0.4%	121,806	0.5%	125,940	0.5%	106,981	0.5%
Republic Airlines	11,007	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	37,457	0.2%	9,200	0.0%	21,187	0.1%	48,665	0.2%
Skywest	26,762	0.1%	27,480	0.1%	14,832	0.1%	-	0.0%
Trans State Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Continental Airlines	5,770	0.0%	67,251	0.3%	165,619	0.7%	164,314	0.8%
Shuttle America	22,127	0.1%	42,446	0.2%	13,522	0.1%	-	0.0%
<b>Total United Airlines</b>	<b>488,152</b>	<b>2.0%</b>	<b>426,118</b>	<b>1.8%</b>	<b>448,286</b>	<b>2.0%</b>	<b>469,626</b>	<b>2.2%</b>

LANDED WEIGHT BY AIRLINE	2013		2012		2011		2010	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
<b>Other Domestic Carriers</b>								
Frontier Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
JetBlue Airways Corp.	154,811	0.6%	165,132	0.7%	198,495	0.8%	188,699	0.9%
Southwest Airlines	234,538	0.9%	222,128	0.9%	197,184	0.8%	223,912	1.0%
ViaAir, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airway Ceasar Charter	679	0.0%	-	0.0%	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
MN Airlines, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ABX Air, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Transport International, LLC	-	0.0%	11,682	0.0%	52,478	0.2%	-	0.0%
Airnet Systems	12,627	0.1%	15,471	0.1%	20,051	0.1%	19,453	0.1%
ASA/ExpressJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Bankair, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Bax Global, Inc.	-	0.0%	-	0.0%	10,222	0.0%	43,962	0.2%
CSA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
DHL Global Business Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Expressjet Airlines	-	0.0%	83,096	0.4%	142,931	0.6%	160,368	0.7%
Fedex Corp.	243,828	1.0%	247,640	1.0%	242,053	1.0%	239,746	1.1%
Kalitta Air, LLC	-	0.0%	630	0.0%	1,934	0.0%	-	0.0%
Kalitta Charters	730	0.0%	1,132	0.0%	1,353	0.0%	1,304	0.0%
Kitty Hawk Group, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Martin Air, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mountain Air Cargo, Inc.	256	0.0%	83	0.0%	145	0.0%	89	0.0%
Polet Cargo Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Roush D. Aviation, LLC	11,283	0.0%	13,762	0.1%	16,521	0.1%	17,969	0.1%
Southeast Airmotive	-	0.0%	-	0.0%	-	0.0%	1,074	0.0%
United Parcel Service Company	88,941	0.4%	89,541	0.4%	87,639	0.4%	84,343	0.4%
USA Jet	940	0.0%	861	0.0%	882	0.0%	1,984	0.0%
<b>Total Other Domestic Carriers</b>	<b>748,633</b>	<b>3.0%</b>	<b>851,158</b>	<b>3.6%</b>	<b>971,888</b>	<b>4.0%</b>	<b>982,903</b>	<b>4.5%</b>
<b>Other International Carriers</b>								
Aeromexico	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Georgian Airlines	29,177	0.1%	29,109	0.1%	28,984	0.1%	29,547	0.1%
Insel Air International B.V	6,885	0.0%	9,229	0.0%	-	0.0%	-	0.0%
Interjet (Airlines)	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	178,621	0.7%	171,730	0.7%	163,817	0.7%	162,465	0.8%
Sunwing Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Miami Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	247	0.0%	-	0.0%	-	0.0%
Swift Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
World Atlantic	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Tem Enterprises dba XTRA Airways	732	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Austral	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Atlas Air Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Eastern Air Lines Group Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Evelop Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Volaris	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%	-	0.0%	728	0.0%
<b>Total Other International Carriers</b>	<b>215,415</b>	<b>0.8%</b>	<b>210,315</b>	<b>0.8%</b>	<b>192,801</b>	<b>0.8%</b>	<b>192,740</b>	<b>0.9%</b>
<b>Total</b>	<b>24,954,668</b>	<b>100.0%</b>	<b>23,995,168</b>	<b>100.0%</b>	<b>23,966,333</b>	<b>100.0%</b>	<b>21,820,898</b>	<b>100.0%</b>

# LANDED WEIGHT BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE	2009		2008	
	Landed Weight	% to total	Landed Weight	% to total
<b>American Airlines</b>				
American Airlines	221,098	1.0%	220,500	1.0%
US Airways, Inc.	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	-	0.0%
American Eagle	119,178	0.6%	206,760	1.0%
Chautauqua Airlines	7,483	0.0%	2,103	0.0%
Mesa Airlines	-	0.0%	-	0.0%
Piedmont Airlines	-	0.0%	-	0.0%
PSA Airlines	-	0.0%	-	0.0%
Republic Airlines	-	0.0%	-	0.0%
Envoy Air	-	0.0%	-	0.0%
Express Jet	-	0.0%	-	0.0%
<b>Total American Airlines</b>	<b>347,759</b>	<b>1.6%</b>	<b>429,363</b>	<b>2.0%</b>
US Airways:				
US Airways, Inc.	12,088,430	55.8%	12,039,871	55.6%
Air Midwest Airlines	-	0.0%	15,156	0.1%
Air Wisconsin	290,742	1.3%	285,619	1.3%
Chautauqua Airlines	19,955	0.1%	30,678	0.1%
Mesa Airlines	1,267,508	5.8%	1,500,796	6.9%
Piedmont Airlines	798,990	3.7%	939,001	4.3%
PSA Airlines	2,719,632	12.6%	2,743,112	12.7%
Republic Airlines	1,509,716	7.0%	817,018	3.8%
<b>Total US Airways</b>	<b>18,694,973</b>	<b>86.3%</b>	<b>18,371,251</b>	<b>84.8%</b>
<b>Total American Airlines &amp; US Airways</b>	<b>19,042,732</b>	<b>87.9%</b>	<b>18,800,614</b>	<b>86.8%</b>
<b>Delta Air Lines (inc former Northwest)</b>				
Delta Air Lines	671,297	3.1%	708,315	3.3%
ASA, Inc.	13,419	0.1%	15,348	0.1%
Chautauqua	936	0.0%	1,404	0.0%
Comair, Inc.	41,604	0.2%	89,701	0.4%
Compass Airlines	20,073	0.1%	18,800	0.1%
Endeavor Air	-	0.0%	-	0.0%
ExpressJet Airlines	-	0.0%	-	0.0%
Freedom Airlines	71,035	0.3%	31,110	0.1%
GoJet Airlines	-	0.0%	-	0.0%
Mesaba	28,190	0.1%	-	0.0%
Pinnacle Airlines	49,810	0.2%	52,226	0.2%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	12,004	0.1%	651	0.0%
Skywest	-	0.0%	-	0.0%
<b>Total Delta Air Lines</b>	<b>908,368</b>	<b>4.2%</b>	<b>917,555</b>	<b>4.2%</b>
<b>United Airlines (inc former Continental)</b>				
United Air Lines, Inc.	151,639	0.7%	232,874	1.1%
Chautauqua	23,094	0.1%	44,355	0.2%
ExpressJet Airlines	-	0.0%	-	0.0%
GoJet Airlines	-	0.0%	-	0.0%
Mesa Airlines	121,406	0.6%	137,537	0.6%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	21,549	0.1%	-	0.0%
Skywest	-	0.0%	-	0.0%
Trans State Airlines	46,081	0.2%	54,761	0.3%
Continental Airlines	77,852	0.3%	7,855	0.0%
Shuttle America	-	0.0%	-	0.0%
<b>Total United Airlines</b>	<b>441,621</b>	<b>2.0%</b>	<b>477,382</b>	<b>2.2%</b>

LANDED WEIGHT BY AIRLINE	2009		2008	
	Landed Weight	% to total	Landed Weight	% to total
<b>Other Domestic Carriers</b>				
Frontier Airlines, Inc.	-	0.0%	-	0.0%
JetBlue Airways Corp.	196,617	0.9%	175,831	0.8%
Southwest Airlines	224,765	1.0%	348,312	1.6%
ViaAir, LLC	-	0.0%	-	0.0%
Republic Airway Ceasar Charter	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	16,215	0.1%
MN Airlines, LLC	-	0.0%	-	0.0%
ABX Air, Inc.	-	0.0%	-	0.0%
Air Transport International, LLC	-	0.0%	-	0.0%
Airnet Systems	21,634	0.1%	25,724	0.1%
ASA/ExpressJet Airlines	-	0.0%	35,790	0.2%
Bankair, Inc.	2,207	0.0%	5,083	0.0%
Bax Global, Inc.	34,265	0.2%	34,337	0.2%
CSA, Inc.	-	0.0%	-	0.0%
DHL Global Business Services	21,605	0.1%	44,635	0.2%
Expresjet Airlines	217,628	1.0%	162,216	0.7%
Fedex Corp.	231,748	1.1%	265,506	1.2%
Kalitta Air, LLC	-	0.0%	1,297	0.0%
Kalitta Charters	752	0.0%	1,232	0.0%
Kitty Hawk Group, Inc.	-	0.0%	11,100	0.1%
Martin Air, Inc.	-	0.0%	440	0.0%
Mountain Air Cargo, Inc.	-	0.0%	36	0.0%
Polet Cargo Airlines	-	0.0%	728	0.0%
Roush D. Aviation, LLC	18,675	0.1%	23,203	0.1%
Southeast Airmotive	817	0.0%	1,619	0.0%
United Parcel Service Company	113,397	0.5%	127,077	0.6%
USA Jet	869	0.0%	2,343	0.0%
<b>Total Other Domestic Carriers</b>	<b>1,084,979</b>	<b>5.0%</b>	<b>1,282,724</b>	<b>5.9%</b>
<b>Other International Carriers</b>				
Aeromexico	-	0.0%	-	0.0%
Air Georgian Airlines	29,359	0.1%	29,922	0.1%
Insel Air International B.V	-	0.0%	-	0.0%
Interjet (Airlines)	-	0.0%	-	0.0%
Lufthansa German Airlines	160,738	0.8%	142,673	0.7%
Sunwing Airlines	-	0.0%	-	0.0%
ASIG	383	0.0%	11,173	0.1%
Miami Air	-	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%
Swift Airlines	-	0.0%	-	0.0%
World Atlantic	-	0.0%	-	0.0%
Tem Enterprises dba XTRA Airways	-	0.0%	-	0.0%
Air Austral	-	0.0%	-	0.0%
Atlas Air Inc.	-	0.0%	-	0.0%
Eastern Air Lines Group Inc.	-	0.0%	-	0.0%
Evelop Airlines	-	0.0%	-	0.0%
Volaris	-	0.0%	-	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%
<b>Total Other International Carriers</b>	<b>190,480</b>	<b>0.9%</b>	<b>183,768</b>	<b>0.9%</b>
<b>Total</b>	<b>21,668,180</b>	<b>100.0%</b>	<b>21,662,043</b>	<b>100.0%</b>

SOURCE:  
Charlotte Douglas International Airport

## SCHEDULE 32: AIRCRAFT OPERATIONS

(FISCAL YEARS ENDED JUNE 30; 000)

<u>FISCAL YEAR</u>	<u>OPERATIONS</u>
2017	549
2016	546
2015	546
2014	548
2013	554
2012	545
2011	547
2010	509
2009	522
2008	531

SOURCE:  
Federal Aviation Administration Monthly Traffic  
Activity Reports

## SCHEDULE 33: AVERAGE LOAD FACTOR

(FISCAL YEARS ENDED JUNE 30; 000)

<b>FISCAL YEAR</b>	<b>ENPLANED PASSENGERS</b>	<b>TOTAL SEATS</b>	<b>LOAD FACTOR</b>
2017	22,516	27,308	82.5%
2016	22,380	27,399	81.7%
2015	22,190	24,423	85.6%
2014	21,977	26,350	83.4%
2013	21,108	25,298	83.4%
2012	20,010	24,491	81.7%
2011	19,711	24,395	80.8%
2010	17,725	22,275	79.6%
2009	17,305	22,225	77.9%
2008	17,023	22,161	76.8%

SOURCE:  
Charlotte Douglas International Airport

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## SCHEDULE 34: CARGO ENPLANED BY POUND

(FISCAL YEARS ENDED JUNE 30; 000)

<b>FISCAL YEAR</b>	<b>POUNDS OF ENPLANED CARGO</b>
2017	160,607
2016	134,618
2015	130,382
2014	126,124
2013	121,862
2012	129,114
2011	132,127
2010	124,370
2009	113,014
2008	130,365

SOURCE:  
Charlotte Douglas International Airport

# SCHEDULE 35: EMPLOYEE TREND

(FISCAL YEARS ENDED JUNE 30)

Division/Group	2017	2016	2015	2014	2013
<b>Administration</b>					
Executive	7	4	5	5	8
Legal	4	5	5	5	-
Public Affairs	9	7	6	4	5
Administrative Services & Human Resources	14	14	10	10	6
DBE/SBE	-	1	-	-	-
<b>Operations</b>					
Executive	1	-	2	1	-
Airside	36	38	39	31	40
Landside/Ground Transportation	130	132	135	142	126
Terminal Operations	27	25	24	24	27
Airport Security	64	45	43	42	44
Public Safety/Law Enforcement	-	19	2	-	-
<b>Facilities</b>					
Executive	2	2	2	1	-
Airside Maintenance	47	42	38	45	45
Building Maintenance	80	80	68	64	56
Fleet Maintenance	17	12	10	11	9
Janitorial/Housekeeping	3	2	3	2	1
Logistics	6	6	5	5	-
<b>Development</b>					
Executive	23	23	16	1	14
Engineering	-	1	2	13	-
Environmental	3	2	1	1	-
Planning	1	1	1	6	3
<b>Business Office</b>					
Executive	6	3	2	8	-
Commercial Services/Aviation	4	5	4	-	-
Commercial Services/Passenger	4	4	4	-	-
<b>Finance</b>					
Executive	20	17	16	15	8
<b>Technology</b>					
Executive	16	14	10	11	10
<b>Total</b>	<b>524</b>	<b>504</b>	<b>453</b>	<b>447</b>	<b>402</b>

<b>Division/Group</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
<b>Administration</b>					
Executive	10	15	12	12	12
Legal	-	-	-	-	-
Public Affairs	6	8	6	8	6
Administrative Services & Human Resources	6	5	6	5	5
DBE/SBE	-	-	1	1	1
<b>Operations</b>					
Executive	-	-	-	-	-
Airside	39	60	59	57	54
Landside/Ground Transportation	120	117	111	107	121
Terminal Operations	-	-	-	-	-
Airport Security	25	-	-	-	-
Public Safety/Law Enforcement	3	-	-	-	-
<b>Facilities</b>					
Executive	-	-	-	-	-
Airside Maintenance	43	38	34	36	38
Building Maintenance	54	60	56	56	56
Fleet Maintenance	8	6	6	5	5
Janitorial/Housekeeping	2	2	2	2	2
Logistics	-	-	-	-	-
<b>Development</b>					
Executive	13	14	13	12	12
Engineering	-	-	-	-	-
Environmental	-	-	-	-	-
Planning	3	4	5	6	4
<b>Business Office</b>					
Executive	-	-	-	-	-
Commercial Services/Aviation	-	-	-	-	-
Commercial Services/Passenger	-	-	-	-	-
<b>Finance</b>					
Executive	8	6	5	4	6
<b>Technology</b>					
Executive	2	-	-	-	-
<b>Total</b>	<b>342</b>	<b>335</b>	<b>316</b>	<b>311</b>	<b>322</b>

SOURCE:  
Charlotte Douglas International Airport

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# SCHEDULE 36: DOMESTIC O&D DEPLANEMENTS

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	RESIDENTS		VISITORS		ONE WAY PASSENGERS	% OF TOTAL	TOTAL
	DEPLANEMENTS	% OF TOTAL	DEPLANEMENTS	% OF TOTAL			
2017	3,513	53.8%	2,845	43.6%	172	2.6%	6,530
2016	3,279	53.4%	2,682	43.7%	182	2.9%	6,143
2015	3,010	53.3%	2,447	43.4%	186	3.3%	5,643
2014	2,955	54.3%	2,326	42.8%	159	2.9%	5,440
2013	2,843	53.9%	2,284	43.3%	150	2.8%	5,277
2012	2,711	54.0%	2,172	43.3%	136	2.7%	5,019
2011	2,721	54.2%	2,164	43.1%	131	2.7%	5,016
2010	2,559	54.4%	2,033	43.2%	113	2.4%	4,705
2009	2,446	54.1%	1,955	43.2%	122	2.7%	4,523
2008	2,678	54.2%	2,142	43.3%	124	2.5%	4,944

#### Average Annual Growth Rates:

2008-2017	3.1%	3.2%	3.7%	3.1%
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NOTE:  
All prior years data has been restated to reflect an update in the Airport's data search.

SOURCE:  
Data Base Products, Inc.

## SCHEDULE 37: RENTAL CAR MARKET SHARE

(FISCAL YEARS ENDED JUNE 30; \$000)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>GROSS REVENUE<sup>1</sup></b>					
<b>On-Airport</b>					
Hertz	\$ 30,629	\$ 31,693	\$ 31,524	\$ 33,794	\$ 31,452
National	43,073	39,374	34,971	28,251	26,290
Avis	24,265	24,262	23,304	23,772	21,966
Enterprise	21,615	19,081	17,516	16,211	14,569
Budget	13,637	13,241	11,948	12,019	10,412
Dollar	7,495	6,351	5,805	7,031	5,797
Advantage/Simply Wheelz <sup>2</sup>	3,065	3,253	2,653	2,576	1,152
Thrifty <sup>2</sup>	-	-	-	-	2,567
<b>Total On-Airport</b>	<u>143,779</u>	<u>137,255</u>	<u>127,721</u>	<u>123,654</u>	<u>114,205</u>
<b>Off-Airport</b>					
Advantage/Simply Wheelz <sup>2</sup>	-	-	-	-	1,040
East Coast Rental/Sixt RAC	-	1,664	441	813	-
Payless	998	879	377	-	-
Thrifty <sup>2</sup>	2,608	2,553	3,042	3,489	1,046
Triangle	-	-	17	25	6
<b>Total Off-Airport</b>	<u>3,606</u>	<u>5,096</u>	<u>3,877</u>	<u>4,327</u>	<u>2,092</u>
<b>GRAND TOTAL - GROSS REVENUE</b>	<u>\$ 147,385</u>	<u>\$ 142,351</u>	<u>\$ 131,597</u>	<u>\$ 127,981</u>	<u>\$ 116,297</u>
<b>MARKET SHARE</b>					
<b>On-Airport</b>					
Hertz	20.8%	22.3%	24.0%	26.4%	27.0%
National	29.2%	27.7%	26.6%	22.1%	22.6%
Avis	16.5%	17.0%	17.7%	18.6%	18.9%
Enterprise	14.6%	13.4%	13.3%	12.7%	12.5%
Budget	9.2%	9.3%	9.1%	9.4%	9.0%
Dollar	5.1%	4.5%	4.4%	5.5%	5.0%
Advantage/Simply Wheelz <sup>2</sup>	2.1%	2.3%	2.0%	2.0%	1.0%
Thrifty <sup>2</sup>	0.0%	0.0%	0.0%	0.0%	2.2%
<b>Total On-Airport</b>	<u>97.5%</u>	<u>96.5%</u>	<u>97.1%</u>	<u>96.7%</u>	<u>98.2%</u>
<b>Off-Airport</b>					
Advantage/Simply Wheelz <sup>2</sup>	0.0%	0.0%	0.0%	0.0%	0.9%
East Coast Rental/Sixt RAC	0.0%	1.1%	0.3%	0.6%	0.0%
Payless	0.7%	0.6%	0.3%	0.0%	0.0%
Thrifty <sup>2</sup>	1.8%	1.8%	2.3%	2.7%	0.9%
Triangle	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total Off-Airport</b>	<u>2.5%</u>	<u>3.5%</u>	<u>2.9%</u>	<u>3.3%</u>	<u>1.8%</u>
<b>GRAND TOTAL - MARKET SHARE</b>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>

	2012	2011	2010	2009	2008
<b>GROSS REVENUE<sup>1</sup></b>					
<b>On-Airport</b>					
Hertz	\$ 28,570	\$ 27,882	\$ 26,741	\$ 26,575	\$ 31,427
National	24,602	22,338	20,690	18,564	20,719
Avis	19,602	20,158	20,418	22,531	25,161
Enterprise	13,424	13,233	11,008	10,624	12,115
Budget	10,027	9,403	8,591	9,643	10,079
Dollar	4,815	4,506	4,509	4,263	5,217
Advantage/Simply Wheelz <sup>2</sup>	-	-	-	-	-
Thrifty <sup>2</sup>	3,700	3,870	4,091	4,625	4,826
<b>Total On-Airport</b>	<b>104,740</b>	<b>101,390</b>	<b>96,048</b>	<b>96,825</b>	<b>109,544</b>
<b>Off-Airport</b>					
Advantage/Simply Wheelz <sup>2</sup>	1,168	445	-	-	-
East Coast Rental/Sixt RAC	-	-	-	-	-
Payless	-	-	-	-	-
Thrifty <sup>2</sup>	-	-	-	-	-
Triangle	5	8	20	15	23
<b>Total Off-Airport</b>	<b>1,173</b>	<b>453</b>	<b>20</b>	<b>15</b>	<b>23</b>
<b>GRAND TOTAL - GROSS REVENUE</b>	<b>\$ 105,913</b>	<b>\$ 101,843</b>	<b>\$ 96,068</b>	<b>\$ 96,840</b>	<b>\$ 109,567</b>
<b>MARKET SHARE</b>					
<b>On-Airport</b>					
Hertz	27.0%	27.4%	27.8%	27.4%	28.7%
National	23.2%	21.9%	21.5%	19.2%	18.9%
Avis	18.5%	19.8%	21.3%	23.3%	23.0%
Enterprise	12.7%	13.0%	11.5%	11.0%	11.1%
Budget	9.5%	9.2%	8.9%	9.9%	9.2%
Dollar	4.5%	4.4%	4.7%	4.4%	4.7%
Advantage/Simply Wheelz <sup>2</sup>	0.0%	0.0%	0.0%	0.0%	0.0%
Thrifty <sup>2</sup>	3.5%	3.8%	4.3%	4.8%	4.4%
<b>Total On-Airport</b>	<b>98.9%</b>	<b>99.5%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Off-Airport</b>					
Advantage/Simply Wheelz <sup>2</sup>	1.1%	0.5%	0.0%	0.0%	0.0%
East Coast Rental/Sixt RAC	0.0%	0.0%	0.0%	0.0%	0.0%
Payless	0.0%	0.0%	0.0%	0.0%	0.0%
Thrifty <sup>2</sup>	0.0%	0.0%	0.0%	0.0%	0.0%
Triangle	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total Off-Airport</b>	<b>1.1%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>GRAND TOTAL - MARKET SHARE</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

## NOTES:

<sup>1</sup>Gross Revenue represents total monies received by the rental car operators in connection with automobile rentals or other products and services provided to their customers at the Airport.

<sup>2</sup>Advantage and Thrifty relocated in FY 2013.

## SOURCE:

Charlotte Douglas International Airport



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