

CLT

CHARLOTTE DOUGLAS International Airport



For the fiscal years ended
June 30, 2016 & 2015



Comprehensive ANNUAL Financial REPORT of the Airport Enterprise Fund

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







CHARLOTTE DOUGLAS International Airport

NORTH CAROLINA

Comprehensive Annual Financial Report

For the fiscal years ended June 30, 2016 and 2015

Mayor and City Council

Jennifer W. Roberts, *Mayor*
Vi Lyles, *Mayor Pro Tem*
Julie Eiselt, *Council At-Large*
Claire Fallon, *Council At-Large*
James Mitchell, *Council At-Large*
Patsy Kinsey, *District 1*
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LaWana Mayfield, *District 3*
Greg Phipps, *District 4*
Dimple Ajmera, *District 5*¹
Kenny Smith, *District 6*
Ed Driggs, *District 7*

City Manager's Office

Marcus Jones, *City Manager*²
Sabrina Joy-Hogg, *Deputy City Manager*²
Randy Harrington, *Chief Financial Officer*

Aviation Department

Brent Cagle, *Aviation Director*
Michael Hill, *Aviation Chief Financial Officer*



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

NOTES:

¹Effective January 23, 2017.

²Effective December 1, 2016.

TABLE OF CONTENTS

7 INTRODUCTORY SECTION

8 LETTER OF TRANSMITTAL

23 FINANCIAL SECTION

24 REPORT OF INDEPENDENT AUDITOR

25 MANAGEMENT'S DISCUSSION & ANALYSIS

26 MANAGEMENT'S DISCUSSION & ANALYSIS

26 FINANCIAL HIGHLIGHTS

27 OVERVIEW OF THE FINANCIAL STATEMENTS

37 FINANCIAL STATEMENTS

38 COMPARATIVE STATEMENTS OF NET POSITION

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

42 COMPARATIVE STATEMENTS OF CASH FLOWS

44 NOTES TO THE FINANCIAL STATEMENTS

69 REQUIRED SUPPLEMENTARY INFORMATION

73 ADDITIONAL INFORMATION



TABLE OF CONTENTS continued

92 STATISTICAL SECTION

94	SCHEDULE 1: NET POSITION
96	SCHEDULE 2: CHANGES IN NET POSITION
98	SCHEDULE 3: RECONCILIATION OF CASH BALANCES, NON-GAAP
100	SCHEDULE 4: BOND INDENTURE DEBT SERVICE COVERAGE
102	SCHEDULE 5: NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)
106	SCHEDULE 6: RECONCILED LANDING FEE RATES
107	SCHEDULE 7: NET AVERAGE COST PER ENPLANED PASSENGER
108	SCHEDULE 8: TOP REVENUE PRODUCERS
110	SCHEDULE 9: OPERATING EXPENSES PER ENPLANED PASSENGER
112	SCHEDULE 10: GENERAL AIRPORT REVENUE BONDS (GARBS) AND REVENUE BOND ANTICIPATION NOTES (BANS) OUTSTANDING
113	SCHEDULE 11: GENERAL AIRPORT REVENUE BONDS AND REVENUE BOND ANTICIPATION NOTES DEBT SERVICE REQUIREMENTS
114	SCHEDULE 12: OUTSTANDING DEBT PAYABLE FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER
116	SCHEDULE 13: ANNUAL DEBT SERVICE PAID FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER
118	SCHEDULE 14: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS OUTSTANDING CONSOLIDATED RENTAL CAR FACILITY PROJECT
119	SCHEDULE 15: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS DEBT SERVICE REQUIREMENTS CONSOLIDATED RENTAL CAR FACILITY PROJECT
120	SCHEDULE 16: DOMESTIC AND INTERNATIONAL ENPLANEMENTS
121	SCHEDULE 17: ENPLANEMENTS BY TYPE OF PASSENGER
122	SCHEDULE 18: ENPLANED PASSENGERS BY AIRLINE
126	SCHEDULE 19: LANDED WEIGHT BY AIRLINE
132	SCHEDULE 20: AIRCRAFT OPERATIONS
133	SCHEDULE 21: AVERAGE LOAD FACTOR
134	SCHEDULE 22: CARGO ENPLANED BY POUND
135	SCHEDULE 23: CSMA (OR AIR TRADE AREA) POPULATION
136	SCHEDULE 24: TOTAL PERSONAL INCOME (MSA)
137	SCHEDULE 25: PER CAPITA PERSONAL INCOME (MSA)
139	SCHEDULE 26: UNEMPLOYMENT RATE (MSA)
140	SCHEDULE 27: 10 LARGEST CHARLOTTE-AREA NON-GOVERNMENT EMPLOYERS (RANKED BY NUMBER OF FULL TIME EMPLOYEES)
142	SCHEDULE 28: EMPLOYEE TREND
144	SCHEDULE 29: CAPITAL ASSETS
146	SCHEDULE 30: PFC APPROVALS AND REMAINING AUTHORITY
149	SCHEDULE 31: PFC COLLECTIONS
150	SCHEDULE 32: PFC FUND ACTIVITY
152	SCHEDULE 33: DOMESTIC O&D DEPLANEMENTS
153	SCHEDULE 34: CFC COLLECTIONS
154	SCHEDULE 35: CFC SPECIAL FACILITIES DEBT SERVICE COVERAGE
156	SCHEDULE 36: CFC FUND ACTIVITY
158	SCHEDULE 37: RENTAL CAR MARKET SHARE



A digital display board titled "DEPARTURES" showing a list of flight information. The board is blue with white text. The columns include flight number, destination, time, and status. The list includes flights to various destinations like New York, Los Angeles, and London.

Flight	Destination	Time	Status
AA 100	New York	12:00	On Time
AA 200	Los Angeles	13:00	On Time
AA 300	London	14:00	On Time
AA 400	Paris	15:00	On Time
AA 500	Amsterdam	16:00	On Time
AA 600	Frankfurt	17:00	On Time
AA 700	Munich	18:00	On Time
AA 800	Zurich	19:00	On Time
AA 900	Geneva	20:00	On Time
AA 1000	Brussels	21:00	On Time
AA 1100	Luxembourg	22:00	On Time
AA 1200	Strasbourg	23:00	On Time
AA 1300	Nice	00:00	On Time
AA 1400	Marseille	01:00	On Time
AA 1500	Montpellier	02:00	On Time
AA 1600	Nantes	03:00	On Time
AA 1700	Bordeaux	04:00	On Time
AA 1800	Lyon	05:00	On Time
AA 1900	Toulouse	06:00	On Time
AA 2000	Nice	07:00	On Time
AA 2100	Marseille	08:00	On Time
AA 2200	Montpellier	09:00	On Time
AA 2300	Nantes	10:00	On Time
AA 2400	Bordeaux	11:00	On Time
AA 2500	Lyon	12:00	On Time
AA 2600	Toulouse	13:00	On Time
AA 2700	Nice	14:00	On Time
AA 2800	Marseille	15:00	On Time
AA 2900	Montpellier	16:00	On Time
AA 3000	Nantes	17:00	On Time





INTRODUCTORY SECTION

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

MESSAGE FROM THE AVIATION DIRECTOR AND THE CITY OF CHARLOTTE CHIEF FINANCIAL OFFICER



Brent Cagle
*Aviation Director
Charlotte Douglas
International Airport*



Randy Harrington
*Chief Financial Officer
City of Charlotte*



January 26, 2017
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, 2016. The financial statements in this report are prepared and presented in conformity with the Generally Accepted Accounting Principles (GAAP) in the United States of America, as prescribed by the Governmental Accounting Standards Board (GASB).

This report consists of management's representations concerning the finances of the Airport, 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 25 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 92, the Statistical Section provides additional relevant unaudited information.

FISCAL YEAR 2016 HIGHLIGHTS



FY 2016 was a successful year! We completed renegotiation of the Airline Use and Lease Agreement (AUA) securing our rates and charges methodology while adding additional bondholder protections. The agreement provides management a strong and secure financial platform for the next 10 years. Our capacity enhancement and modernization program – *Destination CLT* (see page xx) – is well underway, with additional new facilities scheduled to open beginning in FY 2018.

The recently completed Consolidated Rental Car Facility (CONRAC), has been well received by local and visiting passengers. Situated directly across from the terminal, it provides efficient access for public parking and allows for pick up and drop off of rental cars inside the deck. Rental car transaction days have increased by 364,525 days.

Airport management is very focused on the future, contracting with an external consultant to create an Airport Area Strategic Development Plan. This 20-year commercial development plan will guide the airport's land reuse

plan and ensure compatible use development around the airport. The creation of this plan has included feedback from multiple shareholders, including area residents, business and civic leaders, City of Charlotte staff, and other partners. This plan will be complete in FY 2017 and Aviation staff will determine implementation steps at that time.

Operationally, during FY 2016, the Airport experienced its 13th consecutive fiscal year of enplanement growth. In FY 2016, enplaned passengers increased by approximately 1.0%; however, O&D passengers increased at a higher rate of 8.4%. Twelve new domestic destinations and two seasonal international destinations were added during the year, providing better connectivity for the 2.4 million people residing in the Airport's service area.

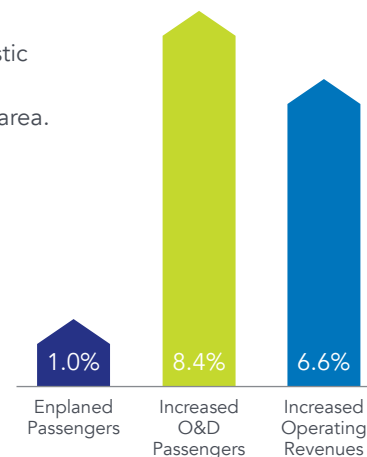
2nd
Largest American
Airlines Hub

Better
Connectivity for
2.4m
Regional
Residents

3.5x
General Airport
Revenue Bond
Debt Service
Coverage

American Airlines, the Airport's largest and world's largest carrier, completed the final phase of its merger with US Airways in October 2015. Although American continued making adjustments to its overall route network, CLT maintains its position as the carrier's second largest hub and American added six new domestic destinations and two seasonal international routes in FY 2016.

As a result of various successful initiatives, operating revenues totaled \$206.4 million in FY 2016 exceeding FY 2015 results by 6.6%. This increase was led by strong increases in terminal, concessions and parking revenues. Net revenues available for debt service remained extremely strong at \$90.5 million resulting in 3.5x general airport revenue bond debt service coverage. Furthermore, the Airport's liquidity remains far above the median for comparable airports at 1,391 Days of Cash on Hand. Management is very focused on maintaining strong financial metrics and market access. In June 2016, the City issued \$230 million of Bond Anticipation Notes (BANs) as part of its \$1.6 billion 5-year capital development program. Proceeds from the BANs were used to retire \$43 million of outstanding 2014 BANs, fund ongoing development of the Elevated Roadway and Terminal Curb Front project, and provide liquidity to fund additional projects.



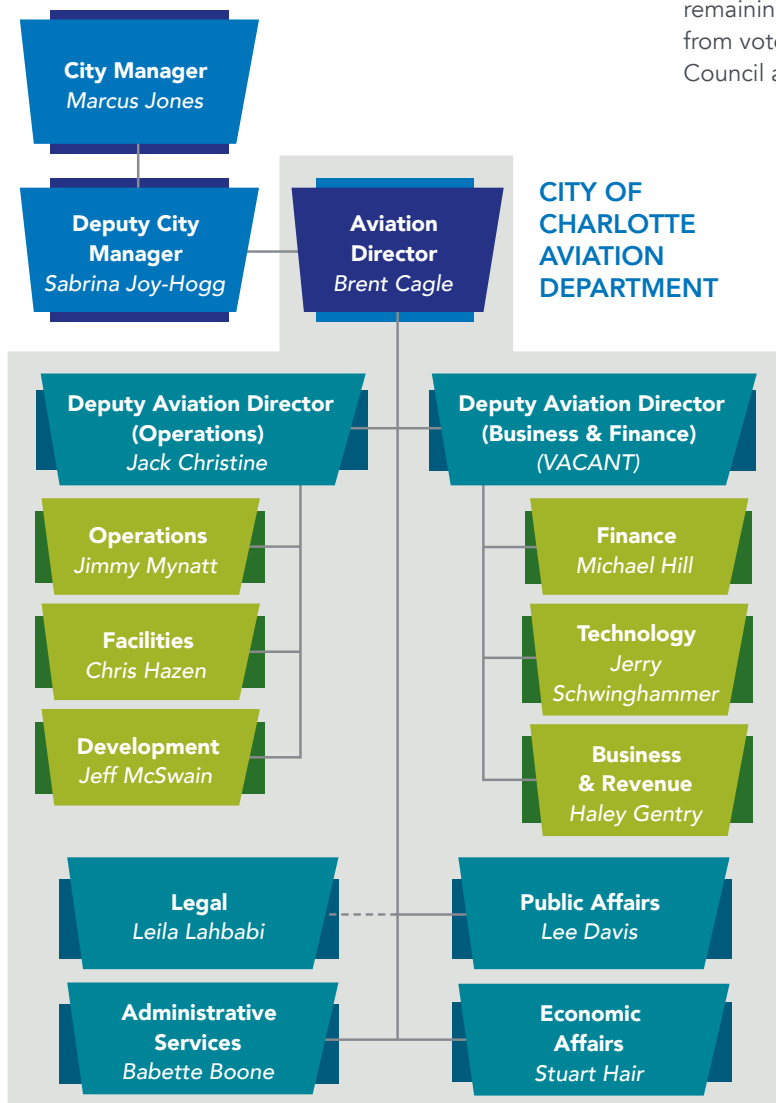
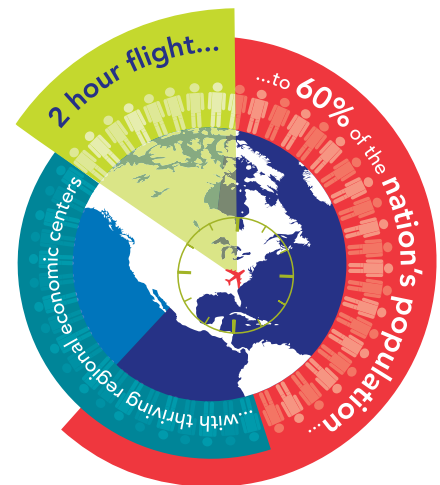
PROFILE OF THE REPORTING ENTITY

Charlotte Douglas International Airport (CLT or the Airport) is strategically located in the U.S., a two-hour flight from 60% of the nation's population and within a thriving regional economic center. The Airport served approximately 44.8 million passengers in FY 2016, ranking as the 9th busiest in the nation and 27th busiest in the world according to Airports Council International's calendar year 2015 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).

Charlotte is the core of the service area that is the Charlotte-Gastonia-Concord Metropolitan Statistical Area, an area with over 2.4 million people that includes seven counties in North Carolina and three in South Carolina. The City, incorporated in 1768, became the county seat of Mecklenburg County in 1774 and has grown to a present area covering 306 square miles, with an estimated population of 827,097, in a county of over 1 million 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 mission of the City is to ensure the delivery of quality public services and to promote the safety, health, and quality of life of its citizens. 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 community and providing vision and leadership to the organization. City department directors, including the Aviation Director, report to the City Manager.



Within the city structure, the Aviation Director heads the Airport's leadership team overseeing operations of the Airport and long-term strategic planning. The leadership team includes two Deputy Aviation Directors overseeing six Assistant Aviation Directors that manage the six divisions of the airport: Operations, Facilities, Development, Finance, Technology and Business & Revenues. Managers overseeing the Administration, Public Affairs, and Economic Affairs report directly to the Aviation Director and the Airport's chief legal counsel reports to the City Attorney with a dotted line to the Aviation Director.



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 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.

STRATEGIC PRINCIPLES

SAFETY & SECURITY

devising safety practices
reduce harm/loss to people & property

CUSTOMER FOCUS

providing superior travel experience
southern hospitality & ease and efficiency of movement

STRATEGIC GROWTH
ensures facility development
continued growth & global competitiveness

ASSET PRESERVATION

safeguard against service disruptions,
pursuing technology to expand aviation capabilities & business vitality

VALUE EMPLOYEES

promoting employee's development,
education & training, accountability & ownership,
competitive compensation & quality working conditions

STRONG PARTNERSHIPS

fostering a financially self-sustaining & cost-competitive environment with our business partners,
assuring the community that the Airport will act in a responsible way

Airport management utilizes six core Strategic Principles to manage and run the nation's 9th largest airport, including: Safety and Security;

Customer Focus; Strategic Growth; Asset Preservation; Value Employees; and Strong Partnerships. The first priority and principle is **Safety and Security**, which emphasizes devising safety practices to reduce the likelihood of harm or loss to people and property. **Customer Focus** is providing a superior travel experience, one that blends southern hospitality with ease and efficiency of movement. **Strategic Growth**, also known as demand driven growth, ensures facility development is targeted for continued growth and global competitiveness. **Asset Preservation** includes proactively maintaining equipment and facilities to safeguard against service disruptions, as well as pursuing technology to expand aviation capabilities and business vitality. **Value Employees** focuses on promoting development, education and training, accountability and ownership, competitive compensation and quality working conditions for the Airport's employees. The final principle is **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.



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 5,800 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% or more of annual passenger boardings) in North Carolina and South Carolina. The closest commercial service 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 1.8 million square foot terminal with 5 concourses and 97 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. Runway 18C/36C (north/south) is 10,000 ft., 18R/36L (north/south) is 9,000 ft., 18L/36R (north/south) is 8,676 ft., and 5/23 (crosswind) is 7,500 ft. Runway 5/23 has limited daytime operations and is primarily used for noise abatement.

There are 28,720 public parking spaces at the Airport, comprised of short-term and long-term parking spaces, and spaces for Curbside and Business Valet operations. This represents an increase of 7.5%, or more than 2,000 new spaces compared to FY 2015, and is the result of multiple parking facility projects developed to accommodate increased 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 providing approximately 2,000 spaces for the rental car operators and a quick-turn facility for fueling and cleaning operations. The upper levels provide 3,896 short-term parking spaces for travelers.

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.





28,000 square feet
of concessions

dining: fine, casual, and fast food

retail shops

services

1.8 million
square foot
terminal

5 concourses

97 gates

AIRPORT OPERATIONS

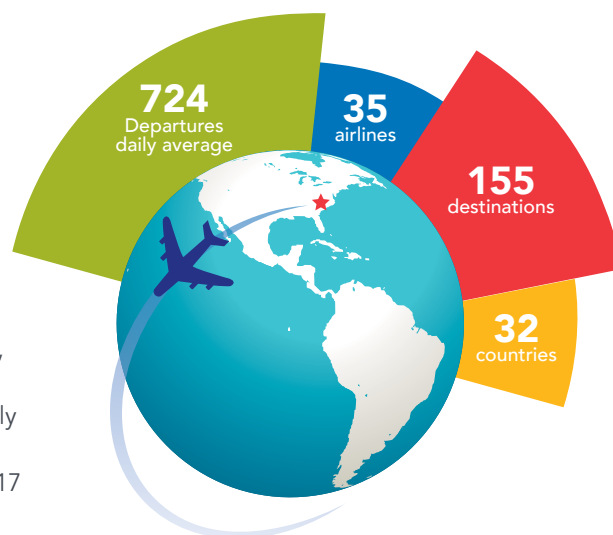
As of June 30, 2016, 35 airlines offered regularly scheduled passenger and cargo service at the Airport, providing approximately 724 daily departures to 155 destinations in 32 countries around the world. Additional detail regarding airline market share is available in the Statistical Section, Schedules 18-19 on pages 122 through 126.

The Table below lists the passenger and cargo airlines providing service at the Airport in FY 2016.

AIRLINES PROVIDING SERVICE AT CLT

(Fiscal Year Ended June 30, 2016)

Major/National	Regional/Commuter	Foreign Flag	All Cargo
American Airlines	Air Wisconsin	Air Canada/Air Georgian	ABX Air, Inc.
Delta Air Lines	ExpressJet Airlines	Airlines	Airnet Systems
Frontier Airlines	GoJet Airlines	Insel Air International B.V.	CSA, Inc.
JetBlue Airways	Mesa Airlines	Interjet Airlines	FedEx Corp.
Southwest Airlines	Miami Air	Lufthansa German Airlines	Kalitta Air, LLC
United Airlines	Piedmont Airlines	Sunwing Airlines	Mountain Air Cargo, Inc.
	Pinnacle Airlines		United Parcel Service
	PSA Airlines		USA Jet
	Republic Airlines		
	Republic Airways		
	Skywest Airlines		
	Shuttle America		
	Trans States Airlines		
	World Atlantic		
	ViaAir		
	XTRA Airways		



The composition of traffic in FY 2016 shifted slightly from prior years, with approximately 27% O&D and 73% connecting. During FY 2016, total enplaned passengers increased 1.0% to 22.4 million, and growth in O&D passengers exceeded that of connecting passengers at 8.4%. 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 16-17 on pages 120 through 121 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 – American Airlines Group and then in October 2015 the merged airline began operating under a single operating agreement. Post merger, operations of the consolidated airline at CLT continued to expand. However, during the last two fiscal years enplanement growth has slowed to approximately 1.0% annually, as American aligns its hubs and right-sizes its overall operation. Furthermore, the Airport is currently operating at capacity until the proposed development projects create additional capacity for all the airlines.

In FY 2016, American Airlines enplaned 91.3% of total enplanements at CLT; this was down slightly from 92% in FY 2015. American offers an average of 6,700 daily flights to 350 destinations in 50 countries system-wide, and employs 10,800 people in Charlotte, 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 2016, several airlines added new destinations including: Frontier Airlines to Chicago O'Hare, IL, Orlando, FL, and Philadelphia, PA; Southwest Airlines to Dallas-Love Field, TX; United Airlines to Denver, CO; as well as ViaAir to Myrtle Beach, SC. American expanded its service offerings to Albuquerque, NM; Burlington, VT; Springfield-Branson, MO;



DESTINATIONS ADDED

Portland, ME; San Jose, CA; and Madison, WI. American also added seasonal service to Curacao, Dutch Caribbean and Puerto Plata, Dominican Republic.

United Airlines and Southwest Airlines both increased their enplanements at CLT in FY 2016, with year-over-year increases of 38.73% and 18.96% respectively. These increases were due to the new destinations served from Charlotte as well as United utilizing larger aircraft to serve the Charlotte market.

Below is a FY 2016 list of the top 25 O&D markets served from CLT.

TOP 25 DOMESTIC O&D MARKETS

	City	FY 2016 Enplanements	Percent of Total Domestic Enplanements	Distance from Airport (miles)
1	New York Area ¹	704,977	12.9%	534
2	Washington DC Area ²	257,630	4.7%	330
3	Chicago ³	257,295	4.7%	599
4	Boston	239,023	4.4%	727
5	Dallas ⁴	203,661	3.7%	937
6	Los Angeles ⁵	186,410	3.4%	2,125
7	Philadelphia	162,883	3.0%	447
8	San Francisco ⁶	144,674	2.7%	2,296
9	South Florida ⁷	143,130	2.6%	650
10	Houston ⁸	114,849	2.1%	913
11	Orlando	112,677	2.1%	468
12	Las Vegas	108,520	2.0%	1,917
13	Denver	104,547	1.9%	1,338
14	Phoenix	98,844	1.8%	1,774
15	Detroit	91,736	1.7%	500
16	Minneapolis/St. Paul	90,907	1.7%	930
17	Tampa	77,633	1.4%	508
18	Hartford	73,674	1.3%	643
19	Atlanta	67,610	1.2%	227
20	Seattle	66,209	1.2%	2,279
21	Pittsburgh	63,942	1.2%	366
22	Providence	60,229	1.1%	683
23	Nashville	57,611	1.1%	329
24	St. Louis	56,518	1.0%	575
25	Indianapolis	55,300	1.0%	428
Total Top 25		3,600,489	65.9%	

CITY LEGEND

¹LaGuardia (LGA), John F Kennedy (JFK) and Newark (EWR) Airports

²Ronald Reagan (DCA), Dulles (IAD) and Baltimore (BWI) Airports

³O'Hare (ORD) and Midway (MDW) Airports

⁴Dallas/Ft. Worth (DFW) and Dallas Love Field (DAL) Airports

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

⁶San Francisco (SFO), San Jose (SJC) and Oakland (OAK) Airports

⁷Fort Lauderdale (FLL) and Miami (MIA) Airports

⁸George Bush International (IAH) and Hobby (HOU) Airports

DEVELOPMENT INITIATIVES



DESTINATION CLT

Strategic Growth, one of the Airport's strategic principles, led management to undertake a thorough master planning process resulting in the Airfield Capacity Enhancement Plan and Terminal Capacity Enhancement Plan, a 20-year \$6 billion plan. These two plans were used in the development of *Destination CLT* – the current 10-year \$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 is listed below, as of June 30, 2016:

Destination CLT 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
Terminal Lobby Expansion	Expansion to the ticketing and security areas for local passengers	Design Underway
Terminal Renovations	Updates and refurbishment of the 33-year-old terminal building, including infrastructure replacement and upgrades to finishes such as walls, ceilings and flooring	Design Underway
Concourse Expansions (A, B, C, E)	Additional holdroom, public circulation and concession space to meet passenger demand	Design Underway
Fourth Parallel Runway	Increase efficiency and capacity of the airfield	Planning Underway

OTHER CONSTRUCTION PROJECTS

In addition to the capacity creating *Destination CLT* projects, other construction projects are underway to address routine maintenance and safety and security needs. The expansion of the cargo ramp on the south side of the airfield will provide additional ramp space for future tenants and for CLT's deicing operations. Improvements to the long-term parking lots will provide additional capacity and improve customer experience. Rehabilitation of the pavement to Runway 18L/36R is expected to finish in FY 2017, extending the useful life of the runway. In April 2016, CLT also undertook construction of a high-speed taxiway that is expected to expedite taxiing times, saving the airlines fuel and mitigating environment impact. Construction of the high-speed taxiway is expected to conclude in September 2017. Another important project is the \$50 million inline baggage system, which when complete will expedite the scanning and movement of checked bags.



OTHER DEVELOPMENT INITIATIVES

The Federal Aviation Administration (FAA) and National Aeronautics and Space Administration (NASA) are currently undertaking projects at CLT. In June 2016, the FAA broke ground on a new FAA Air Traffic Control (ATC) tower. The 376 ft tower is necessary for ATC to meet CLT's growing demand and is expected to be complete in 2018 and operational by 2020. The FAA is also involved in NextGen work at the Airport. NextGen is a multi-billion dollar federal initiative

to modernize the US air transport system. The system will allow ATC to communicate with pilots via texts, expediting communications, allowing for analysis of changes to flight procedures, and a technology platform that will allow airlines and FAA to coordinate aircraft departures from the gate. As part of the NextGen work, NASA opened a lab in June 2016. The lab is working on techniques to streamline arrival and departure time of aircraft. These initiatives will help the Airport better accommodate future passengers and participate in the modernization of the national air traffic control system.

THE ECONOMY OF THE METROPOLITAN STATISTICAL AREA (MSA)



The dynamic and growing region, with the City of Charlotte at its core, is fueling the Airport's strong O&D growth. The Charlotte-Gastonia-Concord Metropolitan Statistical Area (MSA), with an estimated 2015 population of 2.4 million, is strategically located within a 24-hour drive of 50% of the nation's population. The MSA has 10 Fortune 1000 companies headquartered within it, and the City ranks as the nation's

second largest financial center in headquartered banking assets. There are also 977 foreign-owned firms in the region, representing 46 countries, which have spawned the creation of several international and cultural organizations. The MSA's 2015 economic growth of 7.2% exceeded the state (5.3%) and the nation (3.5%), during the same period. 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. Norfolk Southern's 200-acre intermodal facility is expected to bring the region an economic boost of \$7.6 billion over the next two decades. During July 2016, the first regular direct rail service from the Port of Wilmington was announced. The "Queen City Express" aims to reduce trucks on the road and provide a more cost effective movement of goods.

The City and region are also a destination. 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. 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 also offers diverse facilities for culture, the arts, nature and science. Educational opportunities also draw people to the region; there are 23 public and private secondary institutions offering degrees.

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 2016, the Airport and UNC Charlotte completed a study on the economic impact and contribution of CLT. This report shows the regional economic impact is driven by additional jobs in the economy, as businesses choose Charlotte and the surrounding areas as their base for operations.



AIRLINE RATES & CHARGES AND FINANCIAL POLICIES

Through the end of FY 2016, the Airport calculated rates and charges pursuant to the requirements of the 1985 Airline Use and Lease Agreement (AUA), as amended. Starting July 1, 2016 or FY 2017, the Airport will calculate rates and charges per the new modernized AUA. Similar to the old AUA, the new AUA will govern the use of the Airport by the five Signatory Airlines and the establishment of rates, fees and charges payable annually. 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.

The new AUA establishes a strong framework for management to continue producing healthy financial results while expanding the Airport. It is a modern, industry standard agreement presenting lease terms and formulas in simple terms that enhances airport access, airline competition, and provides the City the opportunity to recover certain terminal operating costs that were not recoverable under the old AUA. The new AUA eliminates exclusive-use gates, provides the City control over common use gates and ticket counters, permits the City to recapture underutilized preferential gates, and clearly outlines the capital project approval process. The new AUA also provides additional bondholder protections, including a 25% debt service coverage factor included in annual airline rates and charges and then returned to the airlines at year-end, if not needed. The agreement includes an extraordinary debt service coverage provision obligating the Signatory Airlines to make payments to the City in any Fiscal Year in which the amount of Net Revenues (as defined by the Bond Order) are forecasted to be less than 125% of Revenue Bond Debt Service.

As management proceeds with *Destination CLT* - the capital improvement program partially funded with debt, they remain focused on bondholder security. During FY 2016, management issued \$230 million of Bond Anticipation Notes (BAN) with Bank of America N.A. and retired the outstanding \$43.3 million BAN with PNC Bank. The 2016 BAN will fund certain projects and provide additional liquidity. 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 2016 Targets	FY 2016 Actual Results
Debt Service Coverage:		
1. Debt Service Coverage - Bond Ordinance (PFC Offset Method)	≥2.0x	3.5x
2. Debt Service Coverage - PFCs Classified as Revenues	≥1.50x	2.39x
Airport Revenue Bond Debt Per Enplanement	≤\$60	\$27
Liquidity – Days Cash on Hand ¹	≥800	1,391
Net Cost Per Enplanement	-	\$1.35

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

During FY 2016, the rating agencies affirmed the Airport's strong General Airport Revenue Bonds ratings of 'A+/Aa3/A+' Stable Outlook by Fitch Ratings, Moody's and Standard & Poor's Ratings Services, respectively.



AWARDS

JD Power: The Airport was 11th place in JD Power's 2015 North American Airport Satisfaction Survey.

Airport Revenue News (ARN): HMSHost received the award for "Best New Food and Beverage Concept", in the larger food and beverage division for the Airport's 1897 Market.

USA Today: Whisky River took home 1st place for "Best Airport Bar in America" award.

Pro Pilot: Wilson Air Center – Charlotte ranked 18th best FBO in the US in FY 2016.

Aviation International News: Wilson Air Center – Charlotte is the 2nd best FBO in the Americas



ACKNOWLEDGEMENTS

We hope you find this report to be informative and helpful. Our management philosophy is grounded in sound financial stewardship, as evidenced by FY 2016'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.

Respectively submitted,



Brent Cagle
Aviation Director



Randy Harrington
City of Charlotte Chief Financial Officer





Checkpoint ↑





FINANCIAL SECTION

- 8 LETTER OF TRANSMITTAL
- 24 REPORT OF INDEPENDENT AUDITOR
- 25 MANAGEMENT'S DISCUSSION & ANALYSIS
- 37 FINANCIAL STATEMENTS
- 69 REQUIRED SUPPLEMENTARY INFORMATION
- 73 ADDITIONAL INFORMATION

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



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, 2016 and 2015, 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, 2016 and 2015, 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, 2016 and 2015, 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.

Raleigh, North Carolina
January 26, 2017

MANAGEMENT'S DISCUSSION & ANALYSIS



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

MANAGEMENT'S DISCUSSION & ANALYSIS

Management's Discussion & Analysis (MD&A) provides a narrative introduction, overview and analysis of the financial activities of Charlotte Douglas International Airport (the 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, 2016. Prior years' financial performance is included for comparison purposes. This MD&A should be read in conjunction with the Financial Statements and Notes sections that follow.

FINANCIAL HIGHLIGHTS

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 capitalization.
- 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 ever-so-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.

FISCAL YEAR 2015

- Total net position for the Airport Enterprise Fund on June 30, 2015 was \$1.50 billion, and 25% or \$373.6 million of that total was unrestricted. The net position increased \$214.3 million from total net position on June 30, 2014.
- Operating revenues increased by \$8.9 million to \$193.7 million in FY 2015. The increase was primarily due to increased airfield, parking and concession revenues.
- Total operating expenses, excluding depreciation and amortization, increased by \$4.5 million to \$105.3 million in FY 2015. This slight increase was due to increased costs of services and asset preservation.
- Non-operating revenues increased by \$118.8 million to \$193.8 million in FY 2015. The increase is mostly due to the inclusion of private contributions of \$116.5 million related to the American Airlines (US Airways) lease pay-off when the Special Facilities Bonds were retired in July 2014 and \$2.6 million of remote facility expansion contributions.
- Interest and other charges decreased by \$4.2 million to \$28.0 million in FY 2015, because of early redemption of debt.
- Capital contributions decreased by \$19.3 million to \$21.0 million in FY 2015. This category is mostly comprised of grants used to fund capital projects. FY 2015 represented the second 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, Required Supplementary Information 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 page 44 through 67.

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)

	2016	2015	2014
ASSETS			
Current and other assets	\$ 1,010,891	\$ 965,191	\$ 968,265
Capital assets, net	1,302,865	1,272,397	1,193,335
Total assets	2,313,756	2,237,588	2,161,600
 Deferred outflows of resources	 2,582	 2,836	 1,608
 LIABILITIES			
Current liabilities	74,034	77,464	103,940
Noncurrent liabilities	658,829	660,318	775,553
Total Liabilities	732,863	737,782	879,493
 Pension deferrals	 347	 4,614	 -
 Net position:			
Net investment in capital assets	732,366	696,987	555,990
Restricted	443,384	427,423	388,656
Unrestricted	407,378	373,618	339,069
TOTAL NET POSITION	\$ 1,583,128	\$ 1,498,028	\$ 1,283,715

The analysis below explains the Net Position.

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 revenue bond anticipation note liabilities. Pension deferrals decreased by \$4.3 million or 92.5%, in FY 2016 compared to FY 2015. 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 59.

Total net position increased by \$85.1 million or 5.68%, in FY 2016 compared to FY 2015. As of June 30, 2016, \$732.3 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 ongoing capital development and growing cash balances.

FISCAL YEAR 2015 COMPARED TO FISCAL YEAR 2014

Total assets increased by \$76.0 million or 3.5%, in FY 2015 compared to FY 2014. This was primarily due to an increase in capital assets related to development of the hourly parking deck, as well as renovations to the Airport staff building and land acquisition.

Total liabilities decreased substantially by \$141.7 million or 16.1%, in FY 2015 compared to FY 2014. This decrease was largely attributable to the refunding of the Series 2004 Bonds with the Series 2014 Bonds resulting in present value savings, and American Airlines paying off the leases associated with the (US Airways) Special Facilities Bonds.

Pension Deferrals are related to the new General Accounting Standards Board (GASB) Statement 68, which pertain to the treatment of pension expenses, as described above. For more detail, please see Note 6 on page 59.

Total net position increased by \$214.3 million or 16.7% in FY 2015, compared to FY 2014. As of June 30, 2015, \$697.0 million was invested in capital assets, \$427.4 million was restricted for debt service reserves, PFCs, CFCs, etc., and \$373.6 million was available for short-term operational needs. This increased net position is primarily due to ongoing capital development, the US Airways debt repayment, as well as growing CFC and PFC fund 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)

	2016	2015	2014
REVENUES			
Operating revenues:			
Terminal rents & fees	\$ 42,091	\$ 31,267	\$ 33,576
Airfield	25,275	26,880	22,644
Concessions	48,527	41,008	40,372
Rental cars	14,111	13,608	12,756
Parking	51,674	47,624	40,824
Maintenance facility	-	-	7,068
Fixed base operator area (FBO)	13,732	15,885	17,429
Miscellaneous	11,037	17,442	10,127
Total operating revenues	206,447	193,714	184,796
Nonoperating revenues:			
Passenger facility charges	59,171	60,238	59,526
Contract facility charges	12,273	10,187	10,009
Private contributions	-	119,057	-
Investment earnings	4,595	4,321	5,438
Total nonoperating revenues	76,039	193,803	74,973
Total revenues	282,486	387,517	259,769
EXPENSES			
Operating expenses before depreciation	118,015	105,278	100,745
Depreciation	50,681	45,897	38,066
Interest and other charges	18,898	27,958	32,149
Other expenses	30,498	12,428	16,198
Total expenses	218,092	191,561	187,158
CAPITAL CONTRIBUTIONS	20,706	20,960	40,246
Change in net position	85,100	216,916	112,857
NET POSITION - beginning previously reported	1,498,028	1,283,715	1,170,858
Restatement (Note 15)	-	(2,603)	-
NET POSITION - beginning (July 1)	1,498,028	1,281,112	1,170,858
NET POSITION - ending (June 30)	\$ 1,583,128	\$ 1,498,028	\$ 1,283,715

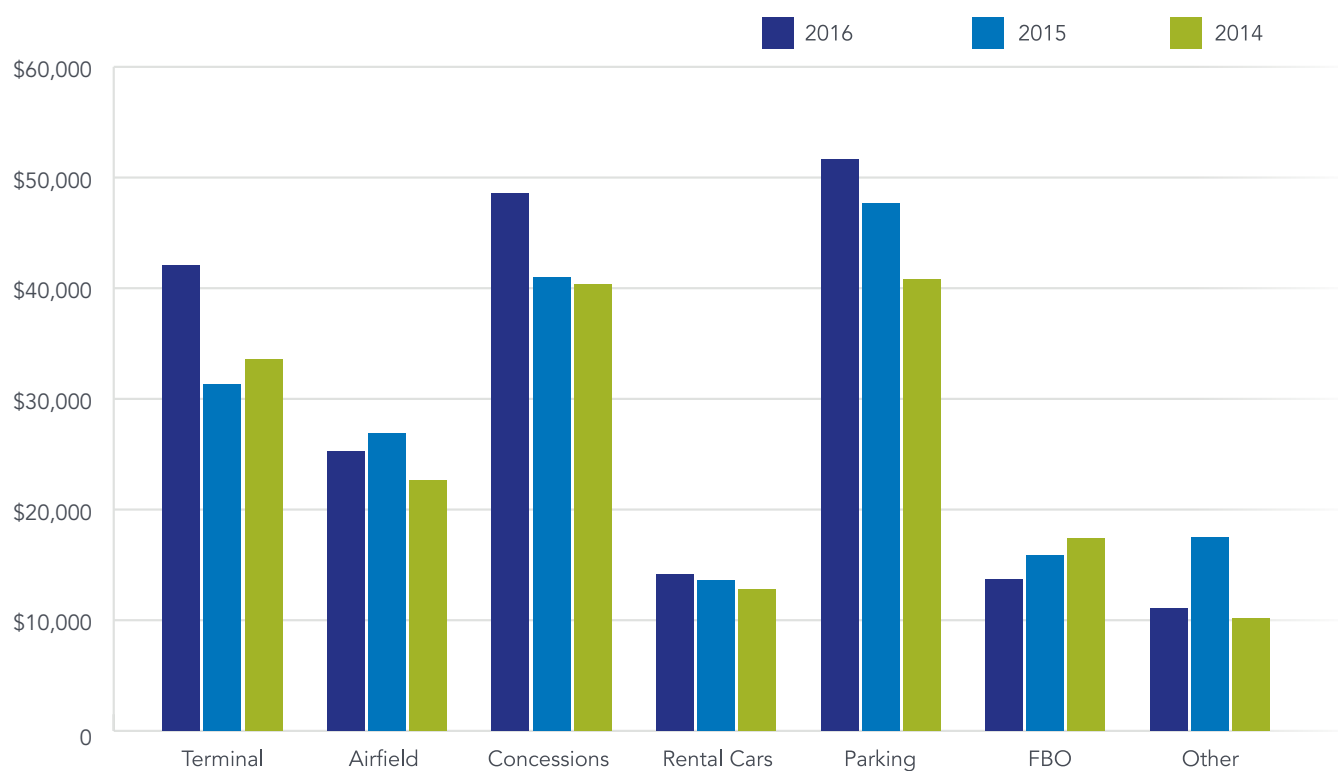
OPERATING REVENUES

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

OPERATING REVENUES

(Fiscal Years Ending June 30; \$000)

	2016	2015	2014
AIRLINE REVENUES			
Terminal rents & fees	\$ 42,091	\$ 31,267	\$ 33,576
Airfield	25,275	26,880	22,644
Total airline revenues	67,366	58,147	56,220
CONCESSIONS, RENTAL CARS AND PARKING REVENUES			
Concessions	48,527	41,008	40,372
Rental cars	14,111	13,608	12,756
Parking	51,674	47,624	40,824
Total concessions, rental cars and parking revenues	114,312	102,240	93,952
FBO, MAINTENANCE FACILITY & OTHER REVENUES			
FBO	13,732	15,885	17,429
Maintenance facility	-	-	7,068
Other	11,037	17,442	10,127
Total FBO, maintenance facility & other revenues	24,769	33,327	34,624
TOTAL OPERATING REVENUES	\$ 206,447	\$ 193,714	\$ 184,796



This chart depicts all primary revenue categories.

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

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% 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 compromised a healthy 55% of operating revenues in FY 2016.

Fixed Base Operator (FBO), maintenance facility and cargo 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, maintenance facility and other revenues comprised 12% of operating revenues in FY 2016.

FISCAL YEAR 2015 COMPARED TO FISCAL YEAR 2014

Operating revenues increased \$8.9 million or 4.8%, to \$193.7 million in FY 2015 from \$184.8 million in FY 2014. The increase was largely attributable to parking revenues expanding at \$6.8 million or 16.7% because of higher parking rates and new parking options that provided consumers with additional parking alternatives.

Airline revenues increased \$1.9 million or 3.4%, to \$58.1 million in FY 2015. FY 2015's modest increase is primarily due to a change in allocating methodology, which more accurately represents where revenues occur. Airfield revenues increased because of the cost recovery methodology and recent airfield investments. Airline revenues only comprised 30% of operating revenues in FY 2015.

Concession, rental cars and parking revenues increased \$8.3 million or 8.8% to \$102.2 million in FY 2015. As stated above, a significant portion of this growth was due to increased parking rates and options, but concessions and rental car revenues increased, as well, albeit at slower rates. Growth in those areas was related to O&D enplanement growth. Concession, rental cars and parking revenues represented a healthy 53% of operating revenues in FY 2015.

FBO, maintenance facility, and cargo and other revenues decreased \$1.3 million or 3.7%, to \$33.3 million in FY 2015. The decrease is attributable to a decline in the FBO's cost of fuel sold and the end of debt service payments related to the American Airlines (US Airways) Special Facilities lease and debt service accounted for in the maintenance facility. This is offset to the positive by a change in allocating methodology, which increased other revenues by \$7.3 million, the majority of which is \$3.3 million of operating reserve funds moved and now accounted for here. FBO, maintenance facility and other revenues represented 17% of operating revenues in FY 2015.

OPERATING EXPENSES BEFORE DEPRECIATION

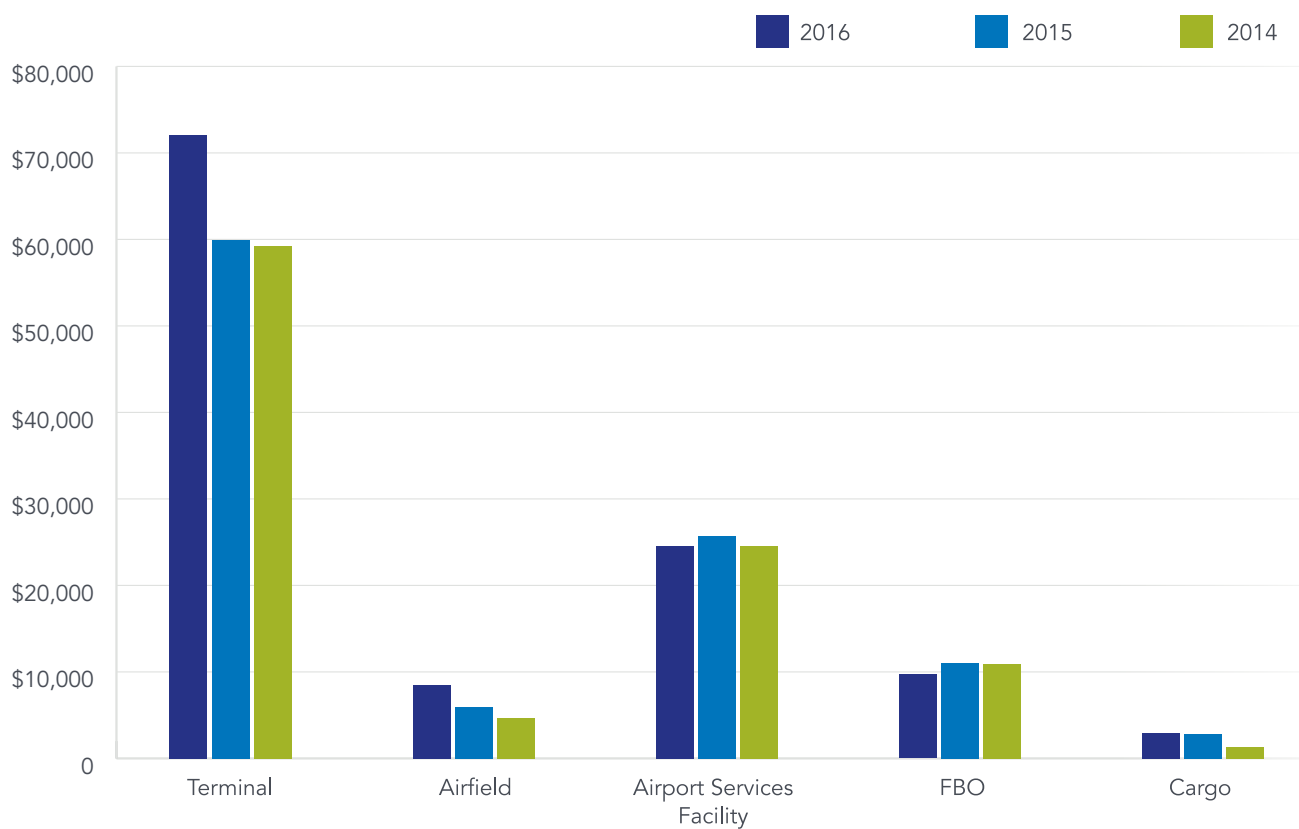
The following is a summary of Operating Expenses before depreciation as of June 30:

OPERATING EXPENSES BEFORE DEPRECIATION

(Fiscal Years Ending June 30; \$000)

	2016	2015	2014 ¹
TERMINAL & AIRFIELD EXPENSES			
Terminal	\$ 72,073	\$ 59,895	\$ 59,202
Airfield	8,452	5,898	4,690
Total terminal & airfield expenses	80,525	65,793	63,892
AIRPORT SERVICES FACILITY EXPENSES	24,534	25,683	24,580
FBO, CARGO AND OTHER EXPENSES			
FBO	9,711	10,985	10,906
Cargo	2,909	2,817	1,367
Other	336	-	-
Total FBO, cargo and other expenses	12,956	13,802	12,273
TOTAL OPERATING EXPENSES BEFORE DEPRECIATION	\$ 118,015	\$ 105,278	\$ 100,745

¹Amounts have been restated between categories (Note 14)



This chart depicts all primary expense categories.

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

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 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% of operating expenses in FY 2016.

FISCAL YEAR 2015 COMPARED TO FISCAL YEAR 2014

Operating expenses before depreciation increased \$4.5 million or 4.5%, to \$105.3 million in FY 2015. This increase was primarily due to making investments necessary to preserve the Airport infrastructure, safety requirements and making innovative investments requested by tenants.

Terminal and airfield expenses increased \$1.9 million or 3.0%, to \$65.8 million in FY 2015. This modest growth was related to investments in facilities maintenance. The increase in airfield expenses was due to a change in allocation methodology, to more accurately represent where expenses occur. Terminal and airfield expenses comprised 63% of operating expenses in FY 2015.

Airport Services Facility expenses (the Airport's indirect overhead expense allocation) increased \$1.1 million or 4.5%, to \$25.7 million in FY 2015. Overhead expenses grew primarily because of increased security expenses. The category represents 24% of the operating expenses in FY 2015.

FBO, cargo and other expenses increased \$1.5 million or 12.5%, to \$13.8 million in FY 2015. The increase in cargo expenses was due to a change in allocation methodology, to more accurately represent where expenses occur. FBO, cargo, and other expenses represented 13% of operating expenses in FY 2015.

CAPITAL ASSETS

The Airport Enterprise Fund's net capital assets were \$1.30 billion in FY 2016 and \$1.27 billion in FY 2015. FY 2016's increase of \$30.5 million or 2.4% and FY 2015's increase of \$79.1 million or 6.6% were primarily due to ongoing construction at the Airport requiring additional machinery and equipment and resulting in new facilities, including parking facilities, bus purchases and other improvements. Fewer additional capital projects were ongoing and booked in FY 2016; thus, reflecting the lower increase in FY 2016.

CAPITAL ASSETS

(Fiscal Years Ending June 30; \$000)

	2016	2015	2014
Land	\$ 306,101	\$ 308,623	\$ 302,868
Buildings	910,665	747,494	670,508
Runways	415,382	393,153	392,982
Other improvements	148,865	106,180	100,066
Intangibles	3,317	3,317	3,317
Machinery & equipment	114,134	102,669	54,207
Construction in progress	104,147	261,145	279,094
TOTAL CAPITAL ASSETS	2,002,611	1,922,581	1,803,042
Less: Accumulated depreciation	699,746	650,184	609,707
NET CAPITAL ASSETS	\$ 1,302,865	\$ 1,272,397	\$ 1,193,335

Significant capital asset additions during FY 2016 include the following:

- 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

Significant capital asset additions during FY 2015 include the following:

- Continued construction and completion of the Hourly Parking Deck at \$72.4 million
- Renovations to the Airport Staff Building of \$1.4 million
- Master Plan land acquisition of \$1.1 million
- Continued construction of the Concourse B and C Elevators of \$0.8 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 50.

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 adopted by the City of Charlotte City Council on November 18, 1985 and as subsequently amended. 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, 2016 and 2015, the Airport had \$532.8 and \$554.1 million, respectively, of GARB principal outstanding.

The debt service reserve requirements for GARBs are fully funded. See Note 3 in the Notes to the Financial Statements page 52 for details.

For more information regarding the GARBs, please refer to Note 3 in the Notes to the Financial Statements, page 52. 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, 2016 and 2015, the Airport had \$65.6 and \$43.3 million, respectively, of BANs outstanding. The Airport's BAN program was expanded to \$230 million with Bank of America Merrill Lynch (BAML) in FY 2016 from a \$100 million program started with PNC Bank in FY 2013. The BAML program matures in June 2018 and has a variable interest rate. The Airport utilizes the BANs as an interim funding source for its capital improvement program.

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, 2016 and 2015, there was \$58.2 and \$59.3 million, respectively, outstanding in CONRAC principal. The debt service reserve requirement for the CONRAC bonds is \$4.5 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 52.

ECONOMIC FACTORS AFFECTING THE AIRPORT ENTERPRISE FUND

- The Airport experienced its 13th consecutive fiscal year of continued passenger enplanement growth FY 2016. Passenger enplanements increased 1.0% and 1.0% in fiscal years (FYs) 2016 and 2015, respectively. O&D passengers expanded by a strong 8.4% and 3.7%, respectively, during the same time periods.
- The Airport's O&D service area is the Charlotte-Concord-Gastonia Metropolitan Statistical Area (MSA, defined as the seven counties in North Carolina and three in South Carolina). According to U.S. Census estimates, the MSA's estimated 2015 population was 2.4 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 2016, the MSA's unemployment rate was 4.8% compared to 4.7% for North Carolina and 4.9% growth for the Nation.
- American Airlines is the Airport's largest airline with 91.3% of total enplaned passengers in FY 2016. For the FY ending June 30, 2016, American Airlines and its affiliates provided 21.7% of the Airport's operating revenues.
- On July 26, 2013, Senate Bill 380 was enacted into law by the North Carolina General Assembly. The legislation would create the Charlotte Douglas International Airport Commission (the "Airport Commission"). The Airport Commission would be an agency of the City and composed of 13 members that would be appointed as follows: three by the Mayor of the City, four by the City Council and one by each of the Boards of Commissioners of Mecklenburg County, Cabarrus County, Gaston County, Iredell County, Lincoln County and Union County. The Airport Commission would be responsible for operating the Airport. The City would be responsible for the issuance of revenue or refunding revenue bonds with respect to the Airport.

The City challenged the legislation's validity under the State constitution and challenged the State's authority to create the Airport Commission. Based on the judgment of the court in the underlying litigation, the rules promulgated by the FAA on the subject, and other relevant facts and circumstances, the City does not reasonably anticipate any further development in the underlying litigation and the matter is resolved.

REQUESTS FOR FINANCIAL INFORMATION

This comprehensive 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 City of Charlotte's Department of Management & Financial Services, 600 East Fourth Street, Charlotte, NC 28202-2848 or investorrelations@charlottenc.gov.

For prior Airport financial reporting or other City financial information please visit our Investor Website at: <http://charlottenc.gov/mfs/finance/pages/publications.aspx>.

FINANCIAL STATEMENTS

- 38 COMPARATIVE STATEMENTS OF NET POSITION
- 41 COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES
IN NET POSITION
- 42 COMPARATIVE STATEMENTS OF CASH FLOWS
- 44 NOTES TO THE FINANCIAL STATEMENTS



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



COMPARATIVE STATEMENTS OF NET POSITION

JUNE 30, 2016 AND 2015, \$000

ASSETS	2016	2015
Current assets:		
Cash and cash equivalents ¹	\$ 523,696	\$ 475,683
Receivables, net of allowance for uncollectibles (\$268 and \$228 respectively)		
Accounts	32,941	29,791
Other	1,460	1,093
Total receivables	34,401	30,884
Due from other governmental agencies	20,835	24,705
Restricted assets -		
Cash and cash equivalents ¹	392,492	403,802
Investments	32,575	21,202
Total restricted assets	425,067	425,004
Total current assets	1,003,999	956,276
Noncurrent assets:		
Net pension asset	-	1,893
Other postemployment benefit assets	6,892	7,022
Capital assets (Note 2) -		
Land	306,101	308,623
Buildings	910,665	747,494
Runways	415,382	393,153
Other improvements	148,865	106,180
Intangibles	3,317	3,317
Machinery and equipment	114,134	102,669
Construction in progress	104,147	261,145
Total capital assets	2,002,611	1,922,581
Less accumulated depreciation	699,746	650,184
Total capital assets, net	1,302,865	1,272,397
Total noncurrent assets	1,309,757	1,281,312
Total assets	2,313,756	2,237,588
DEFERRED OUTFLOWS OF RESOURCES		
Pension Deferrals	11	-
Contributions to pension plan in current year	1,501	1,497
Unamortized bond refunding charges	1,070	1,339
Total deferred outflows of resources	2,582	2,836

LIABILITIES	2016	2015
Current liabilities:		
Accounts payable	\$ 28,388	\$ 29,159
Deposits and retainage payable	4,672	6,433
Due to component unit	60	50
Current maturities of long-term liabilities	1,166	948
Current liabilities payable from restricted assets -		
Accounts payable	275	1,015
Deposits and retainage payable	575	2,377
Accrued interest payable	12,992	13,424
Revenue bonds payable	25,906	24,058
Total current liabilities payable from restricted assets	39,748	40,874
Total current liabilities	74,034	77,464
Noncurrent liabilities (Note 3):		
Revenue bonds payable - net of unamortized premiums of \$24,686 and \$26,359 respectively	589,765	615,671
Revenue bond anticipation notes payable	65,621	43,295
Net pension liability	1,944	-
Compensated absences payable	1,499	1,352
Total noncurrent liabilities	658,829	660,318
Total liabilities	732,863	737,782
DEFERRED INFLOWS OF RESOURCES		
Pension Deferrals	347	4,614
NET POSITION		
Net investment in capital assets	732,366	696,987
Restricted for -		
Debt service	60,397	60,397
Passenger facility charges	317,283	308,710
Contract facility charges	30,116	26,456
Working capital	35,588	31,860
Unrestricted	407,378	373,618
Total net position	\$ 1,583,128	\$ 1,498,028

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

NOTE:

¹Cash and cash equivalents and Restricted cash and cash equivalents have been restated to restrict PFC and CFC cash. PFC cash and CFC cash are now part of Restricted cash and cash equivalents.

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COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

FOR THE YEARS ENDED JUNE 30, 2016 AND 2015, \$000

	2016	2015
OPERATING REVENUES:		
Terminal rents & fees	\$ 42,091	\$ 31,267
Airfield	25,275	26,880
Concessions	48,527	41,008
Rental cars	14,111	13,608
Parking	51,674	47,624
Fixed base operator area	13,732	15,885
Other	11,037	17,442
Total operating revenues	206,447	193,714
OPERATING EXPENSES:		
Terminal area	72,073	59,895
Public airfield facilities	8,452	5,898
Airport services facility	24,534	25,683
Fixed base operator area	9,711	10,985
Cargo area	2,909	2,817
Depreciation	50,681	45,897
Other	336	-
Total operating expenses	168,696	151,175
Operating income	37,751	42,539
NONOPERATING REVENUES (EXPENSES):		
Passenger facility charges	59,171	60,238
Contract facility charges	12,273	10,187
Private contributions	-	119,057
Investment earnings	4,595	4,321
Interest expense and other charges	(18,898)	(27,958)
Non-airline terminal revenue distribution	(18,525)	(10,631)
Other	(11,973)	(1,797)
Total nonoperating revenues (expenses)	26,643	153,417
Income before contributions	64,394	195,956
CAPITAL CONTRIBUTIONS	20,706	20,960
Change in net position	85,100	216,916
Total net position - beginning, previously reported	1,498,028	1,283,715
Restatement (Note 15)	-	(2,603)
Total net position - beginning, restated	1,498,028	1,281,112
Total net position - ending	\$ 1,583,128	\$ 1,498,028

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

COMPARATIVE STATEMENTS OF CASH FLOWS

FOR THE YEARS ENDED JUNE 30, 2016 AND 2015, \$000

	2016	2015
CASH FLOWS FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 202,847	\$ 189,554
Payments to suppliers	(70,787)	(69,770)
Payments to other City funds for services	(21,591)	(20,502)
Payments to employees	(23,572)	(21,217)
Payments to airlines for non-airline terminal revenue distribution	(14,808)	(15,621)
Other receipts (payments)	(9,676)	1,737
Net cash provided by operating activities	62,413	64,181
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Proceeds from capital debt	22,326	43,295
Passenger facility charges	63,676	56,062
Contract facility charges	12,148	10,070
Acquisition and construction of capital assets	(90,920)	(137,352)
Principal paid on capital debt	(22,385)	(157,775)
Interest and other charges paid on capital debt	(27,406)	(34,558)
Private contributions	-	119,057
Capital contributions	23,996	26,587
Net cash used by capital and related financing activities	(18,565)	(74,614)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of investments	(53,851)	(64,230)
Proceeds from sale and maturities of investments	42,504	120,273
Interest received	4,202	4,198
Net cash (used) provided by investing activities	(7,145)	60,241
Net increase in cash and cash equivalents	36,703	49,808
Cash and cash equivalents - beginning of year	879,485	829,677
Cash and cash equivalents - end of year	\$ 916,188	\$ 879,485

	2016	2015
RECONCILIATION OF OPERATING INCOME TO NET CASH		
PROVIDED BY OPERATING ACTIVITIES:		
Operating income	\$ 37,751	\$ 42,539
Adjustments to reconcile operating income to net cash provided by operating activities -		
Depreciation	50,681	45,897
Pension expense	-	118
Other receipts (payments)	(9,676)	1,737
Non-airline terminal revenue distribution	(14,808)	(15,621)
Change in assets and liabilities -		
(Increase) in receivables	(3,600)	(4,160)
(Increase) in due from other governmental agencies	(271)	(201)
Decrease in net pension asset	1,893	-
(Increase) in deferred outflows of resources for pensions	(15)	(1,497)
(Increase) decrease in other postemployment benefit assets	130	(14)
Increase (decrease) in accounts payable	2,205	(2,988)
Increase (decrease) in deposits and retainage payable	70	(2,166)
Increase (decrease) in due to component unit	10	(12)
Increase in net pension liability	1,944	-
(Decrease) in deferred inflows of resources for pension	(4,267)	-
Increase in compensated absences payable	366	549
Total adjustments	24,662	21,642
Net cash provided by operating activities	\$ 62,413	\$ 64,181
NONCASH INVESTING, CAPITAL AND FINANCING ACTIVITIES		
Proceeds from refunding bonds	\$ 43,295	\$ 122,670
Payment to refunded bond escrow agent	(43,295)	(122,670)
Net noncash investing, capital and financing activities	\$ -	\$ -

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

NOTES TO THE FINANCIAL STATEMENTS

June 30, 2016 and 2015 (Dollar amounts in \$000)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:

a. Reporting Entity

The accompanying financial statements present only the activities and resources of the 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, 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, 2016 and 2015 (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.

The restricted investments at June 30, 2016 and 2015, stated at fair value, were \$32,575 and \$21,202 respectively, and investments were as follows:

	Fair Value	2016 Investment Maturities (in Years)		
		Less than 1	1-3	More than 3
Investment type				
U.S. Agencies	\$ 15,516	\$ 15,516	\$ -	\$ -
NCCMT Cash Portfolio	17,059	17,059	-	-
Total	\$ 32,575	\$ 32,575	\$ -	\$ -

	Fair Value	2015 Investment Maturities (in Years)		
		Less than 1	1-3	More than 3
Investment type				
U.S. Agencies	\$ 4,177	\$ 4,177	\$ -	\$ -
NCCMT Cash Portfolio	17,025	17,025	-	-
Total	\$ 21,202	\$ 21,202	\$ -	\$ -

June 30, 2016 and 2015 (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, 2016 and 2015.

	<u>6/30/2016</u>	<u>Fair Value Measurements Using Quoted Prices in Active Markets for Identical Assets (Level 1)</u>
Investments by fair value level		
Debt securities		
U.S. Agencies securities	\$ 15,516	\$ 15,516
Total investments by fair value level	15,516	\$ 15,516
Investments measured at the net asset value (NAV)		
NCCMT Cash Portfolio	17,059	
Total investments measured a fair value	\$ 32,575	
	<u>6/30/2015</u>	<u>Fair Value Measurements Using Quoted Prices in Active Markets for Identical Assets (Level 1)</u>
Investments by fair value level		
Debt securities		
U.S. Agencies securities	\$ 4,177	\$ 4,177
Total investments by fair value level	4,177	\$ 4,177
Investments measured at the net asset value (NAV)		
NCCMT Cash Portfolio	17,025	
Total investments measured a fair value	\$ 21,202	

Investments classified in Level 1 of the fair value hierarchy, valued at \$15,516 and \$4,177, respectively, are valued using quoted prices in active markets.

June 30, 2016 and 2015 (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, 2016 and 2015, the Airport's investment in the NCCMT Cash Portfolio carried a credit rating of AAAm 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, 2016 and 2015, 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 \$6,672 and \$1,215 respectively, for the years ended June 30, 2016 and June 30, 2015.

June 30, 2016 and 2015 (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:

	2016	2015
Pension Deferrals	\$ 11	\$ -
Contributions to the pension plan in the current fiscal year	1,501	1,497
Unamortized bond refunding charges	1,070	1,339
Total	\$ 2,582	\$ 2,836

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 \$347 and \$4,614 as of June 30, 2016 and 2015 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. 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, 2016 and 2015 (Dollar amounts in \$000)

i. Revenues

The primary sources of revenue at the Airport are fees and charges paid by the airlines and revenues paid by concessionaires providing services to the general public. Signatory airline terminal and airfield rates and charges are governed by 25 or 30 year lease agreements, and concession revenues are established by leases of varying methodologies and terms. The airlines are assessed four categories of fees and charges: rent, airport services, maintenance and operation 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, 2016 and 2015 (Dollar amounts in \$000)

2. CAPITAL ASSETS:

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
Capital assets, not being depreciated:				
Land	\$ 308,623	\$ -	\$ 2,522	\$ 306,101
Construction in progress	261,145	92,679	249,677	104,147
Total capital assets, not being depreciated	569,768	92,679	252,199	410,248
Capital assets, being depreciated:				
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
Total capital assets being depreciated	1,352,813	242,966	3,416	1,592,363
Less accumulated depreciation for:				
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
Total accumulated depreciation	650,184	50,681	1,119	699,746
Total capital assets, being depreciated, net	702,629	192,285	2,297	892,617
Capital assets, net	\$ 1,272,397	\$ 284,964	\$ 254,496	\$ 1,302,865

June 30, 2016 and 2015 (Dollar amounts in \$000)

Capital asset activity for the year ended June 30, 2015, was as follows:

	Beginning Balance July 1, 2014	Increases	Decreases	Ending Balance June 30, 2015
Capital assets, not being depreciated:				
Land	\$ 302,868	\$ 5,755	\$ -	\$ 308,623
Construction in progress	279,094	141,381	159,330	261,145
Total capital assets, not being depreciated	581,962	147,136	159,330	569,768
Capital assets, being depreciated:				
Buildings	670,508	76,986	-	747,494
Runways	392,982	171	-	393,153
Other improvements	100,066	6,114	-	106,180
Intangibles	3,317	-	-	3,317
Machinery and equipment	54,207	57,031	8,569	102,669
Total capital assets being depreciated	1,221,080	140,302	8,569	1,352,813
Less accumulated depreciation for:				
Buildings	413,667	22,706	-	436,373
Runways	134,548	11,658	-	146,206
Other improvements	37,824	3,937	-	41,761
Intangibles	995	334	-	1,329
Machinery and equipment	22,673	7,262	5,420	24,515
Total accumulated depreciation	609,707	45,897	5,420	650,184
Total capital assets, being depreciated, net	611,373	94,405	3,149	702,629
Capital assets, net	\$ 1,193,335	\$ 241,541	\$ 162,479	\$ 1,272,397

June 30, 2016 and 2015 (Dollar amounts in \$000)

3. NONCURRENT LIABILITIES:

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>
General Airport Revenue Bonds:									
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
Subtotal General Airport Revenue Bonds					554,110	-	21,325	532,785	23,315
Consolidated Rental Car Facilities:									
2011 Series CONRAC	2.48% - 6.06%	11/9/2011	2042	60,295	59,260	-	1,060	58,200	1,090
Total bonds					613,370	-	22,385	590,985	24,405
Plus unamortized premiums					26,359	-	1,673	24,686	1,501
Total bonds payable net of unamortized premiums					639,729	-	24,058	615,671	25,906
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.a.)					-	1,944	-	1,944	-
Total noncurrent liabilities net of unamortized premiums					\$ 685,324	\$ 69,518	\$ 68,941	\$ 685,901	\$ 27,072

June 30, 2016 and 2015 (Dollar amounts in \$000)

A summary of changes in noncurrent liabilities for the year ended June 30, 2015, follows by type:

	Interest Rates	Date Issued	Final Maturity	Original Issue Amount	Beginning Balance July 1, 2014	Additions	Reductions	Ending Balance June 30, 2015	Due Within One Year
General Airport Revenue Bonds:									
2004 Series A	4.75% - 5.25%	9/15/2004	2035	\$ 87,095	\$ 87,095	\$ -	\$ 87,095	\$ -	\$ -
2004 Series B	4.75% - 5.25%	9/15/2004	2024	48,465	39,050	-	39,050	-	-
2007 Refunding Series A	4.00% - 5.00%	8/16/2007	2038	99,995	89,060	-	2,125	86,935	2,210
2007 Series B	Variable	8/16/2007	2038	47,570	21,045	-	535	20,510	555
2008 Refunding Series D	Variable	11/5/2008	2035	40,585	38,725	-	445	38,280	465
2009 Refunding Series B	2.50% - 5.00%	2/17/2009	2017	51,180	23,630	-	7,510	16,120	7,885
2010 Series A	2.00% - 5.50%	2/10/2010	2040	130,100	123,205	-	2,490	120,715	2,550
2010 Refunding Series B	1.25% - 5.50%	2/10/2010	2029	67,770	56,755	-	2,920	53,835	3,025
2010 Series C	Variable	2/10/2010	2040	31,145	8,875	-	8,875	-	-
2011 Series A	2.00% - 5.00%	11/9/2011	2042	76,100	73,865	-	1,395	72,470	1,450
2011 Series B	2.00% - 5.00%	11/9/2011	2042	34,250	33,255	-	625	32,630	650
2011 Series C	Variable	11/9/2011	2042	30,920	18,660	-	11,435	7,225	145
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	-	31,100	2,390
Subtotal General Airport Revenue Bonds					613,220	105,390	164,500	554,110	21,325
Consolidated Rental Car Facilities:									
2011 Series CONRAC	2.48% - 6.06%	11/9/2011	2042	60,295	60,295	-	1,035	59,260	1,060
Special Facility Bonds:									
1998 Refunding Series	5.60%	3/1/1998	2028	86,000	86,000	-	86,000	-	-
2000 Series	7.75%	8/15/2000	2028	34,700	28,910	-	28,910	-	-
Subtotal Special Facility Bonds					114,910	-	114,910	-	-
Total bonds					788,425	105,390	280,445	613,370	22,385
Plus unamortized premiums					10,012	17,581	1,234	26,359	1,673
Total bonds payable net of unamortized premiums					798,437	122,971	281,679	639,729	24,058
Revenue Bond Anticipation Notes					-	43,295	-	43,295	-
Compensated absences					1,751	1,862	1,313	2,300	948
Net Pension Liability (LGRS) (Note 6.a.)					3,877	-	3,877	-	-
Total noncurrent liabilities net of unamortized premiums					\$ 804,065	\$ 168,128	\$ 286,869	\$ 685,324	\$ 25,006

June 30, 2016 and 2015 (Dollar amounts in \$000)

Bond debt service requirements to maturity are as follows:

General Airport Revenue Bonds

Year Ended June 30	Principal	Interest	Total
2017	\$ 23,315	\$ 22,142	\$ 45,457
2018	15,675	21,572	37,247
2019	16,355	20,882	37,237
2020	17,145	20,218	37,363
2021	17,780	19,529	37,309
2022-2026	109,685	84,683	194,368
2027-2031	132,345	58,861	191,206
2032-2036	118,155	32,339	150,494
2037-2041	75,205	9,097	84,302
2042	7,125	169	7,294
Total	\$ 532,785	\$ 289,492	\$ 822,277

Consolidated Car Rental Facilities

Year Ended June 30	Principal	Interest	Total
2017	\$ 1,090	\$ 3,342	\$ 4,432
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
2022-2026	7,460	14,563	22,023
2027-2031	9,880	12,070	21,950
2032-2036	13,140	8,697	21,837
2037-2041	17,630	4,067	21,697
2042	4,190	127	4,317
Total	\$ 58,200	\$ 55,736	\$ 113,936

June 30, 2016 and 2015 (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 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, 2016 and 2015 (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.

On December 1, 2014, the City fully redeemed \$8,680 of variable rate Airport Revenue Bonds, Series 2010C.

On December 1, 2014 and April 1, 2015 the City early extinguished \$5,075 and \$6,000 respectively of variable rate Airport Revenue Bonds, Series 2011C.

Interest on the variable-rate bonds is determined by a remarketing agent based upon market conditions.

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.

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, \$48,297.
- (2) In the Operating Fund an amount equal to 1/3 of the annual budget for current expenses, \$34,088 in 2016 and \$30,360 in 2015.

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

Bond Series	Reserve Account Requirement (in thousands)
2008D	\$ 3,130
2009B	\$ 5,394
2010A	\$ 9,004
2010B	\$ 5,752
2011A	\$ 4,828
2011B	\$ 2,200
2011C	\$ 1,856
2014AB	\$ 8,348

June 30, 2016 and 2015 (Dollar amounts in \$000)

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 debt service reserve requirement for Special Facility Revenue Bonds is \$7,786.

REVENUE BOND ANTICIPATION NOTES

The City has available an 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 \$230,000. 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 second anniversary of the closing date or June 8, 2018. The City had Airport revenue bond anticipation notes payable of \$65,621 and \$43,295 outstanding at June 30, 2016 and 2015 respectively. Interest rates are based upon market conditions.

Revenue bond anticipation note debt service requirements to maturity are as follows:

Year Ended June 30	Principal	Interest
2017	\$ -	\$ 481
2018	65,621	452
Total	\$ 65,621	\$ 933

June 30, 2016 and 2015 (Dollar amounts in \$000)

4. LEASE AGREEMENTS:

AIRPORT LEASE

Airport facilities are leased primarily to the signatory airlines under agreements having terms of 25 or 30 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.

A new Airport Use Agreement was signed by the Signatory Airlines in FY16 to become effective 7/1/16.

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
Total minimum future rental income	\$	304,771

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 American Airlines, Inc.

The following is a schedule of minimum future rental income on noncancelable operating leases subsequent to June 30, 2015:

2016	\$	44,628
2017		45,133
2018		45,425
2019		45,723
2020		46,026
Total minimum future rental income	\$	226,935

Of the \$226,935 minimum future rental income on noncancelable operating leases, \$63,769 relates to agreements with American Airlines, Inc. See Note 9 for additional information related to American Airlines, Inc.

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 \$68,476 and \$68,815 were received during the years ended June 30, 2016 and 2015, respectively.

June 30, 2016 and 2015 (Dollar amounts in \$000)

AIRPORT LEASING ARRANGEMENTS WITH TENANTS

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:

	2016	2015
Land	\$ 306,101	\$ 308,623
Buildings	910,665	747,494
Runways	415,382	393,153
Improvements other than buildings	148,865	106,180
Intangibles	3,317	3,317
Machinery and equipment	114,134	102,669
Total	1,898,464	1,661,436
Less accumulated depreciation	699,746	650,184
Total	\$ 1,198,718	\$ 1,011,252

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:

	2016	2015
Administrative and other City services	\$ 15,721	\$ 15,418
Crash, fire and rescue services	5,870	5,084
Total	\$ 21,591	\$ 20,502

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.

June 30, 2016 and 2015 (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, 2016, was 6.67% for general employees for 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 \$1,501 and \$1,512 for the years ended June 30, 2016 and 2015, 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, 2016, the Airport reported a liability of \$1,944 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2015. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2014. The total pension liability was then rolled forward to the measurement date of June 30, 2015 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, 2015, the City's proportion was 5.895%, which was an increase of 0.013% from its proportion measured as of June 30, 2014.

For the year ended June 30, 2016, the Airport recognized pension expense of \$445. At June 30, 2016, 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	\$ -	\$ 347
Changes of assumptions	-	-
Net difference between projected and actual earnings on pension plan investments	-	-
Changes in proportion and differences between Airport contributions and proportionate share of contributions	11	-
Airport contributions subsequent to the measurement date	1,501	-
Total	\$ 1,512	\$ 347

June 30, 2016 and 2015 (Dollar amounts in \$000)

\$1,501 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, 2017. Other amounts reported as deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30:

2017	\$	(375)
2018		(375)
2019		(375)
2020		789
2021		-
Thereafter		-
Total	\$	(336)

Actuarial Assumptions. The total pension liability in the December 31, 2014 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	4.25 to 8.55%, 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, 2014 valuation were based on the results of an actuarial experience study for the period January 1, 2005 through December 31, 2009.

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, 2015 are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Fixed Income	29.0%	2.2%
Global Equity	42.0%	5.8%
Real Estate	8.0%	5.2%
Alternatives	8.0%	9.8%
Credit	7.0%	6.8%
Inflation Protection	6.0%	3.4%
Total	100%	

June 30, 2016 and 2015 (Dollar amounts in \$000)

The information in the previous table is based on 30-year expectations developed with the consulting actuary for the 2014 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)	\$ 11,558	\$ 1,944	\$ (6,684)

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, 2015, the date of the latest actuarial valuation:

Retirees and beneficiaries receiving benefits	\$ 2,125
Active plan members	4,206
Total	\$ 6,331

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, 2016 and 2015, the Airport contributed \$585 and \$424 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 \$209 to \$1,625 per retiree.

June 30, 2016 and 2015 (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) and net OPEB asset for the current and prior years were as follows:

	2016	2015
Annual required contribution	\$ 593	\$ 431
Interest on net OPEB obligation	(40)	(42)
Adjustment to annual required contribution	32	35
Annual OPEB cost (expense)	585	424
Contributions made	(455)	(438)
Decrease (increase) in net OPEB asset	130	(14)
Net OPEB asset, beginning of year	7,022	7,008
Net OPEB asset, end of year	\$ 6,892	\$ 7,022

Trend Information for Airport's Proportionate Share

Year Ended June 30	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Asset
2014	\$ 421	93.35%	\$ 7,008
2015	424	100.03%	7,022
2016	585	77.78%	6,892

Funded Status and Funding Progress for the City's Plan: As of July 1, 2015, the most recent actuarial valuation date, the City's plan was 18.09 percent funded. The actuarial accrued liability for benefits was \$299,259. The actuarial value of assets was \$54,126, resulting in an unfunded actuarial accrued liability (UAAL) of \$245,133. The covered payroll (annual payroll of active employees covered by the plan) was \$356,621 and the ratio of the UAAL to the covered payroll was 68.74 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.

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.

June 30, 2016 and 2015 (Dollar amounts in \$000)

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 \$425 per year per person for June 30, 2016 and 2015.

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, 2016 and 2015 in the amount of \$3,399 and \$2,846 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, excess workers' compensation, excess vehicle and general 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 and flood insurance \$100,000 in all flood zones, except \$10,000 in flood zone A in excess of federal flood program maximums. 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, 2016 and 2015 in the amounts of \$1,544 and \$1,482 respectively.

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.

June 30, 2016 and 2015 (Dollar amounts in \$000)

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

	2016	2015
Project Authorization	\$ 1,085,436	\$ 902,309
Expended	818,120	732,113
Unexpended	\$ 267,316	\$ 170,196

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

The Airport had construction and other contractual commitments of approximately \$131 million and \$34 million at June 30, 2016 and 2015, respectively.

9. MAJOR CUSTOMER:

American Airlines Group, Inc. (American Airlines), is the major passenger airline serving Charlotte Douglas International Airport (Airport). For the fiscal years ended June 30, 2016 and 2015, American and its affiliates provided 21.74% and 24.4%, 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 1985 Airport Agreements and Lease (Airport Agreement), which has also been executed by JetBlue Airlines, Southwest Airlines, Delta Air Lines, and United Airlines (collectively, the Signatory Airlines). Pursuant to the Airport Agreement, 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 and terminal improvements.

As of June 30, 2016 and 2015, the City had \$532,785 and \$554,110, respectively of GARBs outstanding, the proceeds of which were used for airfield and terminal improvements. In addition, as of June 30, 2016 and 2015, the City has \$65,621 and \$43,295 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 \$60,397 in reserve to pay principal and interest on GARBs.

10. AIRPORT COMMISSION:

On July 26, 2013, Senate Bill 380 was enacted into law by the North Carolina General Assembly. The legislation would create the Charlotte Douglas International Airport Commission (the "Airport Commission"). The Airport Commission would be an agency of the City and composed of 13 members that would be appointed as follows: three by the Mayor of the City, four by the City Council, and one by each of the Boards of Commissioners of Mecklenburg County, Cabarrus County, Gaston County, Iredell County, Lincoln County and Union County. The Airport Commission would be responsible for operating the Airport. The City would be responsible for the issuance of revenue or refunding revenue bonds with respect to the Airport.

The City challenged the legislation's validity under the State constitution and challenged the State's authority to create the Airport Commission. Based on the judgment of the court in the underlying litigation, the rules promulgated by the FAA on the subject, and other relevant facts and circumstances, the City does not reasonably anticipate any further development in the underlying litigation and the matter is resolved.

June 30, 2016 and 2015 (Dollar amounts in \$000)

11. DEBT SERVICE COVERAGE:

The 1985 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 1985 Bond Order are determined as follows:

Debt Service Coverage

	<u>2016</u>	<u>2015</u>
Revenues:		
Included operating revenues	\$ 182,774	\$ 163,655
Included non-operating revenues	503	687
Coverage factor	12,101	12,101
Total revenues	195,378	176,443
Application of revenues:		
Included operating expense	(101,279)	(87,680)
Change in operating fund reserve	(3,728)	(4,107)
Debt service fees	(32)	(125)
Total application of revenues	(105,039)	(91,912)
Net revenues available for revenue bond debt service (1)	\$ 90,399	\$ 84,531
Requirement for revenue bond fund (2)	\$ 25,722	\$ 25,733
Debt Service Coverage (1)/(2)	3.5	3.3

12. 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 \$1,068,640.

	<u>2016</u>	<u>2015</u>
Aggregate PFC Collections, Beginning	\$ 532,028	\$ 471,790
PFC Collections	59,171	60,238
Aggregate PFC Collections, Ending	\$ 591,199	\$ 532,028

June 30, 2016 and 2015 (Dollar amounts in \$000)

13. 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 2016 and 2015, the City received \$12,273 and \$10,187 in CFC revenue, respectively.

14. CHANGE IN CLASSIFICATION OF INCLUDED / EXCLUDED REVENUE AND EXPENSES:

As of June 30, 2015, the City implemented a change in the classification of included and excluded revenues and expenses. The distribution of revenues and expenses among categories changed but neither revenues nor expenses changed in total.

Included and Excluded Revenues were changed to categorize Cargo revenue as excluded revenue. Rental Car and Fixed Base Operator revenues were separated into individual categories rather than being combined with Miscellaneous, Terminal and Concessions revenue.

Included and Excluded Expenses were changed to categorize capital outlay as a reduction to excluded expense in the Cargo and Fixed Base Operator expense categories.

When comparative amounts are displayed, those amounts have been restated to reflect these changes.

15. CHANGE IN ACCOUNTING PRINCIPLES / RESTATEMENT:

The 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.

In the fiscal year ending 2015, the City implemented Government Accounting Standards Board (GASB) statement 68, Accounting and Financial Reporting for Pensions (an amendment of GASB Statement 27), as well as GASB Statement 71, Pension for Transition for Contributions Made Subsequent to the Measurement Date (an amendment of GASB Statement 68). The implementation of statements required the Airport to record beginning net pension liability and the effects on net position of contributions made by each, respectively, during the measurement period (fiscal year ending June 30, 2014) in the amount of \$2,603 for fiscal year 2015.



REQUIRED SUPPLEMENTARY INFORMATION



The Required Supplementary Information (RSI) contains audited information about the Airport Enterprise Fund (Airport).

**CITY OF CHARLOTTE, NORTH CAROLINA
LOCAL GOVERNMENT EMPLOYEES' RETIREMENT SYSTEM
PROPORTIONATE SHARE OF NET PENSION LIABILITY (ASSET)
FOR THE CITY OF CHARLOTTE
LAST THREE FISCAL YEARS¹** (Dollar amounts in \$000)

	2016	2015	2014
City of Charlotte's proportion of the net pension liability (asset) (%)	5.89%	(5.88149%)	5.89%
City of Charlotte's proportion of the net pension liability (asset) (\$)	\$ 26,455	\$ (32,461)	\$ 71,032
Airport's proportion of the net pension liability (asset) (\$)	\$ 1,944	\$ (1,893)	\$ 3,877
City of Charlotte's covered-employee payroll	\$ 350,856	\$ 338,026	\$ 327,094
City of Charlotte's proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll	7.54%	(9.60%)	21.72%
Plan fiduciary net position as a percentage of the total pension liability ²	94.35%	102.64%	94.35%

NOTES:

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

²This will be the same percentage for all participant employers in the LGERS plan.

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

	2016	2015	2014
City of Charlotte's contractually required contribution	\$ 23,959	\$ 24,288	\$ 23,348
City of Charlotte's contributions in relation to the contractually required contribution	23,959	24,288	23,348
Contribution deficiency (excess)	\$ -	\$ -	\$ -
City of Charlotte's covered-employee payroll	\$ 350,856	\$ 338,026	\$ 327,094
City of Charlotte's contributions as a percentage of covered-employee payroll	6.83%	7.19%	7.14%
Airport's proportion of contractually required contribution	\$ 1,501	\$ 1,497	\$ 1,274
Airport's proportion of contributions in relation to the contractually required contribution	1,501	1,497	1,274
Contribution deficiency (excess)	\$ -	\$ -	\$ -

CITY OF CHARLOTTE, NORTH CAROLINA
OTHER POSTEMPLOYMENT BENEFITS
SCHEDULE OF FUNDING PROGRESS FOR THE CITY OF CHARLOTTE
THE YEAR ENDED JUNE 30, 2016 (Dollar amounts in \$000)

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) - Projected Unit Credit (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a % of Covered Payroll ((b - a)/c)
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%

Schedule of Employer Contributions

Year Ended June 30	City of Charlotte		Airport's Proportionate Share	
	Annual Required Contribution	Percentage Contributed	Annual Required Contribution	Percentage Contributed
2011	\$ 14,405	80.94%	\$ 463	69.76%
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%

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	7/1/2015
Actuarial cost method	Projected unit credit
Amortization method	Level percent of projected payroll, Closed
Remaining amortization period	22 years
Asset valuation method	Market value
Actuarial assumptions:	
Investment rate of return	7.75%
Projected salary increases	4.50%
Annual healthcare cost trend rate	7.00 to 5.00% (year of ultimate trend rate 2020)
Includes inflation at	4.50%
Cost of living adjustments	None

ADDITIONAL INFORMATION

The Additional Information contains audited information
about the Airport Enterprise Fund (Airport).



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
OPERATING REVENUES:			
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
Total operating revenues	182,774	23,673	206,447
OPERATING EXPENSES:			
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
Total operating expenses	101,279	67,417	168,696
Operating income (loss)	81,495	(43,744)	37,751
NONOPERATING REVENUES (EXPENSES):			
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)
Total nonoperating revenues (expenses)	(36,807)	63,450	26,643
Income before contributions	44,688	19,706	64,394
CAPITAL CONTRIBUTIONS	-	20,706	20,706
Change in net position	\$ 44,688	\$ 40,412	\$ 85,100

NOTE:

The Schedule of Change in Net Position identifies current year activity in included centers and excluded centers. Included centers are cost centers for the Terminal complex and Public Aircraft Facilities. Excluded centers are cost centers for those areas and parts of the Airport other than included centers, primarily cargo and fixed base operators. The 1985 Revenue 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 CHANGE IN NET POSITION - INCLUDED AND EXCLUDED CENTERS FOR THE YEAR ENDED JUNE 30, 2015

(Dollar amounts in \$000)

	Included Centers	Excluded Centers	Total
OPERATING REVENUES:			
Terminal rents & fees	\$ 30,236	\$ 1,031	\$ 31,267
Airfield	23,754	3,126	26,880
Concessions	41,008	-	41,008
Rental cars	13,608	-	13,608
Parking	47,624	-	47,624
Fixed base operator area	-	15,885	15,885
Other	7,425	10,017	17,442
Total operating revenues	163,655	30,059	193,714
OPERATING EXPENSES:			
Terminal rents & fees	59,848	47	59,895
Public airfield facilities	5,898	-	5,898
Airport services facility	21,934	3,749	25,683
Fixed base operator area	-	10,985	10,985
Cargo area	-	2,817	2,817
Depreciation	-	45,897	45,897
Total operating expenses	87,680	63,495	151,175
Operating income (loss)	75,975	(33,436)	42,539
NONOPERATING REVENUES (EXPENSES):			
Passenger facility charges	-	60,238	60,238
Contract facility charges	-	10,187	10,187
Private contributions	-	119,057	119,057
Investment earnings	569	3,752	4,321
Interest expense and other charges	(27,193)	(765)	(27,958)
Non-airline terminal revenue distribution	(10,631)	-	(10,631)
Other	118	(1,915)	(1,797)
Total nonoperating revenues (expenses)	(37,137)	190,554	153,417
Income before contributions	38,838	157,118	195,956
CAPITAL CONTRIBUTIONS	-	20,960	20,960
Change in net position	\$ 38,838	\$ 178,078	\$ 216,916

NOTE:

The Schedule of Change in Net Position identifies current year activity in included centers and excluded centers. Included centers are cost centers for the Terminal complex and Public Aircraft Facilities. Excluded centers are cost centers for those areas and parts of the Airport other than included centers, primarily cargo and fixed base operators. The 1985 Revenue 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 1985 REVENUE BOND ORDER
FUNDS HELD BY CITY
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Revenue Fund	Operating Fund	Operating Fund Reserve	Renewal and Improvement Fund	Discretionary Fund	PFC Fund	CFC Fund	Total
Beginning balance	\$ 89,904	\$ -	\$ 30,360	\$ 1,500	\$ 169,030	\$ 308,710	\$ 20,160	\$ 619,664
Deposits:								
Operating revenue	182,878	-	-	-	-	-	125	183,003
PFC revenue	-	-	-	-	-	59,171	-	59,171
Investment earnings	399	-	-	-	731	1,436	108	2,674
Interfund transfers	1,045	101,279	3,728	-	81,606	-	-	187,658
Reimbursement from debt service	-	-	-	-	-	5,314	-	5,314
Transfers from capital project	-	-	-	-	13,899	-	-	13,899
Transfers from trustee	18	-	-	-	-	-	6,296	6,314
Total deposits	184,340	101,279	3,728	-	96,236	65,921	6,529	458,033
Withdrawals:								
Operating expense	-	101,279	-	-	-	-	3,207	104,486
Interfund transfers	186,613	-	-	-	-	-	1,045	187,658
Transfers to capital project	-	-	-	-	51,040	54,589	-	105,629
Transfers to trustee	25,754	-	-	-	-	20,949	23	46,726
Distribution to airlines of 40 percent share of excess non-airline terminal revenue	-	-	-	-	18,525	-	-	18,525
Total withdrawals	212,367	101,279	-	-	69,565	75,538	4,275	463,024
Ending balance	\$ 61,877	\$ -	\$ 34,088	\$ 1,500	\$ 195,701	\$ 299,093	\$ 22,414	\$ 614,673

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2007 AIRPORT REVENUE BONDS - REVENUE BOND FUNDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Series A		Series B		
	Interest Account	Principal Account	Interest Account	Principal Account	Total
Beginning balance	\$ 2,076	\$ 2,211	\$ -	\$ 555	\$ 4,842
Deposits:					
Transfers from City	4,107	2,300	118	580	7,105
Investment earnings	2	1	-	-	3
Total deposits	4,109	2,301	118	580	7,108
Withdrawals:					
Interest	4,108	-	19	-	4,127
Principal	-	2,210	-	555	2,765
Other debt expenditures	43	-	99	-	142
Transfers to City	1	1	-	-	2
Total withdrawals	4,152	2,211	118	555	7,036
Ending balance	\$ 2,033	\$ 2,301	\$ -	\$ 580	\$ 4,914

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2007 AIRPORT REVENUE BONDS - CONSTRUCTION FUND
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	<u>Series A</u>
Beginning balance	\$ 4,804
Deposits:	
Investment earnings	<u>9</u>
Ending balance	<u><u>\$ 4,813</u></u>

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2008D AIRPORT REFUNDING BONDS - REFUNDING BOND FUND
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Interest Account	Principal Account	Reserve Account	Total
Beginning balance	\$ -	\$ 465	\$ 3,132	\$ 3,597
Deposits:				
Transfers from City	270	480	-	750
Investment earnings	-	-	8	8
Total deposits	270	480	8	758
Withdrawals:				
Interest	36	-	-	36
Principal	-	465	-	465
Other debt expenditures	234	-	-	234
Transfers to City	-	-	2	2
Total withdrawals	270	465	2	737
Ending balance	\$ -	\$ 480	\$ 3,138	\$ 3,618

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2009B AIRPORT REFUNDING BONDS - REFUNDING BOND
FUND FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Interest Account	Principal Account	Reserve Account	Total
Beginning balance	\$ 368	\$ 7,887	\$ 5,398	\$ 13,653
Deposits:				
Transfers from City	386	8,235	-	8,621
Investment earnings	-	3	14	17
Total deposits	386	8,238	14	8,638
Withdrawals:				
Interest	556	-	-	556
Principal	-	7,885	-	7,885
Other debt expenditures	4	-	-	4
Transfers to City	-	2	3	5
Total withdrawals	560	7,887	3	8,450
Ending balance	\$ 194	\$ 8,238	\$ 5,409	\$ 13,841

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2010A AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Revenue Bond Fund			Construction Account	Total
	Interest Account	Principal Account	Reserve Account		
Beginning balance	\$ 2,999	\$ 2,551	\$ 9,006	\$ 2,983	\$ 17,539
Deposits:					
Transfers from City	5,876	2,675	-	-	8,551
Investment earnings	2	1	7	6	16
Total deposits	5,878	2,676	7	6	8,567
Withdrawals:					
Interest	5,933	-	-	-	5,933
Principal	-	2,550	-	-	2,550
Other debt expenditures	6	-	-	-	6
Transfers to City	1	1	2	-	4
Total withdrawals	5940	2551	2	-	8,493
Ending balance	\$ 2,937	\$ 2,676	\$ 9,011	\$ 2,989	\$ 17,613

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**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2010B AIRPORT REFUNDING BONDS - REFUNDING BOND FUND
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Interest Account	Principal Account	Reserve Account	Total
Beginning balance	\$ 1,362	\$ 3,026	\$ 5,753	\$ 10,141
Deposits:				
Transfers from City	2,622	3,125	-	5,747
Investment earnings	1	1	4	6
Total deposits	2,623	3,126	4	5,753
Withdrawals:				
Interest	2,670	-	-	2,670
Principal	-	3,025	-	3,025
Other debt expenditures	5	-	-	5
Transfers to City	-	1	1	2
Total withdrawals	2,675	3,026	1	5,702
Ending balance	\$ 1,310	\$ 3,126	\$ 5,756	\$ 10,192

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2011A AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Revenue Bond Fund			Construction Account	Total
	Interest Account	Principal Account	Reserve Account		
Beginning balance	\$ 1,689	\$ 1,450	\$ 4,829	\$ 5,605	\$ 13,573
Deposits:					
Transfers from City	3,317	1,520	-	-	4,837
Investment earnings	1	1	4	11	17
Total deposits	3,318	1,521	4	11	4,854
Withdrawals:					
Interest	3,341	-	-	-	3,341
Principal	-	1,450	-	-	1,450
Other debt expenditures	12	-	-	-	12
Transfers to City	-	-	2	-	2
Total withdrawals	3,353	1,450	2	-	4,805
Ending balance	\$ 1,654	\$ 1,521	\$ 4,831	\$ 5,616	\$ 13,622

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2011B AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	<u>Cost of Issuance Account</u>	<u>Construction Account</u>	<u>Total</u>
Beginning balance	\$ 773	\$ 650	\$ 2,200	\$ 17	\$ 1,927	\$ 5,567
Deposits:						
Transfers from City	1,530	675	-	-	-	2,205
Investment earnings	1	-	2	-	4	7
Total deposits	1,531	675	2	-	4	2,212
Withdrawals:						
Interest	1,534	-	-	-	-	1,534
Principal	-	650	-	-	-	650
Other debt expenditures	8	-	-	-	-	8
Total withdrawals	1,542	650	-	-	-	2,192
Ending balance	\$ 762	\$ 675	\$ 2,202	\$ 17	\$ 1,931	\$ 5,587

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2011C AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Revenue Bond Fund				
	Interest Account	Principal Account	Reserve Account	Construction Account	Total
Beginning balance	\$ -	\$ 189	\$ 1,856	\$ 1,653	\$ 3,698
Deposits:					
Transfers from City	69	155	-	-	224
Investment earnings	-	-	-	3	3
Total deposits	69	155	-	3	227
Withdrawals:					
Interest	7	-	-	-	7
Principal	-	145	-	-	145
Other debt expenditures	62	-	-	-	62
Total withdrawals	69	145	-	-	214
Ending balance	\$ -	\$ 199	\$ 1,856	\$ 1,656	\$ 3,711

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 2011 REVENUE BOND ORDER
FOR THE 2011CFC AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Revenue Bond Fund							
	Interest Account	Principal Account	Reserve Account	Revenue Account	Rolling Coverage Account	Supplemental Reserve Account	Construction Account	Total
Beginning balance	\$ 1,697	\$ 1,060	\$ 4,451	\$ 6,297	\$ 1,112	\$ 2,225	\$ 37	\$ 16,879
Deposits:								
CFC revenues	-	-	-	12,148	-	-	-	12,148
Transfers from City	23	-	-	-	-	-	-	23
Intrafund transfers	3,359	1,090	-	-	-	-	-	4,449
Investment earnings	2	-	3	-	1	1	-	7
Total deposits	3,384	1,090	3	12,148	1	1	-	16,627
Withdrawals:								
Interest	3,373	-	-	-	-	-	-	3,373
Principal	-	1,060	-	-	-	-	-	1,060
Intrafund transfers	-	-	2	4,447	-	-	-	4,449
Other debt expenditures	23	-	-	-	-	-	-	23
Transfers to City	-	-	-	6,296	-	-	-	6,296
Total withdrawals	3,396	1,060	2	10,743	-	-	-	15,201
Ending balance	\$ 1,685	\$ 1,090	\$ 4,452	\$ 7,702	\$ 1,113	\$ 2,226	\$ 37	\$ 18,305

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2014 AIRPORT REFUNDING BONDS - REFUNDING BOND FUNDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Series A			Series B				
	Interest Account	Reserve Account	Cost of Issuance Account	Interest Account	Principal Account	Reserve Account	Cost of Issuance Account	Total
Beginning balance	\$ 1,775	\$ 5,886	\$ 98	\$ 673	\$ 2,390	\$ 2,464	\$ 34	\$ 13,320
Deposits:								
Transfers from City	3,555	-	-	1,231	3,570	-	-	8,356
Investment earnings	1	4	-	1	2	2	-	10
Total deposits	3,556	4	-	1,232	3,572	2	-	8,366
Withdrawals:								
Interest	3,550	-	-	1,286	-	-	-	4,836
Principal	-	-	-	-	2,390	-	-	2,390
Other debt expenditures	5	-	-	5	-	-	-	10
Transfers to City	-	-	-	-	1	-	-	1
Total withdrawals	3,555	-	-	1,291	2,391	-	-	7,237
Ending balance	\$ 1,776	\$ 5,890	\$ 98	\$ 614	\$ 3,571	\$ 2,466	\$ 34	\$ 14,449

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2014C AIRPORT REVENUE BOND ANTICIPATION NOTES - REVENUE BOND FUND
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Interest Account
Beginning balance	\$ -
Deposits:	
Transfers from City	307
Withdrawals:	
Interest	301
Other debt expenditures	6
Total withdrawals	307
Ending balance	\$ -

**SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2016 AIRPORT BOND ANTICIPATION NOTES
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2016**

(Dollar amounts in \$000)

	Refunding Bond Fund			
	Interest Account	Cost of Issuance Account	Construction Account	Total
Beginning balance	\$ -	\$ -	\$ -	\$ -
Deposits:				
Bond proceeds	43,295	186	22,140	65,621
Withdrawals:				
Construction expense	-	-	22,140	22,140
Payment to refunding bond escrow agent	43,295	-	-	43,295
Other debt expenditures	-	85	-	85
Total withdrawals	43,295	85	22,140	65,520
Ending balance	\$ -	\$ 101	\$ -	\$ 101

CERTIFICATION OF CHIEF FINANCIAL OFFICER FOR THE YEAR ENDED JUNE 30, 2016

1. As of June 30, 2016, none of the covenants or agreements contained in the 1985 Revenue Bond Order or the 1987 Special Facility Revenue Bond Order were violated.
2. During the period July 1, 2015 to June 30, 2016, no default, as defined in the 1985 Revenue Bond Order of the 1987 Special Facility Revenue Bond Order, occurred.



Randy Harrington
Chief Financial Officer



STATISTICAL SECTION

94	SCHEDULE 1: NET POSITION
96	SCHEDULE 2: CHANGES IN NET POSITION
98	SCHEDULE 3: RECONCILIATION OF CASH BALANCES, NON-GAAP
100	SCHEDULE 4: BOND INDENTURE DEBT SERVICE COVERAGE
102	SCHEDULE 5: NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)
106	SCHEDULE 6: RECONCILED LANDING FEE RATES
107	SCHEDULE 7: NET AVERAGE COST PER ENPLANED PASSENGER
108	SCHEDULE 8: TOP REVENUE PRODUCERS
110	SCHEDULE 9: OPERATING EXPENSES PER ENPLANED PASSENGER
112	SCHEDULE 10: GENERAL AIRPORT REVENUE BONDS (GARBS) AND REVENUE BOND ANTICIPATION NOTES (BANS) OUTSTANDING
113	SCHEDULE 11: GENERAL AIRPORT REVENUE BONDS AND REVENUE BOND ANTICIPATION NOTES DEBT SERVICE REQUIREMENTS
114	SCHEDULE 12: OUTSTANDING DEBT PAYABLE FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER
116	SCHEDULE 13: ANNUAL DEBT SERVICE PAID FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER
118	SCHEDULE 14: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS OUTSTANDING CONSOLIDATED RENTAL CAR FACILITY PROJECT
119	SCHEDULE 15: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS DEBT SERVICE REQUIREMENTS CONSOLIDATED RENTAL CAR FACILITY PROJECT
120	SCHEDULE 16: DOMESTIC AND INTERNATIONAL ENPLANEMENTS
121	SCHEDULE 17: ENPLANEMENTS BY TYPE OF PASSENGER



STATISTICAL SECTION CONTINUED

122	SCHEDULE 18: ENPLANED PASSENGERS BY AIRLINE
126	SCHEDULE 19: LANDED WEIGHT BY AIRLINE
132	SCHEDULE 20: AIRCRAFT OPERATIONS
133	SCHEDULE 21: AVERAGE LOAD FACTOR
134	SCHEDULE 22: CARGO ENPLANED BY POUND
135	SCHEDULE 23: CSMA (OR AIR TRADE AREA) POPULATION
136	SCHEDULE 24: TOTAL PERSONAL INCOME (MSA)
137	SCHEDULE 25: PER CAPITA PERSONAL INCOME (MSA)
139	SCHEDULE 26: UNEMPLOYMENT RATE (MSA)
140	SCHEDULE 27: 10 LARGEST CHARLOTTE-AREA NON-GOVERNMENT EMPLOYERS (RANKED BY NUMBER OF FULL TIME EMPLOYEES)
142	SCHEDULE 28: EMPLOYEE TREND
144	SCHEDULE 29: CAPITAL ASSETS
146	SCHEDULE 30: PFC APPROVALS AND REMAINING AUTHORITY
149	SCHEDULE 31: PFC COLLECTIONS
150	SCHEDULE 32: PFC FUND ACTIVITY
152	SCHEDULE 33: DOMESTIC O&D DEPLANEMENTS
153	SCHEDULE 34: CFC COLLECTIONS
154	SCHEDULE 35: CFC SPECIAL FACILITIES DEBT SERVICE COVERAGE
156	SCHEDULE 36: CFC FUND ACTIVITY
158	SCHEDULE 37: RENTAL CAR MARKET SHARE

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

SCHEDULE 1: NET POSITION

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
Net investment in capital assets	\$ 732,366	\$ 696,987	\$ 555,990	\$ 445,327	\$ 401,919
Restricted for:					
Debt service	60,397	60,397	53,911	53,914	52,106
Passenger facility charges	317,283	308,710	277,238	248,867	215,358
Contract facility charges	30,116	26,456	32,486	27,383	22,851
Working capital	35,588	31,860	25,021	23,048	21,606
Unrestricted	407,378	373,618	339,069	372,319	350,905
Total net position	\$ 1,583,128	\$ 1,498,028	\$ 1,283,715	\$ 1,170,858	\$ 1,064,745

	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>
Net investment in capital assets	\$ 387,502	\$ 463,022	\$ 379,563	\$ 268,528	\$ 320,914
Restricted for:					
Debt service	35,451	35,446	32,141	40,598	38,837
Passenger facility charges	185,656	161,022	130,901	101,194	71,257
Contract facility charges	-	-	-	-	-
Working capital	18,613	18,613	18,613	17,877	16,345
Unrestricted	378,764	239,294	263,936	308,890	178,105
Total net position	<u>\$ 1,005,986</u>	<u>\$ 917,397</u>	<u>\$ 825,154</u>	<u>\$ 737,087</u>	<u>\$ 625,458</u>

SOURCE:
City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 2: CHANGES IN NET POSITION

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
REVENUES					
Terminal rents & fees	\$ 42,091	\$ 31,267	\$ 33,609	\$ 30,988	\$ 29,664
Airfield	25,275	26,880	22,644	22,202	14,633
Concessions	48,527	41,008	52,890	47,056	42,235
Rental cars ¹	14,111	13,608	N/A	N/A	N/A
Parking	51,674	47,624	40,824	42,486	38,550
Fixed base operator area ²	13,732	15,885	17,429	N/A	N/A
Maintenance facility	-	-	7,068	7,066	7,062
Miscellaneous	11,037	17,442	10,332	28,422	25,845
Total operating revenues	206,447	193,714	184,796	178,220	157,989
Passenger facility charges	59,171	60,238	59,526	56,111	53,094
Contract facility charges	12,273	10,187	10,009	9,543	8,907
Private contributions	-	119,057	-	-	-
Investment earnings	4,595	4,321	5,438	(662)	4,217
Miscellaneous	-	-	-	-	-
Total nonoperating revenues	76,039	193,803	74,973	64,992	66,218
Total revenues	282,486	387,517	259,769	243,212	224,207
EXPENSES					
Terminal area	72,073	59,895	53,756	47,110	42,558
Public airfield facilities	8,452	5,898	8,022	4,552	3,669
Airport services facility	24,534	25,683	17,066	17,221	13,750
Fixed base operator area	9,711	10,985	17,076	16,870	15,401
Cargo area	2,909	2,817	4,825	2,105	3,972
Depreciation	50,681	45,897	38,066	38,317	37,935
Miscellaneous	336	-	-	-	-
Total operating expenses	168,696	151,175	138,811	126,175	117,285
Interest expense and other charges	18,898	27,958	32,149	30,088	35,591
Non-airline terminal revenue distribution	18,525	10,631	14,777	16,041	17,913
Miscellaneous	11,973	1,797	1,421	4,143	55
Total nonoperating expenses	49,396	40,386	48,347	50,272	53,559
Total expenses	218,092	191,561	187,158	176,447	170,844
NET (EXPENSE)/REVENUE	64,394	195,956	72,611	66,765	53,363
Capital contributions	20,706	20,960	40,246	40,475	5,396
Transfers out to other city funds	-	-	-	(1,127)	-
CHANGE IN NET POSITION	\$ 85,100	\$ 216,916	\$ 112,857	\$ 106,113	\$ 58,759

	2011	2010	2009	2008	2007
REVENUES					
Terminal rents & fees	\$ 28,983	\$ 25,222	\$ 27,594	\$ 28,766	\$ 27,074
Airfield	13,428	9,128	9,607	9,568	9,973
Concessions	40,097	35,848	35,556	36,522	31,835
Rental cars ¹	N/A	N/A	N/A	N/A	N/A
Parking	37,154	34,663	33,112	34,092	31,140
Fixed base operator area ²	N/A	N/A	N/A	N/A	N/A
Maintenance facility	7,287	7,670	7,517	7,527	7,516
Miscellaneous	23,974	21,876	23,955	30,703	26,073
Total operating revenues	150,923	134,407	137,341	147,178	133,611
Passenger facility charges	54,714	48,088	46,093	46,414	51,468
Contract facility charges	7,298	6,440	6,618	7,667	23,677
Private contributions	-	-	-	-	-
Investment earnings	5,275	6,867	17,188	28,269	-
Miscellaneous	-	-	-	-	9
Total nonoperating revenues	67,287	61,395	69,899	82,350	75,154
Total revenues	218,210	195,802	207,240	229,528	208,765
EXPENSES					
Terminal area	42,570	38,913	38,902	36,918	32,984
Public airfield facilities	3,741	2,519	1,795	1,450	1,373
Airport services facility	12,528	10,929	11,693	12,596	11,678
Fixed base operator area	14,705	10,258	11,407	16,686	14,785
Cargo area	4,400	936	2,521	2,582	1,771
Depreciation	36,351	32,311	27,689	25,924	25,573
Miscellaneous	-	-	-	-	-
Total operating expenses	114,295	95,866	94,007	96,156	88,164
Interest expense and other charges	28,244	30,648	47,951	36,629	29,574
Non-airline terminal revenue distribution	16,344	11,373	15,117	17,233	15,717
Miscellaneous	1,235	432	298	1,978	-
Total nonoperating expenses	45,823	42,453	63,366	55,840	45,291
Total expenses	160,118	138,319	157,373	151,996	133,455
NET (EXPENSE)/REVENUE	58,092	57,483	49,867	77,532	75,310
Capital contributions	30,497	34,760	38,200	34,097	22,265
Transfers out to other city funds	-	-	-	-	-
CHANGE IN NET POSITION	\$ 88,589	\$ 92,243	\$ 88,067	\$ 111,629	\$ 97,575

NOTES:

¹Rental car revenues were not shown separately until FY15, for previous years they were combined in Miscellaneous revenues.²Fixed base operator revenues were not shown separately until FY14, for previous years they were combined in Miscellaneous revenues.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 3: RECONCILIATION OF CASH BALANCES, NON-GAAP

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
Cash & Cash Equivalents, June 30 ¹	\$ 916,188	\$ 879,485	\$ 745,830	\$ 721,686	\$ 678,473
Restricted Funds:					
Cash & cash equivalents held by trustee	78,218	86,412	-	-	-
Passenger facility charges (restricted by FAA)	293,244	298,471	271,245	238,834	209,534
Contract facility charges (restricted by City/RACS)	21,030	18,919	25,204	20,252	20,331
Operating fund reserve ²	34,088	30,360	23,521	23,048	20,105
Coverage Factor	12,101	12,101	12,101	12,101	11,408
Cannon Estate ³	5,974	5,943	5,913	5,886	5,856
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
Total Restricted Funds	448,655	456,206	341,983	304,121	271,234
Non-airline terminal revenue distribution ⁴	18,525	10,631	14,777	16,041	17,913
Total Reductions	467,180	466,837	356,760	320,162	289,147
UNRESTRICTED CASH, JUNE 30	\$ 449,008	\$ 412,648	\$ 389,070	\$ 401,524	\$ 389,326
Days Cash On Hand Calculation					
Total airport cash on hand, June 30	\$ 449,008	\$ 412,648	\$ 389,070	\$ 401,524	\$ 389,326
Total operating expenses ⁵	118,015	105,278	100,745	87,858	79,350
Days Cash on Hand	1,390	1,433	1,410	1,668	1,791

	2011	2010	2009	2008	2007
Cash & Cash Equivalents, June 30¹	\$ 605,785	\$ 462,960	\$ 472,691	\$ 471,805	\$ 312,858
Restricted Funds:					
Cash & cash equivalents held by trustee	-	-	-	-	-
Passenger facility charges (restricted by FAA)	180,123	152,608	122,809	91,885	62,593
Contract facility charges (restricted by City/RACS)	24,825	17,029	13,830	6,817	-
Operating fund reserve ²	17,113	17,113	17,113	16,377	14,845
Coverage Factor	10,311	10,306	10,306	10,306	8,544
Cannon Estate ³	5,821	5,769	5,680	5,512	5,265
CFC stabilization reserve	-	-	-	-	-
Renewal & improvement fund	1,500	1,500	1,500	1,500	1,500
CFC repair and replacement reserve	-	-	-	-	-
Total Restricted Funds	239,693	204,325	171,238	132,397	92,747
Non-airline terminal revenue distribution ⁴	16,344	11,373	15,117	17,233	15,717
Total Reductions	256,037	215,698	186,355	149,630	108,464
UNRESTRICTED CASH, JUNE 30	\$ 349,748	\$ 247,262	\$ 286,336	\$ 322,175	\$ 204,394
Days Cash On Hand Calculation					
Total airport cash on hand, June 30	\$ 349,748	\$ 247,262	\$ 286,336	\$ 322,175	\$ 204,394
Total operating expenses ⁵	77,944	63,555	66,318	70,232	62,591
Days Cash on Hand	1,638	1,420	1,576	1,674	1,192

NOTES:

¹GAAP balance from page 42.²Operating fund reserve equal to 33 1/3% of included operating expense.³Cannon Estate funds are held in an Airport Reserve Fund.⁴The Signatory Airline's share is 40% of the Airport's Excess Non-airline Terminal Revenue as depicted on Schedule 2.⁵GAAP Basis excluding depreciation.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 4: BOND INDENTURE DEBT SERVICE COVERAGE

(FISCAL YEARS ENDED JUNE 30; \$000)

Application of Revenues	2016	2015	2014	2013	2012
Revenues					
Operating Revenues	\$ 182,774	\$ 163,655	\$ 150,545	\$ 144,894	\$ 128,195
Nonoperating Revenues	646	687	586	(201)	355
Coverage Factor ¹	12,101	12,101	12,101	12,101	11,408
Total Revenues	195,521	176,443	163,232	156,794	139,958
Expenses					
Included Operating Expense	101,279	87,680	78,766	67,843	59,942
Change in Operating Fund Reserve ²	3,728	4,107	473	3,893	1,769
Debt Service Fees ³	32	125	104	-	-
Total Expenses	105,039	91,912	79,343	71,736	61,711
Net Revenues Available For Revenue Bond Debt Service [A]	90,482	84,531	83,889	85,058	78,247
Gross Revenue Bond Debt Service	46,673	47,138	48,584	49,250	46,396
Less: PFC's Applied	(20,951)	(21,405)	(22,512)	(23,179)	(22,107)
Requirement for Revenue Bond Fund [B]	\$ 25,722	\$ 25,733	\$ 26,072	\$ 26,071	\$ 24,289
DEBT SERVICE COVERAGE [A/B]	3.5	3.3	3.2	3.3	3.2

Application of Revenues	2011	2010	2009	2008	2007
Revenues					
Operating Revenues	\$ 120,716	\$ 109,315	\$ 110,493	\$ 113,877	\$ 104,458
Nonoperating Revenues	539	2,403	3,121	4,851	4,178
Coverage Factor ¹	10,311	10,306	10,306	10,306	8,544
Total Revenues	131,566	122,024	123,920	129,034	117,180
Expenses					
Included Operating Expense	57,265	52,264	51,906	49,144	44,360
Change in Operating Fund Reserve ²	26	171	929	3,705	1,072
Debt Service Fees ³	-	-	-	-	-
Total Expenses	57,291	52,435	52,835	52,849	45,432
Net Revenues Available For Revenue Bond Debt Service [A]	74,275	69,589	71,085	76,185	71,748
Gross Revenue Bond Debt Service	40,296	41,275	38,291	41,508	34,381
Less: PFC's Applied	(19,247)	(20,318)	(20,018)	(20,459)	(16,096)
Requirement for Revenue Bond Fund [B]	\$ 21,049	\$ 20,957	\$ 18,273	\$ 21,049	\$ 18,285
DEBT SERVICE COVERAGE [A/B]	3.5	3.3	3.9	3.6	3.9

NOTES:

¹Coverage Factor equal to 25% of the Gross Revenue Bond Debt Service from prior Fiscal Year.²Increase required per bond order to the operating fund reserve to maintain reserve equal to 33 1/3% of included operating expense.³Trustee, remarketing and other revenue bond debt service fees.

SOURCE: City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 5: NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)

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

	2016			2015			2014		
	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL
Operating Revenues									
Terminal Rents & Fees	\$ 41,910	\$ 181	\$ 42,091	\$ 30,236	\$ 1,031	\$ 31,267	\$ 33,519	\$ 57	\$ 33,576
Airfield	25,275	-	25,275	23,754	3,126	26,880	20,849	1,795	22,644
Concessions	48,527	-	48,527	41,008	-	41,008	40,372	-	40,372
Rental Cars	14,111	-	14,111	13,608	-	13,608	12,756	-	12,756
Parking	51,674	-	51,674	47,624	-	47,624	40,824	-	40,824
Maintenance Facility	-	-	-	-	-	-	-	7,068	7,068
Fixed Base Operator Area	-	13,732	13,732	-	15,885	15,885	-	17,429	17,429
Other	1,277	9,760	11,037	7,425	10,017	17,442	2,225	7,902	10,127
Total Operating Revenues	182,774	23,673	206,447	163,655	30,059	193,714	150,545	34,251	184,796
Nonoperating Revenues									
Passenger Facility Charges	-	59,171	59,171	-	60,238	60,238	-	59,526	59,526
Contract Facility Charges	-	12,273	12,273	-	10,187	10,187	-	10,009	10,009
Investment Earnings	399	4,196	4,595	569	3,752	4,321	586	4,852	5,438
Private Contributions	-	-	-	-	119,057	119,057	-	-	-
Other	104	-	104	118	-	118	-	-	-
Total Nonoperating Revenues³	503	75,640	76,143	687	193,234	193,921	586	74,387	74,973
Total Revenues	183,277	99,313	282,590	164,342	223,293	387,635	151,131	108,638	259,769
Operating Expenses									
Terminal Area	72,073	-	72,073	59,848	47	59,895	49,496	9,706	59,202
Public Airfield Facilities	8,452	-	8,452	5,898	-	5,898	4,690	-	4,690
Airport Services Facility	20,754	3,780	24,534	21,934	3,749	25,683	24,580	-	24,580
Fixed Base Operator Area	-	9,711	9,711	-	10,985	10,985	-	10,906	10,906
Cargo Area	-	2,909	2,909	-	2,817	2,817	-	1,367	1,367
Other	-	336	336	-	-	-	-	-	-
Total Operating Expenses	101,279	16,736	118,015	87,680	17,598	105,278	78,766	21,979	100,745
Nonoperating Expenses									
Depreciation	-	50,681	50,681	-	45,897	45,897	-	38,066	38,066
Interest Expense & Other Charges	18,785	113	18,898	27,193	765	27,958	24,969	7,180	32,149
Non-airline Terminal Revenue Distribution	18,525	-	18,525	10,631	-	10,631	14,777	-	14,777
Other	-	12,077	12,077	-	1,915	1,915	-	1,421	1,421
Total Nonoperating Expenses³	37,310	62,871	100,181	37,824	48,577	86,401	39,746	46,667	86,413
Total Expenses	138,589	79,607	218,196	125,504	66,175	191,679	118,512	68,646	187,158
NET REVENUE	\$ 44,688	\$ 19,706	\$ 64,394	\$ 38,838	\$ 157,118	\$ 195,956	\$ 32,619	\$ 39,992	\$ 72,611

	2013			2012			2011		
	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL
Operating Revenues									
Terminal Rents & Fees	\$ 30,878	\$ 110	\$ 30,988	\$ 29,601	\$ 63	\$ 29,664	\$ 28,940	\$ 43	\$ 28,983
Airfield	20,207	1,995	22,202	13,966	667	14,633	10,399	3,029	13,428
Concessions	47,058	(2)	47,056	42,074	161	42,235	40,097	-	40,097
Rental Cars	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking	42,486	-	42,486	38,550	-	38,550	37,154	-	37,154
Maintenance Facility	-	7,066	7,066	-	7,062	7,062	-	7,287	7,287
Fixed Base Operator Area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	4,265	24,157	28,422	4,004	21,841	25,845	4,126	19,848	23,974
Total Operating Revenues	144,894	33,326	178,220	128,195	29,794	157,989	120,716	30,207	150,923
Nonoperating Revenues									
Passenger Facility Charges	-	56,111	56,111	-	53,094	53,094	-	54,714	54,714
Contract Facility Charges	-	9,543	9,543	-	8,907	8,907	-	7,298	7,298
Investment Earnings	(201)	(461)	(662)	355	3,862	4,217	539	4,736	5,275
Private Contributions	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Nonoperating Revenues³	(201)	65,193	64,992	355	65,863	66,218	539	66,748	67,287
Total Revenues	144,693	98,519	243,212	128,550	95,657	224,207	121,255	96,955	218,210
Operating Expenses									
Terminal Area	46,070	1,040	47,110	42,523	35	42,558	40,996	1,574	42,570
Public Airfield Facilities	4,552	-	4,552	3,669	-	3,669	3,741	-	3,741
Airport Services Facility	17,221	-	17,221	13,750	-	13,750	12,528	-	12,528
Fixed Base Operator Area	-	16,870	16,870	-	15,401	15,401	-	14,705	14,705
Cargo Area	-	2,105	2,105	-	3,972	3,972	-	4,400	4,400
Other	-	-	-	-	-	-	-	-	-
Total Operating Expenses	67,843	20,015	87,858	59,942	19,408	79,350	57,265	20,679	77,944
Nonoperating Expenses									
Depreciation	-	38,317	38,317	-	37,935	37,935	-	36,351	36,351
Interest Expense & Other Charges	22,911	7,177	30,088	30,895	4,696	35,591	21,048	7,196	28,244
Non-airline Terminal Revenue Distribution	16,041	-	16,041	17,913	-	17,913	16,344	-	16,344
Other	-	4,143	4,143	-	55	55	-	1,235	1,235
Total Nonoperating Expenses³	38,952	49,637	88,589	48,808	42,686	91,494	37,392	44,782	82,174
Total Expenses	106,795	69,652	176,447	108,750	62,094	170,844	94,657	65,461	160,118
NET REVENUE	\$ 37,898	\$ 28,867	\$ 66,765	\$ 19,800	\$ 33,563	\$ 53,363	\$ 26,598	\$ 31,494	\$ 58,092

NET REVENUES AND EXPENSES (INCLUDED/EXCLUDED)

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

	2010			2009			2008		
	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL	INCLUDED ¹	EXCLUDED ²	TOTAL
Operating Revenues									
Terminal Rents & Fees	\$ 25,260	\$ (38)	\$ 25,222	\$ 27,206	\$ 388	\$ 27,594	\$ 28,786	\$ (20)	\$ 28,766
Airfield	9,128	-	9,128	9,607	-	9,607	9,568	-	9,568
Concessions	35,848	-	35,848	35,556	-	35,556	36,522	-	36,522
Rental Cars	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking	34,663	-	34,663	33,112	-	33,112	34,092	-	34,092
Maintenance Facility	-	7,670	7,670	-	7,517	7,517	-	7,527	7,527
Fixed Base Operator Area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	4,416	17,460	21,876	5,012	18,943	23,955	4,909	25,794	30,703
Total Operating Revenues	109,315	25,092	134,407	110,493	26,848	137,341	113,877	33,301	147,178
Nonoperating Revenues									
Passenger Facility Charges	-	48,088	48,088	-	46,093	46,093	-	46,414	46,414
Contract Facility Charges	-	6,440	6,440	-	6,618	6,618	-	7,667	7,667
Investment Earnings	2,403	4,464	6,867	3,121	14,067	17,188	4,851	23,418	28,269
Private Contributions	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Nonoperating Revenues³	2,403	58,992	61,395	3,121	66,778	69,899	4,851	77,499	82,350
Total Revenues	111,718	84,084	195,802	113,614	93,626	207,240	118,728	110,800	229,528
Operating Expenses									
Terminal Area	38,816	97	38,913	38,418	484	38,902	35,098	1,820	36,918
Public Airfield Facilities	2,519	-	2,519	1,795	-	1,795	1,450	-	1,450
Airport Services Facility	10,929	-	10,929	11,693	-	11,693	12,596	-	12,596
Fixed Base Operator Area	-	10,258	10,258	-	11,407	11,407	-	16,686	16,686
Cargo Area	-	936	936	-	2,521	2,521	-	2,582	2,582
Other	-	-	-	-	-	-	-	-	-
Total Operating Expenses	52,264	11,291	63,555	51,906	14,412	66,318	49,144	21,088	70,232
Nonoperating Expenses									
Depreciation	-	32,311	32,311	-	27,689	27,689	-	25,924	25,924
Interest Expense & Other Charges	23,111	7,537	30,648	40,543	7,408	47,951	29,203	7,426	36,629
Non-airline Terminal Revenue Distribution	11,373	-	11,373	15,117	-	15,117	17,233	-	17,233
Other	-	432	432	-	298	298	-	1,978	1,978
Total Nonoperating Expenses³	34,484	40,280	74,764	55,660	35,395	91,055	46,436	35,328	81,764
Total Expenses	86,748	51,571	138,319	107,566	49,807	157,373	95,580	56,416	151,996
NET REVENUE	\$ 24,970	\$ 32,513	\$ 57,483	\$ 6,048	\$ 43,819	\$ 49,867	\$ 23,148	\$ 54,384	\$ 77,532

	2007		
	INCLUDED ¹	EXCLUDED ²	TOTAL
Operating Revenues			
Terminal Rents & Fees	\$ 26,738	\$ 336	\$ 27,074
Airfield	9,973	-	9,973
Concessions	31,835	-	31,835
Rental Cars	N/A	N/A	N/A
Parking	31,140	-	31,140
Maintenance Facility	-	7,516	7,516
Fixed Base Operator Area	N/A	N/A	N/A
Other	4,772	21,301	26,073
Total Operating Revenues	104,458	29,153	133,611
Nonoperating Revenues			
Passenger Facility Charges	-	51,468	51,468
Contract Facility Charges	-	-	-
Investment Earnings	4,178	19,499	23,677
Private Contributions	-	-	-
Other	-	9	9
Total Nonoperating Revenues³	4,178	70,976	75,154
Total Revenues	108,636	100,129	208,765
Operating Expenses			
Terminal Area	31,309	1,675	32,984
Public Airfield Facilities	1,373	-	1,373
Airport Services Facility	11,678	-	11,678
Fixed Base Operator Area	-	14,785	14,785
Cargo Area	-	1,771	1,771
Other	-	-	-
Total Operating Expenses	44,360	18,231	62,591
Nonoperating Expenses			
Depreciation	-	25,573	25,573
Interest Expense & Other Charges	22,160	7,414	29,574
Non-airline Terminal Revenue Distribution	15,717	-	15,717
Other	-	-	-
Total Nonoperating Expenses³	37,877	32,987	70,864
Total Expenses	82,237	51,218	133,455
NET REVENUE	\$ 26,399	\$ 48,911	\$ 75,310

NOTES:

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

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

³In 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 41.

SOURCE: City of Charlotte

SCHEDULE 6: RECONCILED LANDING FEE RATES

(FISCAL YEARS ENDED JUNE 30)

<u>FISCAL YEAR</u>	<u>Rate Per 1,000 Pounds (Units of Landed Weight)</u>	
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
2007		0.48

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 7: NET AVERAGE COST PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; \$000)

FISCAL YEAR	COST PER ENPLANEMENT (CPE)	
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
2007		0.76

NOTE:
CPE based on reconciled Airlines Rates & Charges.

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 8: TOP REVENUE PRODUCERS

(FISCAL YEARS ENDED JUNE 30, \$000)

2016

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 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 ²	14,019	6.8
5	Paradies-terminal retail	11,581	5.6
6	PSA Airlines dba American Airlines	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
		<u>\$174,889</u>	<u>84.7%</u>

2015

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 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 ²	16,189	8.4
5	Paradies-terminal retail	10,472	5.4
6	PSA Airlines dba American Airlines	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
		<u>\$156,173</u>	<u>80.6%</u>

2014

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 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 ²	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 Airlines	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
		<u>\$143,284</u>	<u>77.5%</u>

2013

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 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 ²	17,376	9.7
5	Paradies-terminal retail	7,560	4.2
6	PSA Airlines dba American Airlines	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
		<u>\$133,330</u>	<u>74.8%</u>

2012

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 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 ²	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 Airlines	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
		<u>\$114,983</u>	<u>80.9%</u>

2011

RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 37,154	24.6
2	US Airways	28,936	19.2
3	HMS Host-terminal food & beverage	21,740	14.4
4	Fixed base operator area revenues ²	15,061	10.0
5	HMS Host-terminal retail	5,648	3.7
6	Hertz car rental	4,539	3.0
7	PSA Airlines dba American Airlines	3,005	2.0
8	Paradies-terminal retail	2,664	1.8
9	Vanguard car rental	2,372	1.6
10	Mesa Airlines dba US Airways Express	2,278	1.5
		<u>\$123,397</u>	<u>81.8%</u>

2010				2009			
RANK	Source	Revenue	% Total Operating Revenue	RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 34,663	25.8	1	Public automobile parking ¹	\$ 33,112	24.1
2	US Airways	24,459	18.2	2	US Airways	23,343	17.0
3	HMS Host-terminal food & beverage	19,024	14.2	3	HMS Host-terminal food & beverage	17,842	13.0
4	Fixed base operator area revenues ²	12,560	9.3	4	Fixed base operator area revenues ²	13,639	9.9
5	HMS Host-terminal retail	7,045	5.2	5	HMS Host-terminal retail	7,095	5.2
6	Hertz car rental	4,571	3.4	6	Hertz car rental	4,701	3.4
7	PSA Airlines dba American Airlines	3,180	2.4	7	PSA Airlines dba American Airlines	3,131	2.3
8	Vanguard car rental	2,089	1.6	8	Avis Rent-A-Car	2,511	1.8
9	Avis Rent-A-Car	2,075	1.5	9	Vanguard car rental	1,996	1.5
10	Mesa Airlines dba US Airways Express	2,022	1.5	10	Mesa Airlines dba US Airways Express	1,974	1.4
		<u>\$111,688</u>	<u>83.1%</u>			<u>\$109,314</u>	<u>79.6%</u>

2008				2007			
RANK	Source	Revenue	% Total Operating Revenue	RANK	Source	Revenue	% Total Operating Revenue
1	Public automobile parking ¹	\$ 34,174	23.2	1	Public automobile parking ¹	\$ 31,210	23.4
2	US Airways	22,201	15.1	2	US Airways	21,828	16.3
3	Fixed base operator area revenues ²	18,672	12.7	3	Fixed base operator area revenues ²	15,473	11.6
4	HMS Host-terminal food & beverage	16,624	11.3	4	HMS Host-terminal food & beverage	13,769	10.3
5	HMS Host-terminal retail	6,474	4.4	5	HMS Host-terminal retail	6,472	4.8
6	Hertz car rental	5,558	3.8	6	PSA Airlines dba American Airlines	3,761	2.8
7	PSA Airlines dba American Airlines	3,128	2.1	7	Hertz car rental	2,385	1.8
8	Avis Rent-A-Car	2,574	1.7	8	Mesa Airlines dba US Airways Express	2,198	1.6
9	Mesa Airlines dba US Airways Express	2,133	1.4	9	Avis Rent-A-Car	2,067	1.5
10	Piedmont Airlines dba American Airlines	2,055	1.4	10	Piedmont Airlines dba American Airlines	1,610	1.2
		<u>\$113,593</u>	<u>77.1%</u>			<u>\$100,773</u>	<u>75.3%</u>

NOTES:

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

SOURCE:

Charlotte Douglas International Airport

SCHEDULE 9: OPERATING EXPENSES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30, 000)

	2016	2015	2014	2013	2012
OPERATING EXPENSES					
Terminal area	\$ 72,073	\$ 59,895	\$ 59,202	\$ 47,110	\$ 42,558
Public airfield facilities	8,452	5,898	4,690	4,552	3,669
Airport service facility	24,534	25,683	24,580	17,221	13,750
Fixed based operator area	9,711	10,985	10,906	16,870	15,401
Cargo area	2,909	2,817	1,367	2,105	3,972
Depreciation	50,681	45,897	38,066	38,317	37,935
Miscellaneous	336	-	-	-	-
Total operating expenses	168,696	151,175	138,811	126,175	117,285
 Total enplaned passengers	 22,380	 22,190	 21,977	 21,108	 20,010
 Operating expenses per enplaned passenger	 \$ 7.54	 \$ 6.81	 \$ 6.32	 \$ 5.98	 \$ 5.86

	2011	2010	2009	2008	2007
OPERATING EXPENSES					
Terminal area	\$ 42,570	\$ 38,913	\$ 38,902	\$ 36,918	\$ 32,984
Public airfield facilities	3,741	2,519	1,795	1,450	1,373
Airport service facility	12,528	10,929	11,693	12,596	11,678
Fixed based operator area	14,705	10,258	11,407	16,686	14,785
Cargo area	4,400	936	2,521	2,582	1,771
Depreciation	36,351	32,311	27,689	25,924	25,573
Miscellaneous	-	-	-	-	-
Total operating expenses	114,295	95,866	94,007	96,156	88,164
 Total enplaned passengers	 19,711	 17,725	 17,305	 17,023	 15,712
 Operating expenses per enplaned passenger	 \$ 5.80	 \$ 5.41	 \$ 5.43	 \$ 5.65	 \$ 5.61

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 10: GENERAL AIRPORT REVENUE BONDS (GARBS) AND REVENUE BOND ANTICIPATION NOTES (BANS) OUTSTANDING

(FISCAL YEARS ENDED JUNE 30; \$000)

DATE ISSUED	SERIES	ORIGINAL ISSUANCE	FINAL MATURITY	INTEREST RATES	BONDS OUTSTANDING JUNE 30, 2016
8/16/2007	2007A ¹	\$ 99,995	2038	4.00% - 5.00%	\$ 84,725
8/16/2007	2007B	47,570	2038	Variable	19,955
11/15/2008	2008D ¹	40,585	2035	Variable	37,815
2/17/2009	2009B ¹	51,180	2017	2.50% - 5.00%	8,235
2/10/2010	2010A	130,100	2040	2.00% - 5.50%	118,165
2/10/2010	2010B ¹	67,770	2029	1.25% - 5.50%	50,810
11/9/2011	2011A	76,100	2042	2.00% - 5.00%	71,020
11/9/2011	2011B	34,250	2042	2.00% - 5.00%	31,980
11/9/2011	2011C	30,920	2042	Variable	7,080
11/6/2014	2014A ¹	74,290	2035	5.00%	74,290
11/6/2014	2014B ¹	31,100	2024	2.00% - 5.00%	28,710
General Airport Revenue Bonds Outstanding					532,785
Revenue BANs Outstanding					65,621
Total GARBs and BANs Outstanding					\$ 598,406

NOTE:

¹Series 2007A, 2008D, 2009B, 2010B, 2014A, and 2014B were issued for refunding purposes.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 11: GENERAL AIRPORT REVENUE BONDS AND REVENUE BOND ANTICIPATION NOTES DEBT SERVICE REQUIREMENTS

(FISCAL YEARS ENDED JUNE 30; \$000)

FISCAL YEAR	PRINCIPAL	INTEREST	DEBT SERVICE REQUIREMENTS TOTAL
2017	\$ 23,315	\$ 22,142	\$ 45,457
2018	15,675	21,572	37,247
2019	16,355	20,882	37,237
2020	17,145	20,218	37,363
2021	17,780	19,529	37,309
2022	18,625	18,740	37,365
2023	19,465	17,894	37,359
2024	20,360	16,971	37,331
2025	25,055	16,040	41,095
2026	26,180	15,038	41,218
2027	27,435	13,955	41,390
2028	28,750	12,840	41,590
2029	28,520	11,703	40,223
2030	25,570	10,664	36,234
2031	22,070	9,699	31,769
2032	23,115	8,693	31,808
2033	24,225	7,606	31,831
2034	25,460	6,467	31,927
2035	26,675	5,301	31,976
2036	18,680	4,272	22,952
2037	19,605	3,397	23,002
2038	20,555	2,494	23,049
2039	13,780	1,699	15,479
2040	14,475	1,010	15,485
2041	6,790	497	7,287
2042	7,125	169	7,294
Total	\$ 532,785	\$ 289,492	\$ 822,277

SOURCE:
City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 12: OUTSTANDING DEBT PAYABLE FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
Outstanding Debt					
General Airport Revenue Bonds ¹	\$ 532,785	\$ 554,110	\$ 613,220	\$ 663,000	\$ 684,890
BANs	65,621	43,295	N/A	N/A	N/A
Total Outstanding Debt	\$ 598,406	\$ 597,405	\$ 613,220	\$ 663,000	\$ 684,890
Enplaned Passengers	22,380	22,190	21,977	21,108	20,010
Outstanding Debt per Enplaned Passenger	\$ 26.74	\$ 26.92	\$ 27.90	\$ 31.41	\$ 34.23

	2011	2010	2009	2008	2007
Outstanding Debt					
General Airport Revenue Bonds ¹	\$ 582,460	\$ 601,665	\$ 492,155	\$ 527,855	\$ 400,915
BANs	N/A	N/A	N/A	N/A	N/A
Total Outstanding Debt	\$ 582,460	\$ 601,665	\$ 492,155	\$ 527,855	\$ 400,915
Enplaned Passengers	19,711	17,725	17,305	17,023	15,712
Outstanding Debt per Enplaned Passenger	\$ 29.55	\$ 33.94	\$ 28.44	\$ 31.01	\$ 25.52

NOTE:

¹General Airport Revenue Bonds do not include unamortized premiums.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 13: ANNUAL DEBT SERVICE PAID FROM GENERAL AIRPORT REVENUES PER ENPLANED PASSENGER

(FISCAL YEARS ENDED JUNE 30; 000)

	2016	2015	2014	2013	2012
Debt Service					
Revenue Bonds ¹					
Principal	\$ 18,935	\$ 41,830	\$ 49,780	\$ 21,890	\$ 38,840
Interest	17,840	20,916	29,068	29,914	27,695
BANs					
Principal	2,390	N/A	N/A	N/A	N/A
Interest	5,084	3,311	N/A	N/A	N/A
Total Debt Service	\$ 44,249	\$ 66,057	\$ 78,848	\$ 51,804	\$ 66,535
Enplaned Passengers	22,380	22,190	21,977	21,108	20,010
Debt Service per Enplaned Passenger	\$ 1.98	\$ 2.98	\$ 3.59	\$ 2.45	\$ 3.33

	2011	2010	2009	2008	2007
Debt Service					
Revenue Bonds ¹					
Principal	\$ 19,205	\$ 11,290	\$ 21,715	\$ 12,675	\$ 15,770
Interest	22,887	21,006	24,128	26,071	21,478
BANs					
Principal	N/A	N/A	N/A	N/A	N/A
Interest	N/A	N/A	N/A	N/A	N/A
Total Debt Service	\$ 42,092	\$ 32,296	\$ 45,843	\$ 38,746	\$ 37,248
Enplaned Passengers	19,711	17,725	17,305	17,023	15,712
Debt Service per Enplaned Passenger	\$ 2.14	\$ 1.82	\$ 2.65	\$ 2.28	\$ 2.37

NOTE:

¹Annual debt service does not include any debt voluntarily defeased in a given year.

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 14: TAXABLE AIRPORT SPECIAL FACILITY REVENUE BONDS OUTSTANDING CONSOLIDATED RENTAL CAR FACILITY PROJECT

(FISCAL YEARS ENDED JUNE 30; \$000)

DATE ISSUED	SERIES	ORIGINAL ISSUANCE	FINAL MATURITY	INTEREST RATES	BONDS OUTSTANDING JUNE 30, 2016
11/9/2011	2011 CONRAC	\$ 60,295	2042	2.48% - 6.06%	\$ 58,200
Total CONRAC Bonds Outstanding					<u>\$ 58,200</u>

SOURCE:
City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 15:

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
2017	\$ 1,090	\$ 3,342	\$ 4,432
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	3,075	4,415
2023	1,405	3,003	4,408
2024	1,485	2,919	4,404
2025	1,570	2,830	4,400
2026	1,660	2,736	4,396
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
Total	\$ 58,200	\$ 55,736	\$ 113,936

SOURCE:
City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 16: DOMESTIC AND INTERNATIONAL ENPLANEMENTS

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	DOMESTIC	ANNUAL % CHANGE	INTERNATIONAL	ANNUAL % CHANGE	TOTAL	ANNUAL % CHANGE
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	5.9%	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	3.1%	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%
2007	14,722	10.9%	990	1.4%	15,712	10.3%

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 17: ENPLANEMENTS BY TYPE OF PASSENGER

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	O&D	ANNUAL % CHANGE	CONNECTING	ANNUAL % CHANGE	TOTAL	ANNUAL % CHANGE
2016	6,118	8.4%	16,262	-1.7%	22,380	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%
2007	4,808	16.1%	10,904	7.9%	15,712	10.3%

NOTE:
Prior Year O&D changes due to revised Airline activity reports.

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 18: ENPLANED PASSENGERS BY AIRLINE

(FISCAL YEARS ENDED JUNE 30; 000)

ENPLANED PASSENGERS BY AIRLINE	2016		2015		2014		2013	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total
US Airways & Affiliates								
US Airways, Inc.	5,139	23.0%	13,459	60.7%	13,587	61.8%	12,751	60.4%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	547	2.5%	768	3.5%	888	4.2%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	150	0.7%
Mesa Airlines	-	0.0%	1,199	5.4%	2,303	10.5%	1,681	8.0%
Piedmont Airlines	-	0.0%	785	3.5%	683	3.1%	769	3.7%
PSA Airlines	-	0.0%	3,256	14.7%	1,842	8.4%	1,903	9.0%
Republic Airlines	-	0.0%	680	3.0%	598	2.7%	764	3.6%
Total US Airways	5,139	23.0%	19,926	89.8%	19,781	90.0%	18,906	89.6%
American Airlines								
American Airlines	10,637	47.5%	498	2.2%	227	1.0%	200	0.9%
Air Wisconsin	345	1.5%	-	0.0%	-	0.0%	-	0.0%
American Eagle	11	0.1%	-	0.0%	167	0.8%	210	1.0%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	38	0.2%	-	0.0%	-	0.0%	-	0.0%
Piedmont Airlines	496	2.2%	-	0.0%	-	0.0%	-	0.0%
PSA Airlines	3,325	14.9%	-	0.0%	-	0.0%	-	0.0%
Republic Airlines	432	1.9%	-	0.0%	-	0.0%	-	0.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Total American Airlines	15,284	68.3%	498	2.2%	394	1.8%	410	1.9%
Total US Airways & American Airlines	20,423	91.3%	20,424	92.0%	20,175	91.8%	19,316	91.5%
Delta Air Lines (inc former Northwest)								
Delta Air Lines	764	3.4%	776	3.5%	708	3.3%	649	3.1%
ASA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Chautauqua Airlines	-	0.0%	17	0.1%	44	0.2%	5	0.0%
Comair, Inc.	-	0.0%	-	0.0%	-	0.0%	5	0.0%
Compass Airlines	-	0.0%	11	0.0%	28	0.1%	63	0.3%
ExpressJet Airlines	46	0.2%	22	0.1%	75	0.3%	64	0.3%
Freedom Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
GoJet Airlines	40	0.2%	41	0.2%	30	0.1%	31	0.2%
Mesaba	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Pinnacle Airlines	91	0.4%	72	0.3%	53	0.2%	86	0.4%
Shuttle America	11	0.1%	14	0.1%	10	0.1%	19	0.1%
Skywest	13	0.1%	2	0.0%	2	0.0%	3	0.0%
Total Delta Air Lines	965	4.4%	955	4.3%	950	4.3%	925	4.4%
United Airlines (inc former Continental)								
United Air Lines, Inc.	86	0.4%	23	0.1%	34	0.2%	36	0.2%
Chautauqua Airlines	-	0.0%	-	0.0%	19	0.1%	26	0.1%
ExpressJet Airlines	55	0.3%	192	0.9%	217	1.0%	200	1.0%
GoJet Airlines	23	0.1%	7	0.0%	-	0.0%	-	0.0%
Mesa Airlines	108	0.5%	54	0.3%	76	0.3%	86	0.4%
Republic Airlines	54	0.2%	-	0.0%	20	0.1%	11	0.0%
Shuttle America	47	0.2%	23	0.1%	12	0.0%	40	0.2%
Skywest	72	0.3%	21	0.1%	13	0.1%	25	0.1%
Trans State Airlines	3	0.0%	9	0.0%	-	0.0%	-	0.0%
Total United Airlines	448	2.0%	329	1.5%	391	1.8%	424	2.0%
Other Domestic Carriers								
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Frontier Airlines, Inc.	89	0.4%	53	0.2%	10	0.0%	-	0.0%
JetBlue Airways Corp.	121	0.5%	121	0.6%	119	0.6%	129	0.6%
Miami Air	-	0.0%	1	0.0%	1	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	248	1.1%	211	1.0%	228	1.0%	204	1.0%
ViaAir, LLC / Mauiva, LLC	1	0.0%	1	0.0%	-	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	-	0.0%	3	0.0%	-	0.0%	1	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Sun Country Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Swift Airlines	1	0.0%	-	0.0%	-	0.0%	-	0.0%
World Atlantic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
XTRA Airways	1	0.0%	1	0.0%	-	0.0%	-	0.0%
Total Other Domestic Carriers	461	2.0%	391	1.8%	358	1.6%	334	1.6%
Other International Carriers								
AeroMexico	1	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	22	0.1%	20	0.1%	17	0.1%	17	0.1%
Insel Air International	2	0.0%	5	0.0%	5	0.0%	5	0.0%
Interjet Airlines	1	0.0%	1	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	55	0.2%	64	0.3%	81	0.4%	87	0.4%
Sunwing Airlines	2	0.0%	1	0.0%	-	0.0%	-	0.0%
Total Other International Carriers	83	0.3%	91	0.4%	103	0.50%	109	0.50%
Total	22,380	100%	22,190	100%	21,977	100%	21,108	100%

ENPLANED PASSENGERS BY AIRLINE	2012		2011		2010		2009	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total	Enplaned Passengers	% to total
US Airways & Affiliates								
US Airways, Inc.	12,019	60.1%	11,527	58.5%	10,160	57.3%	9,887	57.1%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	854	4.3%	814	4.1%	409	2.3%	231	1.3%
Chautauqua Airlines	69	0.3%	91	0.5%	18	0.1%	18	0.1%
Mesa Airlines	1,498	7.5%	1,395	7.1%	1,174	6.6%	1,182	6.8%
Piedmont Airlines	513	2.6%	516	2.6%	489	2.8%	581	3.4%
PSA Airlines	2,001	10.0%	2,086	10.6%	2,108	11.9%	2,019	11.7%
Republic Airlines	1,010	5.0%	1,268	6.4%	1,333	7.5%	1,331	7.7%
Total US Airways	17,964	89.8%	17,697	89.8%	15,691	88.5%	15,249	88.1%
American Airlines								
American Airlines	198	1.0%	217	1.1%	184	1.0%	181	1.0%
Air Wisconsin	-	0.0%	-	0.0%	-	0.0%	-	0.0%
American Eagle	211	1.0%	175	0.9%	116	0.7%	99	0.6%
Chautauqua Airlines	-	0.0%	-	0.0%	2	0.0%	5	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%
Total American Airlines	409	2.0%	392	2.0%	302	1.7%	285	1.6%
Total US Airways & American Airlines	18,373	91.8%	18,089	91.8%	15,993	90.2%	15,534	89.7%
Delta Air Lines (inc former Northwest)								
Delta Air Lines	542	2.7%	531	2.7%	430	2.4%	524	3.0%
ASA, Inc.	49	0.2%	48	0.2%	23	0.1%	12	0.1%
Chautauqua Airlines	22	0.1%	38	0.2%	2	0.0%	1	0.0%
Comair, Inc.	24	0.1%	26	0.1%	48	0.3%	34	0.2%
Compass Airlines	50	0.3%	51	0.2%	113	0.7%	18	0.1%
ExpressJet Airlines	9	0.0%	-	0.0%	-	0.0%	-	0.0%
Freedom Airlines	-	0.0%	3	0.0%	50	0.3%	62	0.4%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesaba	13	0.1%	17	0.1%	46	0.3%	24	0.1%
Pinnacle Airlines	94	0.5%	36	0.2%	26	0.1%	44	0.3%
Shuttle America	4	0.0%	-	0.0%	26	0.1%	10	0.1%
Skywest	3	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Delta Air Lines	810	4.0%	750	3.7%	764	4.3%	729	4.3%
United Airlines (inc former Continental)								
United Air Lines, Inc.	71	0.4%	144	0.7%	205	1.2%	187	1.1%
Chautauqua Airlines	15	0.1%	14	0.1%	17	0.1%	21	0.1%
ExpressJet Airlines	155	0.8%	155	0.8%	164	0.9%	213	1.2%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	101	0.5%	97	0.5%	85	0.5%	99	0.6%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	30	0.1%	24	0.1%	36	0.2%	15	0.1%
Skywest	20	0.1%	11	0.1%	-	0.0%	-	0.0%
Trans State Airlines	-	0.0%	-	0.0%	-	0.0%	36	0.2%
Total United Airlines	392	2.0%	445	2.3%	507	2.9%	571	3.3%
Other Domestic Carriers								
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Frontier Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
JetBlue Airways Corp.	146	0.7%	170	0.9%	171	1.0%	157	0.9%
Miami Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	188	1.0%	167	0.8%	201	1.1%	222	1.3%
ViaAir, LLC / MauiVa, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Sun Country Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Swift Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
World Atlantic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
XTRA Airways	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Other Domestic Carriers	334	1.7%	337	1.7%	372	2.1%	379	2.2%
Other International Carriers								
AeroMexico	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	15	0.1%	16	0.1%	16	0.1%	16	0.1%
Insel Air International	5	0.0%	-	0.0%	-	0.0%	-	0.0%
Interjet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	81	0.4%	74	0.4%	73	0.4%	76	0.4%
Sunwing Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Other International Carriers	101	0.5%	90	0.5%	89	0.5%	92	0.5%
Total	20,010	100%	19,711	100%	17,725	100%	17,305	100%

ENPLANED PASSENGERS BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

ENPLANED PASSENGERS BY AIRLINE	2008		2007	
	Enplaned Passengers	% to total	Enplaned Passengers	% to total
US Airways & Affiliates				
US Airways, Inc.	9,716	57.1%	8,755	55.7%
Air Midwest Airlines	7	0.0%	10	0.1%
Air Wisconsin	224	1.3%	372	2.4%
Chautauqua Airlines	27	0.2%	82	0.5%
Mesa Airlines	1,385	8.1%	1,437	9.1%
Piedmont Airlines	610	3.6%	553	3.5%
PSA Airlines	2,054	12.1%	2,271	14.5%
Republic Airlines	712	4.2%	84	0.5%
Total US Airways	14,735	86.6%	13,564	86.3%
American Airlines				
American Airlines	197	1.2%	198	1.3%
Air Wisconsin	-	0.0%	-	0.0%
American Eagle	182	1.1%	182	1.2%
Chautauqua Airlines	1	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%
Total American Airlines	380	2.3%	380	2.5%
Total US Airways & American Airlines	15,115	88.9%	13,944	88.8%
Delta Air Lines (inc former Northwest)				
Delta Air Lines	614	3.6%	532	3.4%
ASA, Inc.	12	0.1%	19	0.1%
Chautauqua Airlines	1	0.0%	1	0.0%
Comair, Inc.	65	0.4%	92	0.6%
Compass Airlines	13	0.1%	-	0.0%
ExpressJet Airlines	-	0.0%	-	0.0%
Freedom Airlines	28	0.2%	18	0.1%
GoJet Airlines	-	0.0%	-	0.0%
Mesaba	-	0.0%	-	0.0%
Pinnacle Airlines	49	0.3%	48	0.3%
Shuttle America	-	0.0%	7	0.0%
Skywest	-	0.0%	-	0.0%
Total Delta Air Lines	782	4.7%	717	4.5%
United Airlines (inc former Continental)				
United Air Lines, Inc.	207	1.2%	201	1.3%
Chautauqua Airlines	42	0.2%	-	0.0%
ExpressJet Airlines	195	1.1%	214	1.3%
GoJet Airlines	-	0.0%	-	0.0%
Mesa Airlines	108	0.6%	122	0.8%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	-	0.0%	10	0.1%
Skywest	-	0.0%	-	0.0%
Trans State Airlines	41	0.2%	30	0.2%
Total United Airlines	593	3.3%	577	3.7%
Other Domestic Carriers				
ASIG	5	0.0%	6	0.0%
Frontier Airlines, Inc.	-	0.0%	-	0.0%
JetBlue Airways Corp.	143	0.8%	120	0.8%
Miami Air	-	0.0%	-	0.0%
Southwest Airlines (inc former AirTran)	292	1.7%	274	1.7%
ViaAir, LLC / Mauiva, LLC	-	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	10	0.1%	-	0.0%
Sun Country Airlines	-	0.0%	-	0.0%
Swift Airlines	-	0.0%	-	0.0%
World Atlantic Airlines	-	0.0%	-	0.0%
XTRA Airways	-	0.0%	-	0.0%
Total Other Domestic Carriers	450	2.6%	400	2.5%
Other International Carriers				
AeroMexico	-	0.0%	-	0.0%
Air Canada/AC Jazz/Air Georgian	18	0.1%	19	0.1%
Insel Air International	-	0.0%	-	0.0%
Interjet Airlines	-	0.0%	-	0.0%
Lufthansa German Airlines	65	0.4%	55	0.4%
Sunwing Airlines	-	0.0%	-	0.0%
Total Other International Carriers	83	0.5%	74	0.5%
Total	17,023	100%	15,712	100%

SOURCE:
Charlotte Douglas International Airport

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SCHEDULE 19: LANDED WEIGHT BY AIRLINE

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE

	2016		2015		2014		2013	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
US Airways & Affiliates								
US Airways, Inc.	5,876,807	21.9%	15,999,897	60.5%	15,926,422	61.0%	14,662,434	58.7%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	592,247	2.2%	877,772	3.4%	1,041,849	4.2%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	163,473	0.7%
Mesa Airlines	-	0.0%	1,315,820	5.0%	2,543,189	9.7%	1,860,946	7.5%
Piedmont Airlines	-	0.0%	836,852	3.2%	776,864	3.0%	915,763	3.7%
PSA Airlines	-	0.0%	3,826,598	14.5%	2,270,403	8.7%	2,347,054	9.4%
Republic Airlines	-	0.0%	758,874	2.9%	683,059	2.6%	881,663	3.5%
Total US Airways	5,876,807	21.9%	23,330,288	88.3%	23,077,709	88.4%	21,873,182	87.7%
American Airlines								
American Airlines	12,646,211	47.0%	568,775	2.1%	263,685	1.0%	239,738	1.0%
US Airways, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	380,747	1.4%	-	0.0%	-	0.0%	-	0.0%
American Eagle	12,662	0.0%	-	0.0%	214,445	0.8%	271,540	1.1%
Chautauqua Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	45,213	0.2%	-	0.0%	-	0.0%	-	0.0%
Piedmont Airlines	551,313	2.1%	-	0.0%	-	0.0%	-	0.0%
PSA Airlines	4,090,412	15.2%	-	0.0%	-	0.0%	-	0.0%
Republic Airlines	493,442	1.9%	-	0.0%	-	0.0%	-	0.0%
Total American Airlines	18,220,000	67.8%	568,775	2.1%	478,130	1.8%	511,278	2.1%
Total US Airways & American Airlines	24,096,807	89.7%	23,899,063	90.4%	23,555,839	90.2%	22,384,460	89.8%
Delta Air Lines (inc former Northwest)								
Delta Air Lines	914,847	3.4%	944,827	3.5%	802,924	3.1%	756,382	3.1%
ASA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Chautauqua Airlines	-	0.0%	19,615	0.1%	47,910	0.2%	5,616	0.0%
Comair, Inc.	-	0.0%	-	0.0%	-	0.0%	5,942	0.0%
Compass Airlines	-	0.0%	13,238	0.1%	33,302	0.1%	84,998	0.3%
ExpressJet Airlines	62,665	0.2%	31,450	0.1%	104,974	0.4%	80,401	0.3%
Freedom Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
GoJet Airlines	53,774	0.2%	64,789	0.2%	45,828	0.2%	51,215	0.2%
Mesaba	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Pinnacle Airlines	114,612	0.5%	105,023	0.4%	67,877	0.2%	100,825	0.4%
Shuttle America	12,572	0.0%	19,777	0.1%	14,207	0.1%	29,108	0.1%
Skywest	16,023	0.1%	2,820	0.0%	94	0.0%	3,521	0.0%
Total Delta Air Lines	1,174,493	4.4%	1,201,539	4.5%	1,117,116	4.3%	1,118,008	4.4%
United Airlines (inc former Continental)								
United Air Lines, Inc.	108,903	0.4%	28,197	0.1%	42,714	0.2%	41,089	0.2%
Chautauqua Airlines	-	0.0%	-	0.0%	20,211	0.1%	28,380	0.1%
ExpressJet Airlines	53,951	0.2%	185,767	0.7%	234,527	0.9%	211,844	0.9%
GoJet Airlines	25,326	0.1%	7,631	0.0%	-	0.0%	-	0.0%
Mesa Airlines	128,272	0.5%	68,462	0.3%	89,378	0.3%	103,716	0.4%
Republic Airlines	60,679	0.2%	-	0.0%	19,665	0.1%	11,007	0.0%
Shuttle America	55,604	0.2%	27,478	0.1%	14,534	0.1%	37,457	0.2%
Skywest	79,898	0.3%	24,534	0.1%	13,134	0.0%	26,762	0.1%
Trans State Airlines	3,556	0.0%	9,481	0.0%	-	0.0%	-	0.0%
Continental Airlines	-	0.0%	-	0.0%	-	0.0%	5,770	0.0%
Shuttle America	-	0.0%	-	0.0%	-	0.0%	22,127	0.1%
Total United Airlines	516,189	1.9%	351,550	1.3%	434,163	1.7%	488,152	2.0%

LANDED WEIGHT BY AIRLINE

	2016		2015		2014		2013	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
Other Domestic Carriers								
Frontier Airlines, Inc.	90,147	0.3%	59,477	0.2%	10,624	0.1%	-	0.0%
JetBlue Airways Corp.	133,193	0.5%	131,991	0.5%	134,280	0.5%	154,811	0.6%
Southwest Airlines	269,368	1.0%	245,024	0.9%	267,998	1.0%	234,538	0.9%
ViaAir, LLC	19,320	0.1%	10,859	0.1%	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	873	0.0%	7,081	0.0%	1,164	0.0%	679	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Sun Country Airlines	258	0.0%	-	0.0%	-	0.0%	-	0.0%
ABX Air, Inc.	-	0.0%	-	0.0%	320	0.0%	-	0.0%
Air Cargo Carriers	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Transport International, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Airnet Systems	-	0.0%	892	0.0%	8,732	0.1%	12,627	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%	34	0.0%	-	0.0%	-	0.0%
DHL Global Business Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Expressjet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Fedex Corp.	305,558	1.1%	267,448	1.0%	252,205	1.0%	243,828	1.0%
Kalitta Air, LLC	-	0.0%	1,282	0.0%	-	0.0%	-	0.0%
Kalitta Charters	492	0.0%	2,056	0.0%	524	0.0%	730	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.	94	0.0%	119	0.0%	8	0.0%	256	0.0%
Polet Cargo Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Roush D. Aviation, LLC	-	0.0%	5,887	0.0%	11,002	0.0%	11,283	0.0%
Southeast Airmotive	-	0.0%	-	0.0%	-	0.0%	-	0.0%
United Parcel Service Company	103,939	0.4%	89,081	0.4%	89,313	0.3%	88,941	0.4%
USA Jet	886	0.0%	1,466	0.0%	927	0.0%	940	0.0%
Total Other Domestic Carriers	924,128	3.4%	822,697	3.1%	777,097	3.0%	748,633	3.0%
Other International Carriers								
Aeromexico	844	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Georgian Airlines	29,610	0.1%	28,303	0.1%	28,341	0.1%	29,177	0.1%
Insel Air International B.V	3,898	0.0%	7,239	0.0%	6,992	0.0%	6,885	0.0%
Interjet (Airlines)	852	0.0%	1,846	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	130,228	0.5%	153,385	0.6%	167,411	0.7%	178,621	0.7%
Sunwing Airlines	1,609	0.0%	1,317	0.0%	-	0.0%	-	0.0%
ASIG	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Miami Air	292	0.0%	1,022	0.0%	1,022	0.0%	-	0.0%
Vision Airlines, Inc.	-	0.0%	-	0.0%	1,427	0.0%	-	0.0%
Swift Airlines	605	0.0%	-	0.0%	-	0.0%	-	0.0%
World Atlantic	130	0.0%	-	0.0%	-	0.0%	-	0.0%
Tem Enterprises dba XTRA Airways	2,396	0.0%	1,116	0.0%	-	0.0%	732	0.0%
Swissport CFE, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Other International Carriers	170,464	0.6%	194,228	0.7%	205,193	0.8%	215,415	0.8%
Total	26,882,081	100.0%	26,469,077	100.0%	26,089,408	100.0%	24,954,668	100.0%

LANDED WEIGHT BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE	2012		2011		2010		2009	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
US Airways & Affiliates								
US Airways, Inc.	13,885,323	57.9%	13,721,315	57.2%	12,264,892	56.2%	12,088,430	55.8%
Air Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Wisconsin	1,025,493	4.3%	971,020	4.1%	496,931	2.2%	290,742	1.3%
Chautauqua Airlines	75,482	0.3%	99,522	0.4%	19,998	0.1%	19,955	0.1%
Mesa Airlines	1,694,616	7.1%	1,479,482	6.2%	1,262,459	5.8%	1,267,508	5.8%
Piedmont Airlines	623,098	2.6%	632,955	2.6%	671,036	3.1%	798,990	3.7%
PSA Airlines	2,526,722	10.5%	2,609,177	10.9%	2,775,981	12.7%	2,719,632	12.6%
Republic Airlines	1,198,473	5.0%	1,398,537	5.8%	1,457,940	6.7%	1,509,716	7.0%
Total US Airways	21,029,207	87.7%	20,912,008	87.2%	18,949,237	86.8%	18,694,973	86.3%
American Airlines								
American Airlines	246,239	1.0%	252,241	1.1%	208,482	1.0%	221,098	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	265,695	1.1%	221,125	0.9%	124,221	0.5%	119,178	0.6%
Chautauqua Airlines	-	0.0%	-	0.0%	2,267	0.0%	7,483	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%
Total American Airlines	511,934	2.1%	473,366	2.0%	334,970	1.5%	347,759	1.6%
Total US Airways & American Airlines	21,541,141	89.8%	21,385,374	89.2%	19,284,207	88.3%	19,042,732	87.9%
Delta Air Lines (inc former Northwest)								
Delta Air Lines	654,816	2.8%	709,126	3.0%	509,209	2.3%	671,297	3.1%
ASA, Inc.	58,653	0.2%	58,454	0.2%	25,978	0.1%	13,419	0.1%
Chautauqua Airlines	23,785	0.1%	42,421	0.2%	2,678	0.0%	936	0.0%
Comair, Inc.	28,500	0.1%	29,810	0.1%	54,250	0.3%	41,604	0.2%
Compass Airlines	58,353	0.2%	59,371	0.2%	134,755	0.6%	20,073	0.1%
ExpressJet Airlines	9,984	0.0%	-	0.0%	-	0.0%	-	0.0%
Freedom Airlines	-	0.0%	2,890	0.0%	51,823	0.3%	71,035	0.3%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesaba	14,269	0.1%	20,822	0.1%	52,744	0.3%	28,190	0.1%
Pinnacle Airlines	109,905	0.5%	45,015	0.2%	29,411	0.1%	49,810	0.2%
Shuttle America	4,867	0.0%	75	0.0%	30,574	0.1%	12,004	0.1%
Skywest	3,304	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Delta Air Lines	966,436	4.0%	967,984	4.0%	891,422	4.1%	908,368	4.2%
United Airlines (inc former Continental)								
United Air Lines, Inc.	51,425	0.2%	76,644	0.3%	131,056	0.6%	151,639	0.7%
Chautauqua Airlines	19,809	0.1%	16,278	0.1%	18,610	0.1%	23,094	0.1%
ExpressJet Airlines	86,701	0.4%	14,264	0.1%	-	0.0%	-	0.0%
GoJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mesa Airlines	121,806	0.5%	125,940	0.5%	106,981	0.5%	121,406	0.6%
Republic Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Shuttle America	9,200	0.0%	21,187	0.1%	48,665	0.2%	21,549	0.1%
Skywest	27,480	0.1%	14,832	0.1%	-	0.0%	-	0.0%
Trans State Airlines	-	0.0%	-	0.0%	-	0.0%	46,081	0.2%
Continental Airlines	67,251	0.3%	165,619	0.7%	164,314	0.8%	77,852	0.3%
Shuttle America	42,446	0.2%	13,522	0.1%	-	0.0%	-	0.0%
Total United Airlines	426,118	1.8%	448,286	2.0%	469,626	2.2%	441,621	2.0%

LANDED WEIGHT BY AIRLINE	2012		2011		2010		2009	
	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total	Landed Weight	% to total
Other Domestic Carriers								
Frontier Airlines, Inc.	-	0.0%	-	0.0%	-	-	-	-
JetBlue Airways Corp.	165,132	0.7%	198,495	0.8%	188,699	0.9%	196,617	0.9%
Southwest Airlines	222,128	0.9%	197,184	0.8%	223,912	1.0%	224,765	1.0%
ViaAir, LLC	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Sun Country Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ABX Air, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Cargo Carriers	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Transport International, LLC	11,682	0.0%	52,478	0.2%	-	0.0%	-	0.0%
Airnet Systems	15,471	0.1%	20,051	0.1%	19,453	0.1%	21,634	0.1%
ASA/ExpressJet Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Bankair, Inc.	-	0.0%	-	0.0%	-	0.0%	2,207	0.0%
Bax Global, Inc.	-	0.0%	10,222	0.0%	43,962	0.2%	34,265	0.2%
CSA, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
DHL Global Business Services	-	0.0%	-	0.0%	-	0.0%	21,605	0.1%
Expressjet Airlines	83,096	0.4%	142,931	0.6%	160,368	0.7%	217,628	1.0%
Fedex Corp.	247,640	1.0%	242,053	1.0%	239,746	1.1%	231,748	1.1%
Kalitta Air, LLC	630	0.0%	1,934	0.0%	-	0.0%	-	0.0%
Kalitta Charters	1,132	0.0%	1,353	0.0%	1,304	0.0%	752	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.	83	0.0%	145	0.0%	89	0.0%	-	0.0%
Polet Cargo Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Roush D. Aviation, LLC	13,762	0.1%	16,521	0.1%	17,969	0.1%	18,675	0.1%
Southeast Airmotive	-	0.0%	-	0.0%	1,074	0.0%	817	0.0%
United Parcel Service Company	89,541	0.4%	87,639	0.4%	84,343	0.4%	113,397	0.5%
USA Jet	861	0.0%	882	0.0%	1,984	0.0%	869	0.0%
Total Other Domestic Carriers	851,158	3.6%	971,888	4.0%	982,903	4.5%	1,084,979	5.0%
Other International Carriers								
Aeromexico	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Air Georgian Airlines	29,109	0.1%	28,984	0.1%	29,547	0.1%	29,359	0.1%
Insel Air International B.V	9,229	0.0%	-	0.0%	-	0.0%	-	0.0%
Interjet (Airlines)	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Lufthansa German Airlines	171,730	0.7%	163,817	0.7%	162,465	0.8%	160,738	0.8%
Sunwing Airlines	-	0.0%	-	0.0%	-	0.0%	-	0.0%
ASIG	-	0.0%	-	0.0%	-	0.0%	383	0.0%
Miami Air	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Vision Airlines, Inc.	247	0.0%	-	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	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Swissport CFE, Inc.	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%	728	0.0%	-	0.0%
Total Other International Carriers	210,315	0.8%	192,801	0.8%	192,740	0.9%	190,480	0.9%
Total	23,995,168	100.0%	23,966,333	100.0%	21,820,898	100.0%	21,668,180	100.0%

LANDED WEIGHT BY AIRLINE

continued from previous page

(FISCAL YEARS ENDED JUNE 30; 000)

LANDED WEIGHT BY AIRLINE	2008		2007	
	Landed Weight	% to total	Landed Weight	% to total
US Airways & Affiliates				
US Airways, Inc.	12,039,871	55.6%	11,624,087	55.6%
Air Midwest Airlines	15,156	0.1%	16,700	0.1%
Air Wisconsin	285,619	1.3%	495,427	2.4%
Chautauqua Airlines	30,678	0.1%	100,667	0.5%
Mesa Airlines	1,500,796	6.9%	1,494,916	7.2%
Piedmont Airlines	939,001	4.3%	863,186	4.1%
PSA Airlines	2,743,112	12.7%	3,038,174	14.5%
Republic Airlines	817,018	3.8%	96,451	0.5%
Total US Airways	18,371,251	84.8%	17,729,608	84.9%
American Airlines				
American Airlines	220,500	1.0%	215,943	1.0%
US Airways, Inc.	-	0.0%	-	0.0%
Air Wisconsin	-	0.0%	-	0.0%
American Eagle	206,760	1.0%	214,506	1.0%
Chautauqua Airlines	2,103	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%
Total American Airlines	429,363	2.0%	430,449	2.0%
Total US Airways & American Airlines	18,800,614	86.8%	18,160,057	86.9%
Delta Air Lines (inc former Northwest)				
Delta Air Lines	708,315	3.3%	601,856	2.9%
ASA, Inc.	15,348	0.1%	28,647	0.1%
Chautauqua Airlines	1,404	0.0%	1,364	0.0%
Comair, Inc.	89,701	0.4%	111,501	0.6%
Compass Airlines	18,800	0.1%	-	0.0%
ExpressJet Airlines	-	0.0%	-	0.0%
Freedom Airlines	31,110	0.1%	20,240	0.1%
GoJet Airlines	-	0.0%	-	0.0%
Mesaba	-	0.0%	-	0.0%
Pinnacle Airlines	52,226	0.2%	50,102	0.2%
Shuttle America	651	0.0%	12,221	0.1%
Skywest	-	0.0%	-	0.0%
Total Delta Air Lines	917,555	4.2%	825,931	4.0%
United Airlines (inc former Continental)				
United Air Lines, Inc.	232,874	1.1%	234,669	1.1%
Chautauqua Airlines	44,355	0.2%	-	0.0%
ExpressJet Airlines	-	0.0%	-	0.0%
GoJet Airlines	-	0.0%	-	0.0%
Mesa Airlines	137,537	0.6%	136,678	0.6%
Republic Airlines	-	0.0%	-	0.0%
Shuttle America	-	0.0%	12,437	0.1%
Skywest	-	0.0%	-	0.0%
Trans State Airlines	54,761	0.3%	41,060	0.2%
Continental Airlines	7,855	0.0%	-	0.0%
Shuttle America	-	0.0%	-	0.0%
Total United Airlines	477,382	2.2%	424,844	2.0%

LANDED WEIGHT BY AIRLINE	2008		2007	
	Landed Weight	% to total	Landed Weight	% to total
Other Domestic Carriers				
Frontier Airlines, Inc.				
JetBlue Airways Corp.	175,831	0.8%	153,703	0.7%
Southwest Airlines	348,312	1.6%	367,320	1.7%
ViaAir, LLC	-	0.0%	-	0.0%
Republic Airways Ceasar Charter	-	0.0%	-	0.0%
Skyway Airlines - Midwest Airlines	16,215	0.1%	-	0.0%
Sun Country Airlines	-	0.0%	-	0.0%
ABX Air, Inc.	-	0.0%	903	0.0%
Air Cargo Carriers	-	0.0%	68	0.0%
Air Transport International, LLC	-	0.0%	-	0.0%
Airnet Systems	25,724	0.1%	29,923	0.1%
ASA/ExpressJet Airlines	35,790	0.2%	220,870	1.1%
Bankair, Inc.	5,083	0.0%	12,553	0.1%
Bax Global, Inc.	34,337	0.2%	36,294	0.2%
CSA, Inc.	-	0.0%	-	0.0%
DHL Global Business Services	44,635	0.2%	43,281	0.2%
Expressjet Airlines	162,216	0.7%	-	0.0%
Fedex Corp.	265,506	1.2%	263,841	1.3%
Kalitta Air, LLC	1,297	0.0%	-	0.0%
Kalitta Charters	1,232	0.0%	1,477	0.0%
Kitty Hawk Group, Inc.	11,100	0.1%	40,760	0.2%
Martin Air, Inc.	440	0.0%	-	0.0%
Mountain Air Cargo, Inc.	36	0.0%	55	0.0%
Polet Cargo Airlines	728	0.0%	728	0.0%
Roush D. Aviation, LLC	23,203	0.1%	22,262	0.1%
Southeast Airmotive	1,619	0.0%	2,143	0.0%
United Parcel Service Company	127,077	0.6%	128,573	0.6%
USA Jet	2,343	0.0%	1,595	0.0%
Total Other Domestic Carriers	1,282,724	5.9%	1,326,349	6.3%
Other International Carriers				
Aeromexico	-	0.0%	-	0.0%
Air Georgian Airlines	29,922	0.1%	28,187	0.1%
Insel Air International B.V	-	0.0%	-	0.0%
Interjet (Airlines)	-	0.0%	-	0.0%
Lufthansa German Airlines	142,673	0.7%	115,599	0.6%
Sunwing Airlines	-	0.0%	-	0.0%
ASIG	11,173	0.1%	15,652	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%
Swissport CFE, Inc.	-	0.0%	347	0.0%
Worldwide Flight Services (Aerolink)	-	0.0%	-	0.0%
Total Other International Carriers	183,768	0.9%	159,785	0.8%
Total	21,662,043	100.0%	20,896,966	100.0%

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 20: AIRCRAFT OPERATIONS

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	OPERATIONS
2016	546
2015	546
2014	548
2013	554
2012	545
2011	547
2010	509
2009	522
2008	531
2007	519

SOURCE:
Federal Aviation Administration Monthly Traffic
Activity Reports

SCHEDULE 21: AVERAGE LOAD FACTOR

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	ENPLANEMENTS	TOTAL SEATS	LOAD FACTOR
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%
2007	15,712	21,150	74.3%

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 22: CARGO ENPLANED BY POUND

(FISCAL YEARS ENDED JUNE 30; 000)

FISCAL YEAR	LBS ENPLANED
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
2007	143,158

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 23: CSMA (OR AIR TRADE AREA) POPULATION

CALENDAR YEAR	POPULATION
2015	2,426,363
2014	2,380,314
2013	2,337,339
2012	2,295,879
2011	2,257,149
2010	2,223,894
2009	2,195,856
2008	2,151,756
2007	2,086,153
2006	2,009,239

SOURCE:
Economic Research Federal Reserve Bank of St. Louis

SCHEDULE 24: TOTAL PERSONAL INCOME (MSA)

(\$000)

CALENDAR YEAR	TOTAL INCOME
2015	\$ 109,028,252
2014	102,365,776
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
2006	79,213,292

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)

CALENDAR YEAR	INCOME
2015	\$ 44,935
2014	43,026
2013	41,343
2012	44,369
2011	39,878
2010	38,073
2009	41,739
2008	46,576
2007	42,698
2006	39,425

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

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SCHEDULE 26: UNEMPLOYMENT RATE (MSA)

CALENDAR YEAR	UNEMPLOYMENT RATE
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%
2006	4.93%

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)

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

2007		
Rank	Employer	Number of Employees
1	Carolinas Health Care System	22,159
2	Wachovia Corp.	20,000
3	Bank of America Corp.	15,000
4	Wal-Mart Stores Inc.	13,192
5	Delhaize America Inc./ Food Lion LLC	8,658
6	Presbyterian Healthcare	8,505
7	Duke Energy Corp.	7,757
8	Ruddick Corp.	7,000
9	Lowe's Cos. Inc.	5,900
10	Adecco SA	5,000

NOTE:

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

SOURCE:

Charlotte Business Journal Book of Lists

SCHEDULE 28: EMPLOYEE TREND

(FISCAL YEARS ENDED JUNE 30)

Division/Group	2016	2015	2014	2013	2012
Administration					
Executive	4	5	5	8	10
Legal	5	5	5	-	-
Public Affairs	7	6	4	5	6
Administrative Services & Human Resources	14	10	10	6	6
DBE/SBE	1	-	-	-	-
Operations					
Executive	-	2	1	-	-
Airside	38	39	31	40	39
Landside/Ground Transportation	132	135	142	126	120
Terminal Operations	25	24	24	27	-
Airport Security	45	43	42	44	25
Public Safety/Law Enforcement	19	2	-	-	3
Facilities					
Executive	2	2	1	-	-
Airside Maintenance	42	38	45	45	43
Building Maintenance	80	68	64	56	54
Fleet Maintenance	12	10	11	9	8
Janitorial/Housekeeping	2	3	2	1	2
Logistics	6	5	5	-	-
Development					
Executive	23	16	1	14	13
Engineering	1	2	13	-	-
Environmental	2	1	1	-	-
Planning	1	1	6	3	3
Business Office					
Executive	3	2	8	-	-
Commercial Services/Aviation	5	4	-	-	-
Commercial Services/Passenger	4	4	-	-	-
Finance					
Executive	17	16	15	8	8
Technology					
Executive	14	10	11	10	2
Total	504	453	447	402	342

Division/Group	2011	2010	2009	2008	2007
Administration					
Executive	15	12	12	12	11
Legal	-	-	-	-	-
Public Affairs	8	6	8	6	4
Administrative Services & Human Resources	5	6	5	5	6
DBE/SBE	-	1	1	1	1
Operations					
Executive	-	-	-	-	-
Airside	60	59	57	54	64
Landside/Ground Transportation	117	111	107	121	122
Terminal Operations	-	-	-	-	-
Airport Security	-	-	-	-	-
Public Safety/Law Enforcement	-	-	-	-	-
Facilities					
Executive	-	-	-	-	-
Airside Maintenance	38	34	36	38	40
Building Maintenance	60	56	56	56	55
Fleet Maintenance	6	6	5	5	7
Janitorial/Housekeeping	2	2	2	2	2
Logistics	-	-	-	-	-
Development					
Executive	14	13	12	12	11
Engineering	-	-	-	-	-
Environmental	-	-	-	-	-
Planning	4	5	6	4	3
Business Office					
Executive	-	-	-	-	-
Commercial Services/Aviation	-	-	-	-	-
Commercial Services/Passenger	-	-	-	-	-
Finance					
Executive	6	5	4	6	6
Technology					
Executive	-	-	-	-	-
Total	335	316	311	322	332

SOURCE:
Charlotte Douglas International Airport

SCHEDULE 29: CAPITAL ASSETS

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
Total capital assets					
Land	\$ 306,101	\$ 308,623	\$ 302,868	\$ 299,917	\$ 297,504
Buildings	910,665	747,494	670,508	642,556	626,667
Runways	415,382	393,153	392,982	392,371	392,108
Improvements other than buildings	148,865	106,180	100,066	91,366	85,647
Intangibles	3,317	3,317	3,317	3,317	-
Machinery and equipment	114,134	102,669	54,207	38,485	34,785
Construction in progress	104,147	261,145	279,094	158,255	104,231
Total	2,002,611	1,922,581	1,803,042	1,626,267	1,540,942
Less accumulated depreciation	699,746	650,184	609,707	570,386	533,894
Total capital assets, net	\$ 1,302,865	\$ 1,272,397	\$ 1,193,335	\$ 1,055,881	\$ 1,007,048

	2011	2010	2009	2008	2007
Total capital assets					
Land	\$ 291,994	\$ 255,206	\$ 249,730	\$ 241,152	\$ 228,749
Buildings	618,045	600,532	546,732	499,802	498,854
Runways	356,693	332,951	221,539	147,004	147,004
Improvements other than buildings	80,318	79,909	64,660	65,018	64,961
Intangibles	-	-	-	-	-
Machinery and equipment	33,234	19,896	19,623	19,142	17,295
Construction in progress	80,607	113,251	214,222	186,663	112,175
Total	1,460,891	1,401,745	1,316,506	1,158,781	1,069,038
Less accumulated depreciation	496,136	460,104	428,539	401,361	375,952
Total capital assets, net	\$ 964,755	\$ 941,641	\$ 887,967	\$ 757,420	\$ 693,086

SOURCE:
City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 30: PFC APPROVALS AND REMAINING AUTHORITY

(FISCAL YEARS ENDED JUNE 30; \$000)

PFC APPLICATION	APPLICATION NUMBER	2016	2015	2014	2013	2012
PFCs Authorized						
PFC Application No. 1 ¹	04-01-C-00-CLT	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150
PFC Application No. 2 ¹	07-02-C-00-CLT	143,057	143,057	143,057	143,057	144,557
PFC Application No. 3 ¹	09-03-C-00-CLT	79,266	79,266	80,766	80,766	80,766
PFC Application No. 4 ¹	11-04-C-00-CLT	128,507	164,302	164,302	164,302	164,302
PFC Application No. 5	15-05-C-00-CLT	67,660	67,660	-	-	-
Total PFCs Authorized		1,068,640	1,104,435	1,038,275	1,038,275	1,039,775
PFC Revenue						
Total PFCs Collected		591,199	532,028	471,790	412,264	356,155
Total PFC Interest Income		21,772	20,336	18,819	17,630	16,580
Total PFC Revenue		612,971	552,364	490,609	429,894	372,735
REMAINING PFC AUTHORITY		\$ 455,669	\$ 552,071	\$ 547,666	\$ 608,381	\$ 667,040

PFC APPLICATION	APPLICATION NUMBER	2011	2010	2009	2008	2007
PFCs Authorized						
PFC Application No. 1 ¹	04-01-C-00-CLT	\$ 650,150	\$ 650,150	\$ 650,150	\$ 650,150	\$ 514,702
PFC Application No. 2 ¹	07-02-C-00-CLT	144,557	144,557	144,557	144,557	-
PFC Application No. 3 ¹	09-03-C-00-CLT	80,766	80,766	-	-	-
PFC Application No. 4 ¹	11-04-C-00-CLT	-	-	-	-	-
PFC Application No. 5	11-04-C-00-CLT	-	-	-	-	-
Total PFCs Authorized		875,473	875,473	794,707	794,707	514,702
PFC Revenue						
Total PFCs Collected		303,061	248,347	200,258	154,165	107,751
Total PFC Interest Income		15,308	13,769	11,419	7,786	3,630
Total PFC Revenue		318,369	262,116	211,677	161,952	111,381
REMAINING PFC AUTHORITY		\$ 557,104	\$ 613,357	\$ 583,030	\$ 632,755	\$ 403,321

NOTES:

¹As amended.

SOURCE:

PFC Audit Reports

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SCHEDULE 31: 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 ¹	
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 ²	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
2007 ³	3.00	0.11	2.89	15,712	103.6%	47,021

NOTES:

¹PFC eligible passengers imputed from total enplaned passengers, net PFC rate, and total PFC collections.

²PFC Revenue in FY 2014 do not include year-end reclass entries produced by the City during year-end closing.

³PFC timing issues produced a \$3.6 million increase of PFC revenues which caused PFC eligible enplaned passengers to exceed 100% in FY 2007.

SOURCE:

Charlotte Douglas International Airport

SCHEDULE 32: PFC FUND ACTIVITY

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
PFC Revenue Available					
Beginning balance	\$ 308,710	\$ 277,238	\$ 248,867	\$ 215,358	\$ 185,656
PFC Revenues	59,171	60,238	58,547	56,111	53,094
PFC Interest Earnings	1,436	1,516	1,190	810	1,272
Transfers In	5,314	-	2	-	-
Total PFC Revenue Available	374,631	338,992	308,606	272,279	240,022
PFC Expenditures					
PFC Eligible Debt Service	20,949	21,404	22,512	23,172	22,107
PAYGO Projects ¹	54,589	8,878	104	240	2,557
Total PFC Expenditures	75,538	30,282	22,616	23,412	24,664
Adjustments ²	-	-	8,752	-	-
PFC REMAINING BALANCE	\$ 299,093	\$ 308,710	\$ 277,238	\$ 248,867	\$ 215,358

	2011	2010	2009	2008	2007
PFC Revenue Available					
Beginning balance	\$ 161,022	\$ 130,721	\$ 100,818	\$ 71,068	\$ 33,520
PFC Revenues	54,714	48,088	46,093	46,414	51,468
PFC Interest Earnings	1,539	2,531	3,828	3,970	2,220
Transfers In	-	-	-	-	-
Total PFC Revenue Available	217,275	181,340	150,739	121,452	87,208
PFC Expenditures					
PFC Eligible Debt Service	20,940	20,318	20,018	20,459	16,140
PAYGO Projects ¹	10,679	-	-	175	-
Total PFC Expenditures	31,619	20,318	20,018	20,634	16,140
Adjustments ²	-	-	-	-	-
PFC REMAINING BALANCE	\$ 185,656	\$ 161,022	\$ 130,721	\$ 100,818	\$ 71,068

NOTES:

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

SOURCE:

City of Charlotte Comprehensive Annual Financial Report

SCHEDULE 33: DOMESTIC O&D DEPLANEMENTS

(FISCAL YEARS ENDED JUNE 30; \$000)

FISCAL YEAR	RESIDENTS		VISITORS		TOTAL
	DEPLANEMENTS	% OF TOTAL	DEPLANEMENTS	% OF TOTAL	
2016	2,828	53.3%	2,474	46.7%	5,302
2015 ¹	2,637	53.6%	2,281	46.4%	4,918
2014	2,582	54.7%	2,141	45.3%	4,723
2013	2,494	54.1%	2,112	45.9%	4,606
2012	2,383	54.1%	2,019	45.9%	4,402
2011	2,384	54.2%	2,015	45.8%	4,399
2010	2,256	54.1%	1,914	45.9%	4,170
2009	2,159	53.9%	1,847	46.1%	4,006
2008	2,372	53.8%	2,037	46.2%	4,409
2007	2,304	53.4%	2,011	46.6%	4,315

Average Annual Growth Rates:

2007-2016	2.3%	2.3%	2.3%
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NOTES:

¹Numbers changed from prior year reported due to timing.

SOURCE:

Data Base Products, Inc.

SCHEDULE 34: CFC COLLECTIONS

(FISCAL YEARS ENDED JUNE 30)

FISCAL YEAR	RENTAL CAR TRANSACTION DAYS ¹ (000)	CFC RATE	TOTAL CFC COLLECTIONS ² (\$000)
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 ³	2,188	3.50	7,659
2010	1,943	3.50	6,801
2009	1,998	3.50	6,994
2008 ⁴	2,288	3.50	8,008
TOTAL			\$ 81,792

NOTES:

¹Rental Car Transaction Days imputed from CFC Collections and CFC Rate.

²CFC's depicted in Note 13 on page 67 are shown net of the deposit made to the operation and maintenance fund shown on Schedule 35.

³The CFC was increased from \$3.50 to \$4.00 on October 1, 2011.

⁴The City began imposing the CFC on July 1, 2007, the beginning of FY 2008.

SOURCE:

City of Charlotte

SCHEDULE 35: CFC SPECIAL FACILITIES DEBT SERVICE COVERAGE

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
Revenues:					
CFC Revenue:					
CFC Collections ¹	\$ 12,273	\$ 10,860	\$ 10,009	\$ 9,920	\$ 9,268
Interest Earnings	110	81	114	61	150
Total Annual CFC Revenue	12,383	10,941	10,123	9,981	9,057
Contingent Rent	-	-	-	-	-
Total Revenues	12,383	10,941	10,123	9,981	9,057
Rolling Coverage Fund	1,112	1,112	1,112	1,112	1,112
Total Revenues Available for DS Coverage	13,495	12,053	11,235	11,093	10,169
Application of Revenues					
1st Debt Service Fund ⁸	4,449	4,469	3,833	3,811	2,458
2nd Rolling Coverage Fund	-	-	-	-	-
3rd Supplemental Reserve Fund	-	-	-	-	-
4th Qualified Reserve Fund Substitute	-	-	-	-	-
5th Debt Service Reserve Fund	-	-	-	-	-
6th Subordinate Debt Service Fund	-	-	-	-	-
7th Subordinate Debt Service Reserve Fund	-	-	-	-	-
8th Rebate Fund	-	-	-	-	-
9th Replenishment of CFC Stabilization Fund ²	-	-	-	-	-
10th Operation and Maintenance Fund ³	4,253	673	-	376	361
11th City Loan ⁴	-	-	-	-	-
12th Repair and Replacement Fund ⁵	-	-	-	-	-
13th Debt Service Fees	23	-	-	-	-
14th CFC Stabilization Fund ⁶	4,770	6,911	7,402	6,906	7,350
Total Application of Revenues	\$ 13,495	\$ 12,053	\$ 11,235	\$ 11,093	\$ 10,169
Debt Service Coverage - With Coverage Fund (x)	2.45	2.70	2.93	2.91	4.14
Debt Service Coverage - Without Coverage Fund (x)	2.24	2.45	2.64	2.62	3.68

	2011	2010	2009	2008 ⁷
Revenues:				
CFC Revenue:				
CFC Collections ¹	\$ 7,659	\$ 6,801	\$ 6,994	\$ 8,008
Interest Earnings	207	253	398	168
Total Annual CFC Revenue	7,866	6,693	7,016	7,835
Contingent Rent	-	-	-	-
Total Revenues	7,866	6,693	7,016	7,835
Rolling Coverage Fund	1,112	1,112	1,112	1,112
Total Revenues Available for DS Coverage	8,978	7,805	8,128	8,947
Application of Revenues				
1st Debt Service Fund ⁸	-	-	-	-
2nd Rolling Coverage Fund	-	-	-	-
3rd Supplemental Reserve Fund	-	-	-	-
4th Qualified Reserve Fund Substitute	-	-	-	-
5th Debt Service Reserve Fund	-	-	-	-
6th Subordinate Debt Service Fund	-	-	-	-
7th Subordinate Debt Service Reserve Fund	-	-	-	-
8th Rebate Fund	-	-	-	-
9th Replenishment of CFC Stabilization Fund ²	-	-	-	-
10th Operation and Maintenance Fund ³	361	361	376	341
11th City Loan ⁴	-	-	-	-
12th Repair and Replacement Fund ⁵	-	-	-	-
13th Debt Service Fees	-	-	-	-
14th CFC Stabilization Fund ⁶	8,617	7,444	7,752	8,606
Total Application of Revenues	\$ 8,978	\$ 7,805	\$ 8,128	\$ 8,947
Debt Service Coverage - With Coverage Fund (x)	-	-	-	-
Debt Service Coverage - Without Coverage Fund (x)	-	-	-	-

NOTES:

¹CFC's depicted in Note 13 on page 67 are shown net of the deposit made to the operation and maintenance fund as shown on this schedule.

²Any deposit required to bring the CFC Stabilization Fund to its stated minimum of \$2 million (or higher).

³Represents annual O&M expenses for the CONRAC facility.

⁴Repayment of any principal and interest for a City Loan to the Airport to pay for costs of the Project that cannot be paid for with Bonds or CFC Stabilization Fund.

⁵Repair and Replacement Fund replenishment to pay the cost of additions and capital improvements; or the renewal or replacement of capital assets of, or purchasing and installing new equipment related to the CONRAC; or paying any extraordinary maintenance and repair that are not operating expenses on the CONRAC.

⁶All remaining revenues are transferred to the CFC Stabilization Fund within 15 days of the end of each Fiscal Year.

⁷CFC collections started in 2008.

⁸CFC debt service started in 2012. No CFC debt service 2008-2011.

SOURCE: Charlotte Douglas International Airport

SCHEDULE 36: CFC FUND ACTIVITY

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
CFC Revenues					
Beginning balance	\$ 23,722	\$ 29,751	\$ 24,649	\$ 20,351	\$ 25,526
CFC revenues ¹	12,273	10,860	10,009	9,920	9,268
CFC interest earnings	110	81	114	61	150
Transfers in	2	-	-	-	3,143
Facility rents	-	(673)	-	(376)	(361)
Total CFC Revenue Available	36,107	40,019	34,772	29,956	37,726
CFC Expenditures					
Debt service ⁴	5,518	4,469	3,833	3,811	2,458
Operation and maintenance	3,207	-	-	-	-
CFC reserve fund	-	-	-	-	2,500
Supplemental reserve	-	-	-	-	2,225
Rolling coverage	-	-	-	-	1,112
CIP fund transfer net ²	-	11,828	1,188	1,496	9,080
Total CFC Expenditures	8,725	16,297	5,021	5,307	17,375
CFC REMAINING BALANCE	\$ 27,382	\$ 23,722	\$ 29,751	\$ 24,649	\$ 20,351

	2011	2010	2009	2008 ³
CFC Revenues				
Beginning balance	\$ 18,163	\$ 14,470	\$ 7,454	\$ -
CFC revenues ¹	7,659	6,801	6,994	8,008
CFC interest earnings	207	253	398	168
Transfers in	-	-	-	-
Facility rents	(361)	(361)	(376)	(341)
Total CFC Revenue Available	25,668	21,163	14,470	7,835
CFC Expenditures				
Debt service ⁴	-	-	-	-
Operation and maintenance	-	-	-	-
CFC reserve fund	-	-	-	-
Supplemental reserve	-	-	-	-
Rolling coverage	-	-	-	-
CIP fund transfer net ²	142	3,000	-	381
Total CFC Expenditures	142	3,000	-	381
CFC REMAINING BALANCE	\$ 25,526	\$ 18,163	\$ 14,470	\$ 7,454

NOTE:

¹CFC's depicted in Note 13 on page 67 are shown net of the deposit made to the Operation and Maintenance Fund shown on Schedule 35.

²CFC funds transferred to CONRAC facility construction fund to pay project costs.

³CFC collections started in 2008.

⁴CFC debt service started in 2012. No CFC debt service 2008-2011.

SOURCE:

Charlotte Douglas International Airport

SCHEDULE 37: RENTAL CAR MARKET SHARE

(FISCAL YEARS ENDED JUNE 30; \$000)

	2016	2015	2014	2013	2012
GROSS REVENUE¹					
On-Airport					
Hertz	\$ 31,693	\$ 31,524	\$ 33,794	\$ 31,452	\$ 28,570
National	39,374	34,971	28,251	26,290	24,602
Avis	24,262	23,304	23,772	21,966	19,602
Enterprise	19,081	17,516	16,211	14,569	13,424
Budget	13,241	11,948	12,019	10,412	10,027
Dollar	6,351	5,805	7,031	5,797	4,815
Advantage/Simply Wheelz ²	3,253	2,653	2,576	1,152	-
Thrifty ²	-	-	-	2,567	3,700
Total On-Airport	137,255	127,721	123,654	114,205	104,740
Off-Airport					
Advantage/Simply Wheelz ²	-	-	-	1,040	1,168
East Coast Rental/Sixt RAC	1,664	441	813	-	-
Payless	879	377	-	-	-
Thrifty ²	2,553	3,042	3,489	1,046	-
Triangle	-	17	25	6	5
Total Off-Airport	5,096	3,877	4,327	2,092	1,173
GRAND TOTAL - GROSS REVENUE	\$ 142,351	\$ 131,597	\$ 127,981	\$ 116,297	\$ 105,913
MARKET SHARE					
On-Airport					
Hertz	22.3%	24.0%	26.4%	27.0%	27.0%
National	27.7%	26.6%	22.1%	22.6%	23.2%
Avis	17.0%	17.7%	18.6%	18.9%	18.5%
Enterprise	13.4%	13.3%	12.7%	12.5%	12.7%
Budget	9.3%	9.1%	9.4%	9.0%	9.5%
Dollar	4.5%	4.4%	5.5%	5.0%	4.5%
Advantage/Simply Wheelz ²	2.3%	2.0%	2.0%	1.0%	0.0%
Thrifty ²	0.0%	0.0%	0.0%	2.2%	3.5%
Total On-Airport	96.5%	97.1%	96.7%	98.2%	98.9%
Off-Airport					
Advantage/Simply Wheelz ²	0.0%	0.0%	0.0%	0.9%	1.1%
East Coast Rental/Sixt RAC	1.1%	0.3%	0.6%	0.0%	0.0%
Payless	0.6%	0.3%	0.0%	0.0%	0.0%
Thrifty ²	1.8%	2.3%	2.7%	0.9%	0.0%
Triangle	0.0%	0.0%	0.0%	0.0%	0.0%
Total Off-Airport	3.5%	2.9%	3.3%	1.8%	1.1%
GRAND TOTAL - MARKET SHARE	100.0%	100.0%	100.0%	100.0%	100.0%

	2011	2010	2009	2008	2007
GROSS REVENUE¹					
On-Airport					
Hertz	\$ 27,882	\$ 26,741	\$ 26,575	\$ 31,427	\$ 33,131
National	22,338	20,690	18,564	20,719	19,470
Avis	20,158	20,418	22,531	25,161	23,843
Enterprise	13,233	11,008	10,624	12,115	11,653
Budget	9,403	8,591	9,643	10,079	10,460
Dollar	4,506	4,509	4,263	5,217	5,107
Advantage/Simply Wheelz ²	-	-	-	-	-
Thrifty ²	3,870	4,091	4,625	4,826	5,277
Total On-Airport	101,390	96,048	96,825	109,544	108,941
Off-Airport					
Advantage/Simply Wheelz ²	445	-	-	-	-
East Coast Rental/Sixt RAC	-	-	-	-	-
Payless	-	-	-	-	-
Thrifty ²	-	-	-	-	-
Triangle	8	20	15	23	13
Total Off-Airport	453	20	15	23	13
GRAND TOTAL - GROSS REVENUE	\$ 101,843	\$ 96,068	\$ 96,840	\$ 109,567	\$ 108,954
MARKET SHARE					
On-Airport					
Hertz	27.4%	27.8%	27.4%	28.7%	30.4%
National	21.9%	21.5%	19.2%	18.9%	17.9%
Avis	19.8%	21.3%	23.3%	23.0%	21.9%
Enterprise	13.0%	11.5%	11.0%	11.1%	10.7%
Budget	9.2%	8.9%	9.9%	9.2%	9.6%
Dollar	4.4%	4.7%	4.4%	4.7%	4.7%
Advantage/Simply Wheelz ²	0.0%	0.0%	0.0%	0.0%	0.0%
Thrifty ²	3.8%	4.3%	4.8%	4.4%	4.8%
Total On-Airport	99.5%	100.0%	100.0%	100.0%	100.0%
Off-Airport					
Advantage/Simply Wheelz ²	0.5%	0.0%	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 ²	0.0%	0.0%	0.0%	0.0%	0.0%
Triangle	0.0%	0.0%	0.0%	0.0%	0.0%
Total Off-Airport	0.5%	0.0%	0.0%	0.0%	0.0%
GRAND TOTAL - MARKET SHARE	100.0%	100.0%	100.0%	100.0%	100.0%

NOTES:

¹Gross 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.

²Advantage and Thrifty relocated in FY 2013.

SOURCE:

Charlotte Douglas International Airport





CHARLOTTE DOUGLAS International Airport



5501 Josh Birmingham Parkway
Charlotte, NC 28208

www.cltairport.com