

**CITY OF CHARLOTTE AIRPORT
FINANCIAL STATEMENTS
AND ADDITIONAL INFORMATION
FOR THE YEAR ENDED JUNE 30, 2005
AND INDEPENDENT AUDITORS' REPORT**

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Independent Auditor's Report

Honorable Mayor and Members of
City Council
Charlotte, North Carolina

We have audited the accompanying statement of net assets of the City of Charlotte Airport (the "Airport"), an enterprise fund of the City of Charlotte, North Carolina, as of June 30, 2005, and the related statements of revenues, expenses and changes in net assets and cash flows for the year then ended. These financial statements are the responsibility of Airport management. 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. These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As discussed in Note 1, the financial statements present only the Airport enterprise fund and do not purport to, and do not present fairly the financial position of the City of Charlotte, North Carolina as of June 30, 2005, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In our opinion the basic financial statements referred to above present fairly, in all material respects, the financial position of the Airport as of June 30, 2005, and the changes in its financial position and cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Management's Discussion and Analysis, listed in the accompanying table of contents is not a required part of the basic financial statements but is supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and, accordingly, express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the basic financial statements of the Airport taken as a whole. The Additional information, as listed in the accompanying table of contents, is presented for the purpose of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Cherry, Belcourt & Hollard, L.L.P.

Charlotte, North Carolina
February 25, 2006

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the Airport's (an enterprise fund of the City of Charlotte) financial statements presents a narrative overview and analysis of the Airport's financial performance for the fiscal year ended June 30, 2005. Please read it in conjunction with the financial statements, which follow this section. All amounts, unless otherwise indicated, are expressed in millions of dollars.

FINANCIAL HIGHLIGHTS

- The assets of the Airport exceeded its liabilities at the end of 2005 by \$479.8 (net assets). Of this amount, \$196.2 (unrestricted net assets), or 41 percent, is available to support operations and capital programs.
- The overall financial position of the Airport improved in 2005 as evidenced by an increase in total net assets of \$37.6.
- The Airport began collecting Passenger Facility Charges (PFC) on November 1, 2004. Collections during fiscal year 2005 were \$18,102.

OVERVIEW OF THE FINANCIAL STATEMENTS

This report consists primarily of three parts: management's discussion and analysis (this section), the financial statements, and additional information pertaining to the change in net assets for included and excluded 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 (pages 13-24).

The *statement of net assets* includes all of the Airport's assets and liabilities. The *statement of revenues, expenses and changes in fund net assets* accounts for all of the current year's revenues and expenses regardless of when cash is received or paid. These two statements report the Airport's net assets and how they have changed. Net assets, the difference between assets and liabilities, is one way to measure the Airport's financial health or position. Over time, increases or decreases in the Airport's net assets are one indicator of whether financial health is improving or deteriorating.

FINANCIAL ANALYSIS OF THE AIRPORT AS A WHOLE

Net Assets. A summary of the Airport's net assets at June 30, 2005 and 2004 is presented below:

Net Assets		
(in Millions)		
	<u>2005</u>	<u>2004</u>
Current and other assets	\$ 446.0	\$ 272.5
Capital assets	<u>621.3</u>	<u>601.6</u>
Total assets	<u>1,067.3</u>	<u>874.1</u>
Current liabilities	41.6	35.6
Noncurrent liabilities	<u>545.9</u>	<u>396.3</u>
Total liabilities	<u>587.5</u>	<u>431.9</u>
Net assets:		
Invested in capital assets, net of related debt	233.3	274.6
Restricted	50.3	50.0
Unrestricted	<u>196.2</u>	<u>117.6</u>
Total net assets	<u>\$ 479.8</u>	<u>\$ 442.2</u>

A primary portion of the Airport's net assets (49 percent) are comprised of its investment in capital assets (land, buildings, runways, etc.), less any related outstanding debt. These capital assets are used to provide services; therefore, they are not available for future spending.

An additional portion of the Airport's net assets (10 percent) represents resources that are subject to external restrictions. The remaining balance, \$196.2 or 41 percent, consists of unrestricted net assets that may be used to support operations and capital programs.

Unrestricted net assets increased by \$78.6. This is due to new revenue sources, such as passenger facility charges and a new fixed base operator agreement, and an increase in capital contributions in 2005. In addition, an allowance, established in 2004, for uncollectible receivables related to US Airways, Inc. resulted in a one time reduction in unrestricted net assets of \$23.4.

Changes in net assets. The following table presents the Airport's changes in net assets for fiscal years ended June 30, 2005 and 2004:

Changes in Net Assets		
(in Millions)		
	<u>2005</u>	<u>2004</u>
Revenues		
Operating revenues:		
Terminal area	\$ 26.5	\$ 23.8
Airfield	10.9	11.5
Concessions	22.9	21.6
Parking	21.7	18.2
Maintenance facility	6.3	(11.0)
Other	14.0	8.9
Nonoperating revenue:		
Passenger facility charges	18.1	-
Investment earnings	8.6	2.4
Total revenues	<u>129.0</u>	<u>75.4</u>
Expenses		
Operating	73.9	61.8
Interest and other charges	25.9	22.6
Other	8.3	6.6
Total expenses	<u>108.1</u>	<u>91.0</u>
Capital contributions	<u>16.7</u>	<u>1.6</u>
Increase (decrease) in net assets	37.6	(14.0)
Net assets – beginning	<u>442.2</u>	<u>456.2</u>
Net assets – ending	<u>\$ 479.8</u>	<u>\$ 442.2</u>

Airport operating revenues were derived primarily from the terminal area and concessions (48 percent). Total revenues increased 71 percent due to new activities at the Airport including a new passenger facility charge and a new fixed base operator agreement. In addition, an allowance for uncollectible receivables related to US Airways, Inc. was recorded in 2004, which resulted in a one time reduction of revenues of \$23.4.

Operating expenses cover a range of areas with the largest being the terminal area. Total operating expenses increased 20 percent. This is due in large part to a new fixed base operator agreement with Wilson Air Center.

User rates and fees are established to provide for operating expenses, debt service costs and adequate working capital.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

At June 30, 2005, the Airport had \$621.3 (net of accumulated depreciation) in capital assets consisting primarily of land, buildings and runways. This amount represents a net increase of \$19.7, or 3 percent over 2004.

This year's major capital asset additions were expansion and improvement of Airport facilities. At June 30, 2005, unexpended authorized capital projects totaled \$180.5. These projects are primarily for expansion and improvements. The Airport has plans to issue debt to finance these projects in addition to using resources currently available.

More detailed information about the Airport's capital assets is presented in Note 2 to the financial statements.

Long-term Debt

At June 30, 2005, the Airport had \$556.6 of debt outstanding in revenue bonds and installment purchases. This was a increase of \$146.8 or 36 percent over last year. Details by type of debt are presented in the following table:

Outstanding Debt
(in Millions)

	2005	2004
General obligation bonds	\$ -	\$ 2.7
Revenue bonds	555.1	405.2
Installment purchases	1.5	1.9
Total	\$ 556.6	\$ 409.8

New debt for 2005 resulted from issuing revenue bonds for Airport improvements (\$166.9). More detailed information about the Airport's long-term liabilities is presented in Note 3 to the financial statements.

ECONOMIC FACTORS AND RATES

The following economic factors impact the Airport's outlook:

- The Airport ranks as the nation's 16th busiest airport in operations, 19th in passengers and 35th in cargo.
- Airport revenues are projected to increase by 25% due to growth in parking revenues and the recently implemented passenger facility charge. Revenues will also grow due to the Airport's new fixed base operator, Wilson Air Center, which will also increase operating expenses 43%.
- Construction is expected to begin in January 2006 of a new \$44 million, 3,000-space customer parking deck that will increase customer parking capacity by 15 percent. The deck is scheduled to be completed in May 2007.
- Planning for a third parallel runway is in process. The 9,000-foot runway is scheduled to be operational in 2009.

Airport revenues and expenditures are expected to increase in 2006 due in large part to a new fixed base operator agreement with Wilson Air Center.

CONTACTING FINANCIAL MANAGEMENT

This financial report is designed to provide investors and creditors with a general overview of the Airport's finances and to demonstrate the Airport's accountability. Questions concerning this report or requests for additional financial information should be directed to the City of Charlotte's Finance Department, 600 East Fourth Street, Charlotte, NC 28202-2848.

CITY OF CHARLOTTE AIRPORT
STATEMENT OF NET ASSETS
JUNE 30, 2005
(In Thousands)

ASSETS

Current assets:	
Cash and cash equivalents	\$ 248,990
Receivables, net of allowance for uncollectibles of \$3,095-	
Accounts	13,529
Other	<u>2,477</u>
Total receivables	16,006
Due from other governmental agencies	1,020
Restricted assets-	
Cash and cash equivalents	52,834
Investments	<u>115,677</u>
Total restricted assets	<u>168,511</u>
Total current assets	<u>434,527</u>
Noncurrent assets:	
Other receivables	40
Deferred charges	11,419
Capital assets (Note 2)-	
Land	216,855
Buildings	491,396
Runways	140,919
Other improvements	28,999
Machinery and equipment	11,913
Construction in progress	<u>57,003</u>
Total capital assets	947,085
Less accumulated depreciation	<u>325,792</u>
Total capital assets, net	<u>621,293</u>
Total noncurrent assets	<u>632,752</u>
Total assets	<u>1,067,279</u>

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

LIABILITIES

Current liabilities:	
Accounts payable	\$ 13,533
Deposits and retainage payable	474
Accrued interest payable	21
Current maturities of long-term liabilities	1,030
Current liabilities payable from restricted assets-	
Accounts payable	2,907
Deposits and retainage payable	1,412
Accrued interest payable	11,438
Revenue bonds payable	<u>10,830</u>
Total current liabilities payable from restricted assets	<u>26,587</u>
Total current liabilities	<u>41,645</u>
Noncurrent liabilities (Note 3):	
Revenue bonds payable - net of deferred amounts on refunding and premiums of \$16	544,201
Installment purchases - net of unamortized premium of \$42	1,044
Compensated absences payable	409
Arbitrage payable	<u>222</u>
Total noncurrent liabilities	<u>545,876</u>
Total liabilities	<u>587,521</u>

NET ASSETS

Invested in capital assets, net of related debt	233,255
Restricted for:	
Debt service	36,516
Working capital	13,748
Unrestricted	<u>196,239</u>
Total net assets	<u>\$ 479,758</u>

CITY OF CHARLOTTE AIRPORT
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

OPERATING REVENUES:	
Terminal area	\$ 26,483
Airfield	10,856
Concessions	22,948
Parking	21,679
Maintenance facility	6,284
Other	<u>14,020</u>
Total operating revenues	<u>102,270</u>
OPERATING EXPENSES:	
Terminal area	25,227
Services facility	11,532
Public airfield facilities	1,075
Fixed base operator area	8,502
Cargo area	2,388
Depreciation	<u>25,151</u>
Total operating expenses	<u>73,875</u>
Operating income	<u>28,395</u>
NONOPERATING REVENUES (EXPENSES):	
Passenger facility charges	18,102
Investment earnings	8,589
Interest expense and other charges	(25,930)
Non-airline terminal revenue distribution	(6,961)
Miscellaneous	<u>(1,310)</u>
Total nonoperating revenues (expenses)	<u>(7,510)</u>
Income before contributions	20,885
CAPITAL CONTRIBUTIONS	<u>16,654</u>
Change in net assets	<u>37,539</u>
Total net assets - beginning	<u>442,219</u>
Total net assets - ending	<u>\$ 479,758</u>

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

CITY OF CHARLOTTE AIRPORT
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from customers	\$ 99,511
Payments to suppliers	(28,529)
Payments to other City funds for services	(6,193)
Payments to employees	(11,087)
Payments to airlines for non-airline terminal revenue distribution	(5,871)
Other receipts (payments)	<u>(821)</u>
Net cash provided by operating activities	<u>47,010</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING
ACTIVITIES:

Proceeds from capital debt	170,038
Passenger facility charges	18,102
Acquisition and construction of capital assets	(44,499)
Principal paid on capital debt	(20,162)
Interest paid on capital debt	(28,029)
Capital contributions	<u>16,972</u>
Net cash provided by capital and related financing activities	<u>112,422</u>

CASH FLOWS FROM INVESTING ACTIVITIES:

Purchase of investments	(237,394)
Proceeds from sale and maturities of investments	150,295
Interest received	<u>5,123</u>
Net cash used by investing activities	<u>(81,976)</u>

Net increase in cash and cash equivalents	77,456
Cash and cash equivalents - beginning of year	<u>224,368</u>
Cash and cash equivalents - end of year	<u>\$ 301,824</u>

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CITY OF CHARLOTTE AIRPORT
STATEMENT OF CASH FLOWS - (Continued)
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

RECONCILIATION OF OPERATING INCOME TO NET CASH

PROVIDED BY OPERATING ACTIVITIES:

Operating income	\$ 28,395
Adjustments to reconcile operating income to net cash provided by operating activities-	
Depreciation	25,151
Other receipts (payments)	(821)
Non-airline terminal revenue distribution	(5,871)
Change in assets and liabilities-	
(Increase) in receivables	(2,759)
(Increase) in due from other governmental agencies	(43)
Decrease in other receivables	12
Increase in accounts payable	2,848
Increase in deposits and retainage payable	52
Increase in compensated absences payable	46
Total adjustments	<u>18,615</u>
Net cash provided by operating activities	<u>\$ 47,010</u>

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

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2005
(Dollar Amounts in Thousands)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:

a. Basis of Presentation

The City of Charlotte Airport (Airport) is an enterprise fund of the City of Charlotte (City) that accounts for the operations of the Charlotte/Douglas International Airport. All assets and liabilities associated with the Airport's activities are included on the Statement of Net Assets. 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. The Airport has elected to apply all applicable GASB pronouncements as well as Financial Accounting Standards Board (FASB) Statements and Interpretations issued on or before November 30, 1989; Accounting Principles Board (APB) Opinions and Accounting Research Bulletins, unless those pronouncements conflict with GASB pronouncements.

b. 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. 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 Statement of Net Assets and Statement of Cash Flows, pooled cash is considered cash and cash equivalents. The restricted cash and cash equivalents/investments are 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 Dedicated Method or the Pooling Method. Under the Dedicated Method, all deposits that exceed the federal depository insurance coverage level are collateralized with securities held by the City's agent in the City's name. 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.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS- (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

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 and maturities at June 30, 2005, were as follows:

Investment type	Fair Value	Investment Maturities (in Years)		
		Less than 1	1-3	More than 3
U.S. Agencies	\$ 100,894	\$ 76,649	\$ 5,300 *	\$ 18,945 *
Commercial paper	14,783	14,783	-	-
Total	<u>\$ 115,677</u>	<u>\$ 91,432</u>	<u>\$ 5,300</u>	<u>\$ 18,945</u>

*Bonds and notes callable in 2005 in the amount of \$9,110 mature February and September 2009.

Interest Rate Risk. The City does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. However, the City's internal investment policy limits the maturity of investments in U.S. Treasuries and Agencies to five years.

Credit Risk. State law limits investments in commercial paper to the top rating issued by nationally recognized statistical rating organizations (NRSROs); however, the City had no formal policy on managing credit risk. As of June 30, 2005, the City's investments in commercial paper were rated P1 by Standard & Poor's, F1 by Fitch Ratings, and A1 by Moody's Investors Service.

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, 2005, the City had no repurchase agreements. 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.

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 \$5 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.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS- (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

c. Capital Assets

Capital assets are assets with an initial, individual cost of more than \$5 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
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 \$901 for the year ended June 30, 2005.

d. Compensated Absences

Employees earn vacation leave at the rate of 10 to 20 days per year and can accrue a maximum of 20 to 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. 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.

e. Noncurrent Liabilities

Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method. Bond issuance costs are reported as deferred charges and amortized over the term of the related debt.

Bonds payable are reported net of applicable premiums or discounts and any deferred amounts on refunding. The deferred amount on refunding is the difference between the reacquisition price and the net carrying amount of the old debt. This amount is amortized as a component of interest expense, using the straight-line basis, over the life of the old debt or new debt, whichever is shorter.

The City enters into interest rate swap agreements to modify interest rates on outstanding debt. Other than the net interest expenditures resulting from these agreements, no amounts are recorded in the financial statements.

f. Net Assets

Net assets are classified as invested in capital assets, net of related debt; restricted; and unrestricted. Restricted net assets represent constraints on resources that are either externally imposed by creditors, grantors, contributors, bond covenants, regulations of other governments or by State Statute.

g. 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 twenty-five or thirty 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

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

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.

2. CAPITAL ASSETS:

Capital asset activity for the year ended June 30, 2005, was as follows:

	Beginning			Ending
	<u>Balance</u>	Increases	Decreases	<u>Balance</u>
Capital assets, not being depreciated:				
Land	\$ 209,284	\$ 7,571	\$ -	\$ 216,855
Construction in progress	<u>45,524</u>	<u>42,487</u>	<u>31,008</u>	<u>57,003</u>
Total capital assets, not being depreciated	<u>254,808</u>	<u>50,058</u>	<u>31,008</u>	<u>273,858</u>
Capital assets, being depreciated:				
Buildings	471,612	19,784	-	491,396
Runways	136,674	4,245	-	140,919
Other improvements	28,892	107	-	28,999
Machinery and equipment	<u>10,330</u>	<u>1,708</u>	<u>125</u>	<u>11,913</u>
Total capital assets being depreciated	<u>647,508</u>	<u>25,844</u>	<u>125</u>	<u>673,227</u>
Less accumulated depreciation for:				
Buildings	220,669	18,977	-	239,646
Runways	61,328	3,939	-	65,267
Other improvements	11,750	1,142	-	12,892
Machinery and equipment	<u>7,019</u>	<u>1,093</u>	<u>125</u>	<u>7,987</u>
Total accumulated depreciation	<u>300,766</u>	<u>25,151</u>	<u>125</u>	<u>325,792</u>
Total capital assets, being depreciated, net	<u>346,742</u>	<u>693</u>	<u>-</u>	<u>347,435</u>
Capital assets, net	<u>\$ 601,550</u>	<u>\$ 50,751</u>	<u>\$ 31,008</u>	<u>\$ 621,293</u>

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

3. NONCURRENT LIABILITIES:

A summary of changes in noncurrent liabilities for the year ended June 30, 2005, follows by type:

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
General obligation bonds:					
1980 series	\$ 1,250	\$ -	\$ 1,250	\$ -	\$ -
1998 series	1,475	-	1,475	-	-
Total general obligation bonds	<u>2,725</u>	<u>-</u>	<u>2,725</u>	<u>-</u>	<u>-</u>
Revenue bonds:					
1993 series, variable rate due 2006-2017	83,800	-	3,600	80,200	4,000
1997 series, variable rate due 2006-2018	57,250	-	2,675	54,575	2,845
1998 series, 8.3% due 2006	390	-	203	187	187
1998 series, 5.6% due 2028	86,000	-	-	86,000	-
1999 series A, 5.8% due 2029-2030	7,950	-	-	7,950	-
1999 series B, 4.8% to 6.0% due 2006-2029	80,280	-	1,175	79,105	1,700
1999 series C	2,525	-	2,525	-	-
1999 series D, variable rate due 2019-2030	52,270	-	6,800	45,470	-
2000 series, 7.8% due 2028	34,700	-	-	34,700	-
2004 series A, 4.8% to 5.3% due 2024-2035	-	87,095	-	87,095	-
2004 series B, 4.8% to 5.3% due 2012-2024	-	48,465	-	48,465	-
2004 series C, 2.3% to 4.4% due 2006-2011	-	15,215	-	15,215	1,940
2004 series D, variable rate due 2006-2035	-	16,160	-	16,160	265
Total revenue bonds	405,165	166,935	16,978	555,122	10,937
Less deferred amounts on refunding	3,395	-	279	3,116	262
Plus unamortized premiums	-	3,103	78	3,025	155
Total bonds payable net of deferred amounts on refunding	<u>404,495</u>	<u>170,038</u>	<u>19,502</u>	<u>555,031</u>	<u>10,830</u>
Installment purchases, 4.0% to 5.0 % due 2006-2008	1,931	-	459	1,472	470
Plus unamortized premium	98	-	28	70	28
Total other financing agreements	2,029	-	487	1,542	498
Arbitrage	2,541	-	2,319	222	-
Compensated absences	895	783	737	941	532
Total noncurrent liabilities net of deferred amounts on refunding and unamortized premium	<u>\$ 409,960</u>	<u>\$ 170,821</u>	<u>\$ 23,045</u>	<u>\$ 557,736</u>	<u>\$ 11,860</u>

a. Revenue Bonds

Revenue bond debt service requirements to maturity are as follows:

Year Ended	Principal	Interest	Total
June 30			
2006	\$ 10,937	\$ 24,761	\$ 35,698
2007	11,930	23,952	35,882
2008	12,675	23,602	36,277
2009	13,470	23,218	36,688
2010	14,490	22,799	37,289
2011-2015	88,630	106,209	194,839
2016-2020	74,990	90,564	165,554
2021-2025	70,860	76,403	147,263
2026-2030	210,590	41,173	251,763
2031-2035	46,550	5,684	52,234
	<u>\$ 555,122</u>	<u>\$ 438,365</u>	<u>\$ 993,487</u>

In December 1985 and May 1987, the City issued \$108,780 and \$75,880, respectively, of Airport Revenue Bonds 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 1987 bonds were refunded in June 1997 and replaced with 1997 Airport Refunding Revenue Bonds. The City entered into interest rate swap agreements for the variable rate 1993 Airport Refunding Revenue Bonds and the 1997 Airport Refunding Revenue Bonds. See note 3.c. for additional information concerning swap agreements.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

In June 1987 and December 1988, the City issued \$67,000 and \$19,762, respectively, of Airport Special Facility Revenue Bonds to finance the construction of an aircraft hangar, a ground services equipment building and other facilities to be leased to US Airways Group, Inc. The 1987 and 1988 bonds were refunded in March 1998 and replaced with \$66,300 of 1998 Airport Refunding Revenue Bonds. The March 1998 issue also included an additional \$19,700 of Airport Special Facility Revenue Bonds for improvements of other airport facilities to be leased to US Airways Group, Inc.

In December 1999, the City issued \$191,060 of Airport Revenue Bonds 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. Interest on the variable rate revenue bonds is determined by a remarketing agent based upon market conditions.

In September 2000, the City issued \$34,700 of Airport Special Facility Revenue Bonds to finance the design, acquisition, construction and equipping of certain Airport related facilities to be leased to US Airways Group, Inc.

In September 2004, the City issued \$166,935 of Airport Revenue Bonds 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. Interest on the variable rate revenue bonds is determined by a remarketing agent based upon market conditions.

The Airport Special Facility Revenue Bonds are payable solely from and secured solely by a pledge of debt service rentals pursuant to a Special Facility Lease (Lease) agreement with US Airways Group, Inc.

The Revenue and Special Facility 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, the 1980 General Obligation 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 percent 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, \$28,729 in 2005.
- (2) In the Operating Fund an amount equal to one-third of the annual budget for current expenses, \$12,248 in 2005.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

b. Installment Purchases

Installment purchases debt service requirements to maturity are as follows:

Year Ended	Principal	Interest	Total
June 30			
2006	\$ 470	\$ 64	\$ 534
2007	489	45	534
2008	513	21	534
	<u>\$ 1,472</u>	<u>\$ 130</u>	<u>\$ 1,602</u>

c. Interest Rate Swaps

As a means to protect against the potential of rising interest rates and to achieve the economic benefits of an advance refunding, the City entered into two interest rate swap agreements related to variable rate airport refunding revenue bonds. The first agreement was in connection with \$107,900 of Series 1993A bonds issued in June 1993 and the second was in connection with \$70,295 of Series 1997A bonds issued in June 1997. The swap agreements were entered into in June 1992 and December 1993 for Series 1993A and Series 1997A, respectively, and were effective at the time the bonds were issued. The purpose of the swaps was to effectively change the variable rate bonds to fixed rate bonds.

Under the swaps the City pays the counterparty a fixed rate of 6.34 percent for Series 1993A and 5.90 percent for Series 1997A. Comparative interest rates, as determined by the Revenue Bond Index published in the Daily Bond Buyer, for fixed rate revenue bonds at the dates of the swap agreements were 6.74 percent for Series 1993A and 5.74 percent for Series 1997A. The City receives a variable rate equivalent to the bond floating rate that is determined by the remarketing agent based upon market conditions. Therefore, the City is not exposed to basis risk. As of June 30 the bond floating rate was 2.26 percent for Series 1993A and 2.31 percent for Series 1997A.

The Series 1993A and 1997A bonds and related swap agreements mature on July 1, 2016 and July 1, 2017, respectively. The notional amounts of the swaps equal the principal amounts of the associated bonds and continue to decrease simultaneously with the reduction in the principal amount of the associated bonds. As of June 30 the notional amounts were \$80,200 and \$54,575 for Series 1993A and Series 1997A, respectively.

At June 30, the swaps had negative fair values of \$16.2 million and \$8.5 million for Series 1993A and Series 1997A, respectively. Fair values were estimated by the counterparty using market-to-market valuations.

As of June 30 the City was not exposed to credit risk because the swaps had negative fair values. The swap counterparty was rated Aa2 by Moody's and AA by S&P. To mitigate the potential for credit risk, if the counterparty's credit rating falls below Aa3 by Moody's or AA- by S&P, the fair value of the swap will be collateralized with cash and/or U.S. government securities. Collateral will be deposited with a third party custodian.

Either the City or the counterparty may terminate the swap if the other party fails to perform. In addition, the swaps may be terminated if (a) the counterparty's credit rating is reduced below A3 by Moody's or A- by S&P, (b) the rating on the City's general obligation bonds is reduced below Aa3 by Moody's and AA- by S&P, (c) a taxability event occurs, or (d) the Airport landed weight decreases by more than twenty percent. Termination could result in the City being required to make a termination payment.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

As rates change, variable rate bond interest payments and net swap payments will vary. Assuming interest rates as of June 30 remain the same until the bonds mature, debt service requirements of the variable rate bonds and net swap payments would be as follows:

Year Ended June 30	Variable Rate Bonds Principal	Interest	Interest Rate Swaps, Net	Total
2006	\$ 6,845	\$ 2,965	\$ 5,099	\$ 14,909
2007	7,330	2,833	4,824	14,987
2008	7,905	2,660	4,528	15,093
2009	8,510	2,473	4,210	15,193
2010	9,320	2,269	3,863	15,452
2011-2015	58,805	7,668	13,027	79,500
2016-2018	36,060	1,038	1,725	38,823
Total	<u>\$ 134,775</u>	<u>\$ 21,906</u>	<u>\$ 37,276</u>	<u>\$ 193,957</u>

d. Early Extinguishment

On December 1, 2004, the City early extinguished \$6,800 of variable rate Airport Revenue Bonds.

4. LEASE AGREEMENTS:

Airport facilities are leased primarily to the signatory airlines under agreements having terms of twenty-five or thirty 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 insure that sufficient fees and charges will be collected to meet Airport debt service requirements. In addition, the agreements provide for a distribution to the airlines of a portion of the non-airline terminal revenues.

The City has entered into a Special Facility lease agreement with US Airways Group, Inc. for land and a Special Facility. The Special Facility includes an aircraft hangar, a ground services equipment building and other facilities. The lease terminates thirty years from the date of beneficial occupancy, which was March 1987. Fees and charges under this agreement are computed in a manner designed to recover all principal, interest and expenses related to bonds issued for the construction of the Special Facility, all services rendered and expenses incurred for operation and maintenance of the leased premises and a ground rental fee.

The following is a schedule of minimum future rental income on noncancelable operating leases subsequent to June 30, 2005:

2006	\$ 53,005
2007	52,411
2008	51,954
2009	45,760
2010	45,878
2011-2015	187,550
2016-2020	82,406
2021-2025	58,382
2026-2028	29,689
Total minimum future rental income	<u>\$ 607,035</u>

Of the \$607,035 minimum future rental income on noncancelable operating leases, \$374,967 relates to agreements with US Airways, Inc. See note 11.b. for additional information related to US Airways, 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 \$14,339 were received during the year ended June 30, 2005.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

5. TRANSACTIONS WITH THE CITY OF CHARLOTTE:

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

Administrative and other City services	\$ 3,778
Crash, fire and rescue services	<u>2,415</u>
	<u>\$ 6,193</u>

6. PENSION PLAN AND OTHER BENEFITS:

a. North Carolina Local Governmental Employees' Retirement System (LGERS)

The Airport, as an enterprise fund of the City, contributes to the LGERS, a cost-sharing multiple-employer defined benefit pension plan administered by the State of North Carolina. LGERS provides retirement and disability benefits to plan members and beneficiaries. Article 3 of G.S. Chapter 128 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. The LGERS 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, Accounting and Financial Reporting Section, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410.

Plan members are required to contribute 6.0 percent of their annual covered salary. The Airport is required to contribute at an actuarially determined rate. For the Airport, the current rate is 4.8 percent of annual covered payroll. The contribution requirements of members and of the Airport are established and may be amended by the North Carolina General Assembly. The Airport's contributions to LGERS for the years ended June 30, 2005, 2004 and 2003 were \$489, \$462 and \$421, respectively. The contributions made by the Airport equaled the required contributions for each year.

b. Post-employment Benefits

In addition to the pension benefits described in Note 6.a., the City Council has authorized the City to provide health benefits to retirees. For individuals who retired prior to January 1, 1991 or who retire with 20 or more years of service or with disability, the City funds 85 percent of the benefit for the retiree. Retirees pay an increased share of the premium if they cover dependents. For retirees with 15 to 20 years of service, the City funds 85 percent of the benefit for the retiree. The retiree pays the full cost for dependents. For retirees with 10 to 15 years of service, the City does not fund any portion of the cost. Retirees with less than 10 years of service are not eligible for health benefits. As described in Note 7.a., the Airport makes payments to the Employee Health and Life Insurance Fund. This amount includes a proportionate share for post-employment health care benefits.

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 maintains insurance coverage with private carriers for life claims, vision claims, and excess coverage for health claims in excess of \$225 per year per person.

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 \$100. Employees may purchase additional life insurance up to a

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

maximum of four times their salary. The Airport made payments to the EHLIF for the year ended June 30, 2005 in the amount of \$1,300.

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, property damage, 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 \$400, property damage claims in excess of \$100 and flood insurance \$100,000 in all flood zones, except \$5,000 in flood zone A in excess of \$100. 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, 2005 in the amount of \$1,045.

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 authorized capital projects at June 30, 2005 as follows:

Project Authorization	\$ 578,278
Expended	<u>397,793</u>
Unexpended	<u>\$ 180,485</u>

The Airport has construction and other contractual commitments of approximately \$26 million at June 30, 2005.

9. MAJOR CUSTOMER:

The Airport derived 29 percent, or \$29,547 of operating revenues from one customer, US Airways Group, Inc., for the year ended June 30, 2005.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

10. 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:

Revenues	
Operating revenues	\$ 85,226
Nonoperating revenues	1,444
Bond cushion	<u>7,786</u>
Total revenues	94,456
Application of revenues	<u>(40,580)</u>
Net revenues available for revenue bond debt service (1)	<u>\$ 53,876</u>
Requirement for Revenue Bond Fund (2)	<u>\$ 23,235</u>
Debt Service Coverage (1)/(2)	2.3

11. OTHER INFORMATION:

a. 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 plus interest thereon in the aggregate amount of \$514,702. Collections during fiscal year 2005 were \$18,102.

b. US Airways, Inc.

US Airways, Inc. (US Airways), a wholly owned subsidiary of US Airways Group, Inc., is the major passenger airline serving Charlotte/Douglas International Airport (Airport). For the fiscal year ended June 30, 2005, US Airways and its affiliates provided 29% of the Airport's operating revenues.

On September 12, 2004, US Airways and its related affiliates filed for reorganization under Chapter 11 of the U.S. Bankruptcy Code in the United States Bankruptcy Court in the Eastern District of Virginia. Since the filing, there has been no interruption in air service at the Airport by US Airways or any of its affiliates.

US Airways 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 Agreement and Lease (Airport Agreement), which has also been executed by American Airlines, Continental Airlines, Delta Air Lines, Northwest Airlines, 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 Obligation Bonds (G.O. Bonds) and General Airport Revenue Bonds (GARBS) issued by the City to fund airfield and terminal improvements.

CITY OF CHARLOTTE AIRPORT
NOTES TO THE FINANCIAL STATEMENTS – (Continued)
JUNE 30, 2005
(Dollar Amounts In Thousands)

As of June 30, 2005, the City had \$434,235 of GARBS outstanding; the proceeds of which were used for airfield and terminal improvements. The GARBS are not general obligations of the City and are payable solely from revenues generated by the City in the airfield and terminal. The City has \$36,516 in reserve to pay principal and interest on GARBS.

In addition to the GARBS, the City has also issued Special Facility Revenue Bonds to finance the construction of crew training, airfield maintenance and other Airport facilities (Special Facilities) that are leased to US Airways by the City. As rental for the Special Facilities, US Airways is obligated to pay directly to the City a Ground Rental and an Airport Service Fee Rental. In addition, US Airways is obligated to pay directly to a Trustee for the benefit of bondholders a facility rental (Special Facilities Debt Service Rental) in an amount equal to the annual installments of principal and interest on the Special Facility Revenue Bonds. The Special Facilities Debt Service Rental is not a general obligation of the City. If US Airways fails to pay the Special Facilities Debt Service Rentals, the City is obligated to use reasonable efforts to re-let the Special Facilities to another tenant and apply the debt service rentals from such re-letting to the payment of the principal and interest on the Special Facility Revenue Bonds. The City is not obligated to make any payments relating to the Special Facilities or the Special Facility Revenue Bonds except for such debt service rentals as it receives from the tenant of the Special Facilities. As of June 30, 2005, there was \$120,887 of Special Facility Revenue Bonds outstanding. The Special Facility Revenue Bonds provide for the semi-annual payment of interest with a lump-sum payment of principal on the maturity date of the bonds. The Special Facility Revenue Bonds mature on July 1, 2027 and February 1, 2028.

On May 19, 2005, US Airways Group signed a merger agreement with America West Holdings, pursuant to which America West Holdings agreed to merge with a wholly owned subsidiary of US Airways Group. On September 27, 2005 the merger became effective and US Airways Group emerged from bankruptcy. Prior to that date US Airways had assumed all of its contractual obligations to the City with respect to the Airport, including the Airport Agreement and the Special Facility Leases. US Airways has cured all of its pre-petition obligations to the City with respect to the Airport.

12. SUBSEQUENT EVENTS:

On November 2, 2005, the City early extinguished \$6,800 of Airport Revenue Bond debt.

ADDITIONAL INFORMATION

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CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CHANGE IN NET ASSETS - INCLUDED AND EXCLUDED CENTERS
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Included Centers	Excluded Centers	Total
OPERATING REVENUES:			
Terminal area	\$ 25,862	\$ 621	\$ 26,483
Airfield	10,815	41	10,856
Concessions	22,940	8	22,948
Parking	21,679	-	21,679
Maintenance facility	-	6,284	6,284
Other	<u>3,930</u>	<u>10,090</u>	<u>14,020</u>
Total operating revenues	<u>85,226</u>	<u>17,044</u>	<u>102,270</u>
OPERATING EXPENSES:			
Terminal area	23,794	1,433	25,227
Services facility	11,532	-	11,532
Public airfield facilities	1,075	-	1,075
Fixed base operator area	-	8,502	8,502
Cargo area	-	2,388	2,388
Depreciation	<u>-</u>	<u>25,151</u>	<u>25,151</u>
Total operating expenses	<u>36,401</u>	<u>37,474</u>	<u>73,875</u>
Operating income (loss)	<u>48,825</u>	<u>(20,430)</u>	<u>28,395</u>
NONOPERATING REVENUES (EXPENSES):			
Passenger facility charges	-	18,102	18,102
Investment earnings	1,444	7,145	8,589
Interest expense and other charges	(20,102)	(5,828)	(25,930)
Non-airline terminal revenue distribution	(6,961)	-	(6,961)
Miscellaneous	<u>(1,047)</u>	<u>(263)</u>	<u>(1,310)</u>
Total nonoperating revenues (expenses)	<u>(26,666)</u>	<u>19,156</u>	<u>(7,510)</u>
Income (loss) before contributions	22,159	(1,274)	20,885
CAPITAL CONTRIBUTIONS			
Change in net assets	<u>\$ 22,159</u>	<u>\$ 15,380</u>	<u>\$ 37,539</u>

Note: The Schedule of Change in Net Assets 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.

CITY OF CHARLOTTE AIRPORT
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, 2005
(In Thousands)

	General Obligation Bond Fund				
	1980 and 1998 Accounts	1980 Reserve Account	2003 Lease Purchase	Revenue Fund	Operating Fund
Beginning balance	\$ -	\$ 2,951	\$ -	\$ 24,172	\$ -
Deposits:					
Operating revenue	-	-	-	85,174	-
PFC revenue	-	-	-	-	-
Investment earnings	-	75	-	628	-
Interfund transfers	1,006	-	517	-	38,165
Intrafund transfers	1,861	-	-	-	-
Transfers from capital project	-	-	17	-	-
Transfers from trustee	-	-	-	743	-
Total deposits	2,867	75	534	86,545	38,165
Withdrawals:					
Operating expense	-	-	-	-	38,165
Interfund transfers	-	-	-	56,280	-
Intrafund transfers	-	1,861	-	-	-
Transfers to capital project	-	-	-	-	-
Other debt expenditures	4	-	-	-	-
Interest	138	-	75	-	-
Principal	2,725	-	459	-	-
Transfers to trustee	-	-	-	23,795	-
Distribution to airlines of 40 percent share of excess non-airline terminal revenue	-	-	-	-	-
Total withdrawals	2,867	1,861	534	80,075	38,165
Ending balance	\$ -	\$ 1,165	\$ -	\$ 30,642	\$ -

Operating Fund Reserve	Renewal and Improvement Fund	Discretionary Fund	PFC Fund	Total
\$ 10,332	\$ 1,500	\$ 16,765	\$ -	\$ 55,720
-	-	-	-	85,174
-	-	-	18,102	18,102
-	-	2,187	(76)	2,814
1,916	-	14,676	-	56,280
-	-	-	-	1,861
-	-	76,307	-	76,324
-	-	-	-	743
<u>1,916</u>	<u>-</u>	<u>93,170</u>	<u>18,026</u>	<u>241,298</u>
-	-	-	-	38,165
-	-	-	-	56,280
-	-	-	-	1,861
-	-	1,333	-	1,333
-	-	-	-	4
-	-	-	-	213
-	-	-	-	3,184
-	-	-	7,533	31,328
-	-	4,221	-	4,221
-	-	5,554	7,533	136,589
<u>\$ 12,248</u>	<u>\$ 1,500</u>	<u>\$ 104,381</u>	<u>\$ 10,493</u>	<u>\$ 160,429</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER FOR THE 1993 REFUNDING BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Refunding Bond Fund</u>			<u>Total</u>
	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	
Beginning balance	\$ 661	\$ 3,631	\$ 11,197	\$ 15,489
Deposits:				
Transfers from City	5,158	4,162	-	9,320
Investment earnings	<u>26</u>	<u>22</u>	<u>343</u>	<u>391</u>
Total deposits	5,184	4,184	343	9,711
Withdrawals:				
Interest	4,845	-	-	4,845
Principal	-	3,600	-	3,600
Transfers to City	12	21	300	333
Liquidity and remarketing fees	<u>73</u>	<u>162</u>	<u>-</u>	<u>235</u>
Total withdrawals	<u>4,930</u>	<u>3,783</u>	<u>300</u>	<u>9,013</u>
Ending balance	<u>\$ 915</u>	<u>\$ 4,032</u>	<u>\$ 11,240</u>	<u>\$ 16,187</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER FOR THE 1997 REFUNDING BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Refunding Bond Fund</u>			<u>Total</u>
	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	
Beginning balance	\$ 428	\$ 2,699	\$ 6,331	\$ 9,458
Deposits:				
Transfers from City	3,270	2,990	-	6,260
Investment earnings	<u>17</u>	<u>16</u>	<u>261</u>	<u>294</u>
Total deposits	3,287	3,006	261	6,554
Withdrawals:				
Interest	2,995	-	-	2,995
Principal	-	2,675	-	2,675
Transfers to City	8	16	94	118
Liquidity and remarketing fees	<u>50</u>	<u>145</u>	<u>-</u>	<u>195</u>
Total withdrawals	<u>3,053</u>	<u>2,836</u>	<u>94</u>	<u>5,983</u>
Ending balance	<u>\$ 662</u>	<u>\$ 2,869</u>	<u>\$ 6,498</u>	<u>\$ 10,029</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1987 SPECIAL FACILITY REVENUE BOND ORDER
FOR THE 1998 REFUNDING BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Refunding Bond Fund</u>		
	<u>Interest Account</u>	<u>Principal Account</u>	<u>Total</u>
Beginning balance	\$ 2,408	\$ 705	\$ 3,113
Deposits:			
Payments from US Airways Group, Inc.	3,859	-	3,859
Investment earnings	<u>1</u>	<u>-</u>	<u>1</u>
Total deposits	3,860	-	3,860
Withdrawals:			
Interest	3,777	203	3,980
Principal	-	502	502
Other debt expenditures	<u>33</u>	<u>-</u>	<u>33</u>
Total withdrawals	<u>3,810</u>	<u>705</u>	<u>4,515</u>
Ending balance	<u>\$ 2,458</u>	<u>\$ -</u>	<u>\$ 2,458</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 1999A AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Revenue Bond Fund</u>		
	<u>Interest Account</u>	<u>Reserve Account</u>	<u>Total</u>
Beginning balance	\$ 234	\$ 800	\$ 1,034
Deposits:			
Transfers from City	457	-	457
Investment earnings	<u>1</u>	<u>20</u>	<u>21</u>
Total deposits	458	20	478
Withdrawals:			
Interest	457	-	457
Transfers to City	<u>1</u>	<u>2</u>	<u>3</u>
Total withdrawals	<u>458</u>	<u>2</u>	<u>460</u>
Ending balance	<u>\$ 234</u>	<u>\$ 818</u>	<u>\$ 1,052</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 1999B AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Revenue Bond Fund</u>			<u>Total</u>
	<u>Interest Account</u>	<u>Principal Account</u>	<u>Reserve Account</u>	
Beginning balance	\$ 2,329	\$ 1,176	\$ 6,329	\$ 9,834
Deposits:				
Transfers from City	4,579	1,700	-	6,279
Investment earnings	<u>15</u>	<u>8</u>	<u>172</u>	<u>195</u>
Total deposits	4,594	1,708	172	6,474
Withdrawals:				
Interest	4,606	-	-	4,606
Principal	-	1,175	-	1,175
Transfers to City	<u>12</u>	<u>1</u>	<u>49</u>	<u>62</u>
Total withdrawals	<u>4,618</u>	<u>1,176</u>	<u>49</u>	<u>5,843</u>
Ending balance	<u>\$ 2,305</u>	<u>\$ 1,708</u>	<u>\$ 6,452</u>	<u>\$ 10,465</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 1999C AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue Bond Fund			Total
	Interest Account	Principal Account	Reserve Account	
Beginning balance	\$ 95	\$ 1,142	\$ 1,490	\$ 2,727
Deposits:				
Investment earnings	-	4	44	48
Intrafund transfers	-	1,403	-	1,403
Total deposits	-	1,407	44	1,451
Withdrawals:				
Interest	86	-	-	86
Principal	-	2,525	-	2,525
Transfers to City	9	24	131	164
Intrafund transfers	-	-	1,403	1,403
Total withdrawals	95	2,549	1,534	4,178
Ending balance	\$ -	\$ -	\$ -	\$ -

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 1999D AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue Bond Fund				Total
	Interest Account	Principal Account	Reserve Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ 8,136	\$ 16,316	\$ 24,452
Deposits:					
Transfers from City	865	95	-	-	960
Reimbursement from City	-	6,800	-	-	6,800
Interfund transfers	-	-	-	3,500	3,500
Investment earnings	-	-	102	293	395
Total deposits	865	6,895	102	3,793	11,655
Withdrawals:					
Construction expense	-	-	-	4,198	4,198
Interest	820	-	-	-	820
Principal	-	6,800	-	-	6,800
Transfers to City	-	-	63	-	63
Interfund transfers	-	-	3,500	-	3,500
Liquidity and remarketing fees	45	95	-	-	140
Total withdrawals	865	6,895	3,563	4,198	15,521
Ending balance	\$ -	\$ -	\$ 4,675	\$ 15,911	\$ 20,586

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1987 SPECIAL FACILITY REVENUE BOND ORDER
FOR THE 2000 SPECIAL FACILITY REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue	Construction Fund		Total
	Bond Fund	Improvements	Special	
	Interest	Account	Facility	
	Account	Account	Account	
Beginning balance	\$ -	\$ 10,327	\$ 610	\$ 10,937
Deposits:				
Payments from US Airways Group, Inc.	2,381	-	-	2,381
Investment earnings	<u>1</u>	<u>180</u>	<u>8</u>	<u>189</u>
Total deposits	2,382	180	8	2,570
Withdrawals:				
Construction expense	-	561	-	561
Interest	2,313	-	-	2,313
Other debt expenditures	<u>31</u>	<u>-</u>	<u>-</u>	<u>31</u>
Total withdrawals	<u>2,344</u>	<u>561</u>	<u>-</u>	<u>2,905</u>
Ending balance	<u>\$ 38</u>	<u>\$ 9,946</u>	<u>\$ 618</u>	<u>\$ 10,602</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2004A AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	<u>Revenue Bond Fund</u>			<u>Total</u>
	<u>Interest Account</u>	<u>Issuance Account</u>	<u>Construction Account</u>	
Beginning balance	\$ -	\$ -	\$ -	\$ -
Deposits:				
Bond proceeds	-	2,885	84,676	87,561
Transfers from City	3,454	-	-	3,454
Interfund transfers	-	371	6	377
Investment earnings	<u>4</u>	<u>3</u>	<u>565</u>	<u>572</u>
Total deposits	3,458	3,259	85,247	91,964
Withdrawals:				
Construction expense	-	-	50,897	50,897
Interest	1,280	-	-	1,280
Issuance costs	-	3,249	13	3,262
Liquidity and remarketing fees	<u>-</u>	<u>10</u>	<u>-</u>	<u>10</u>
Total withdrawals	<u>1,280</u>	<u>3,259</u>	<u>50,910</u>	<u>55,449</u>
Ending balance	<u>\$ 2,178</u>	<u>\$ -</u>	<u>\$ 34,337</u>	<u>\$ 36,515</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2004B AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue Bond Fund			Total
	Interest Account	Issuance Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -
Deposits:				
Bond proceeds	-	1,283	49,818	51,101
Transfers from City	1,999	-	-	1,999
Investment earnings	<u>2</u>	<u>1</u>	<u>546</u>	<u>549</u>
Total deposits	2,001	1,284	50,364	53,649
Withdrawals:				
Construction expense	-	-	4,527	4,527
Interest	741	-	-	741
Interfund transfers	-	217	4	221
Issuance costs	<u>-</u>	<u>1,067</u>	<u>-</u>	<u>1,067</u>
Total withdrawals	<u>741</u>	<u>1,284</u>	<u>4,531</u>	<u>6,556</u>
Ending balance	<u>\$ 1,260</u>	<u>\$ -</u>	<u>\$ 45,833</u>	<u>\$ 47,093</u>

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2004C AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue Bond Fund				Total
	Interest Account	Principal Account	Issuance Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -	\$ -
Deposits:					
Bond proceeds	-	-	354	14,861	15,215
Transfers from City	427	1,940	-	-	2,367
Interfund transfers	-	-	2	-	2
Investment earnings	-	1	-	-	1
Total deposits	427	1,941	356	14,861	17,585
Withdrawals:					
Construction expense	-	-	-	14,860	14,860
Interest	158	-	-	-	158
Interfund transfers	-	-	64	1	65
Issuance costs	-	-	292	-	292
Total withdrawals	158	-	356	14,861	15,375
Ending balance	\$ 269	\$ 1,941	\$ -	\$ -	\$ 2,210

CITY OF CHARLOTTE AIRPORT
SCHEDULE OF CASH DEPOSITS AND WITHDRAWALS FROM FUNDS AND ACCOUNTS
ESTABLISHED BY THE 1985 REVENUE BOND ORDER
FOR THE 2004D AIRPORT REVENUE BONDS
FUNDS HELD BY TRUSTEE
FOR THE YEAR ENDED JUNE 30, 2005
(In Thousands)

	Revenue Bond Fund			Total
	Interest Account	Issuance Account	Construction Account	
Beginning balance	\$ -	\$ -	\$ -	\$ -
Deposits:				
Bond proceeds	-	456	15,704	16,160
Transfers from City	232	-	-	232
Interfund transfers	-	1	-	1
Investment earnings	-	-	113	113
Total deposits	232	457	15,817	16,506
Withdrawals:				
Construction expense	-	-	5,778	5,778
Interest	225	-	-	225
Interfund transfers	-	79	15	94
Issuance costs	-	378	4	382
Liquidity and remarketing fees	7	-	-	7
Total withdrawals	232	457	5,797	6,486
Ending balance	\$ -	\$ -	\$ 10,020	\$ 10,020

**CITY OF CHARLOTTE AIRPORT
CERTIFICATION OF DIRECTOR OF FINANCE
FOR THE YEAR ENDED JUNE 30, 2005**

1. As of June 30, 2005 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, 2004 to June 30, 2005 no default, as defined in the 1985 Revenue Bond Order or the 1987 Special Facility Revenue Bond Order, occurred.

Greg C. Gaskins
Director of Finance