

# Columbus Regional Airport Authority

## Financial Statements

August 31, 2017

Respectfully Submitted

**Randy Bush, CPA, CIA**

**Chief Financial Officer**

Unaudited for internal purposes



## CRAA Operating Revenue & Expenses

For Period Ending August 31, 2017  
(\$ In Thousands)

REVENUE	2017				2016	
	ACTUAL	BUDGET	VARIANCE	%	ACTUAL	VARIANCE
PARKING	\$24,422	\$25,576	(\$1,154)	-4.5%	\$23,659	\$763
AIRLINES	22,995	23,061	(66)	-0.3%	22,337	658
GROUND TRANSPORTATION	8,034	8,228	(194)	-2.4%	8,014	20
CONCESSIONS & MISC LESSEES	6,376	6,067	309	5.1%	6,129	247
AIR FREIGHT	3,923	3,701	222	6.0%	3,252	671
HOTEL	3,127	3,115	12	0.4%	3,021	106
GENERAL AVIATION	2,357	2,198	159	7.2%	2,155	202
GROUND HANDLING FEES	1,909	1,963	(54)	-2.8%	1,419	490
FOREIGN TRADE ZONE	320	320	-	0.0%	326	(6)
INTERMODAL LIFT FEES	651	594	57	9.6%	606	45
OTHER INCOME	577	376	201	53.5%	332	245
	<b>\$74,691</b>	<b>\$75,199</b>	<b>(\$508)</b>	<b>-0.7%</b>	<b>\$71,250</b>	<b>\$3,441</b>
<b>EXPENSES</b>						
SALARIES & WAGES	\$16,749	\$17,448	\$699	4.0%	\$16,725	(\$24)
BENEFITS & PERSONNEL	6,319	7,194	875	12.2%	7,074	755
SUPPLIES & MATERIALS	2,610	3,186	576	18.1%	2,743	133
SERVICES	14,424	16,274	1,850	11.4%	13,242	(1,182)
HOTEL SERVICES	1,676	1,610	(66)	-4.1%	1,568	(108)
CONTRACT LABOR FBO/GSE	1,401	1,238	(163)	-13.2%	1,015	(386)
CONTRACT LABOR OTHER	5,724	5,785	61	1.1%	5,341	(383)
OTHER EXPENSES	-	-	-	-	-	-
	<b>\$48,903</b>	<b>\$52,735</b>	<b>\$3,832</b>	<b>7.3%</b>	<b>\$47,708</b>	<b>(\$1,195)</b>
<b>OPERATING INCOME BEFORE DEPRECIATION</b>						
	<b>\$25,788</b>	<b>\$22,464</b>	<b>\$3,324</b>	<b>14.8%</b>	<b>\$23,542</b>	<b>\$2,246</b>

## MANAGEMENT COMMENTS

### CURRENT YEAR BUDGET VARIANCE:

#### REVENUE

*Total Operating Revenue has a negative budget variance of (\$508).*

#### **PARKING - (\$1,154)**

*The variance is due a delay in renegotiating the Valet agreement, a delay in the opening of the Walking Lot, budgeting Blue Lot revenue using 3.5% growth rate instead of an intended 2.0% rate, and lower than expected revenue in the Garage due to increased utilization of alternative transportation options. This is partially offset by an increase in revenue due to the Rickenbacker lot performing better than anticipated as a result of increased passenger traffic.*

#### **GROUND TRANSPORTATION - (\$194)**

*The variance is due to lower rental car revenue as the result of a payment policy change and increased utilization of alternative transportation options.*

#### **CONCESSIONS & MISC LESSEES - \$309**

*The variance is due to higher concession activity due to increased passenger traffic and as well as higher than planned ground and concession rents.*

#### **AIR FREIGHT - \$222**

*The variance is due to an increase in the sale of diesel fuel to Fedex and an increase in the sale of Jet A fuel.*

#### **GENERAL AVIATION - \$159**

*The favorable variance is the result of an increase in fuel flow and use fees from CMH's FBO provider due to increased flight operations for Frontier Airlines. Additionally, there is a favorable variance in space and ground rent as a result of an anticipated, but unbudgeted revenue item.*

#### **OTHER INCOME - \$201**

*The variance is due to recovery of a 2016 TZR customer bad debt plus ID badge pacing.*

#### EXPENSES

*Total Operating Expenses have a positive budget variance of \$3,832.*

#### **SALARIES & WAGES - \$699**

*The favorable variance is the result of vacant positions, partially offset by a decrease in the allocation of project management hours.*

#### **BENEFITS & PERSONNEL - \$875**

*The variance is a result of a decrease in employee health insurance costs due to self funding as well as vacant positions anticipated to utilize health insurance.*

#### **SUPPLIES & MATERIALS - \$576**

*The variance is due to a decrease in the usage of snow supply materials as a result of a mild winter as well as the timing of spend for fleet and building maintenance supplies, partially offset by higher fuel costs.*

#### **SERVICES - \$1,850**

*The favorable variance is the result of the timing of spend on airport maintenance, software maintenance and staff development and training programs as well as a decrease in costs related to glycol remediation due to a mild winter. This is partially offset by an increase in legal costs as a result of union negotiations and an annexation agreement at LCK as well as a rate increase in real estate taxes.*

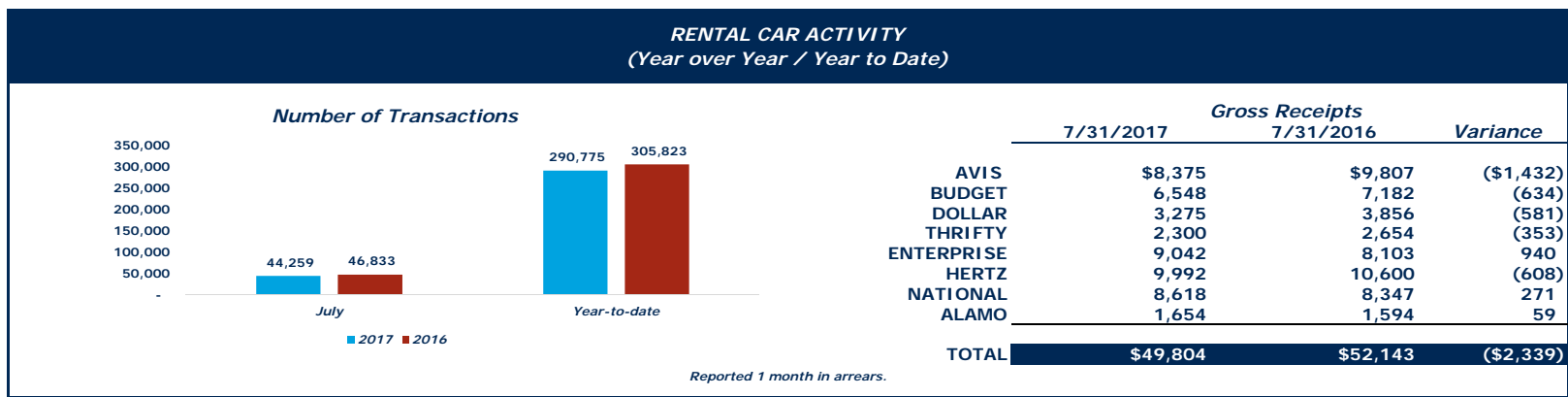
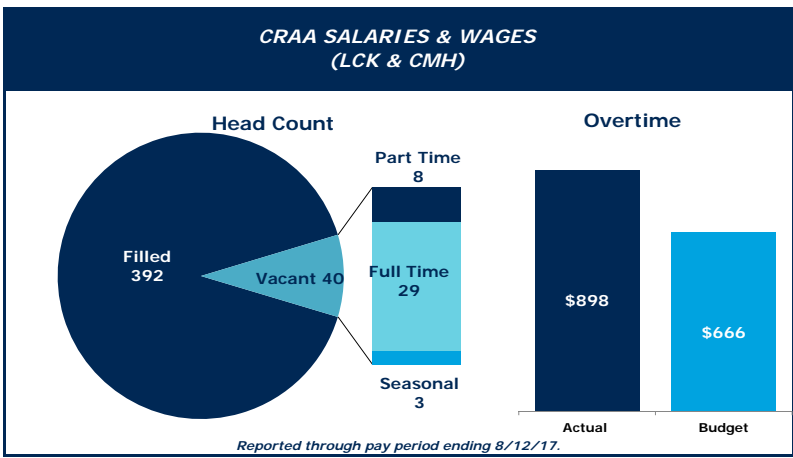
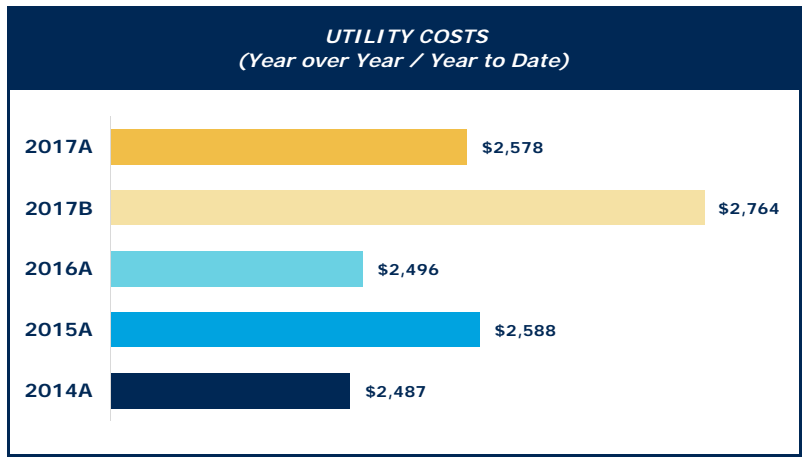
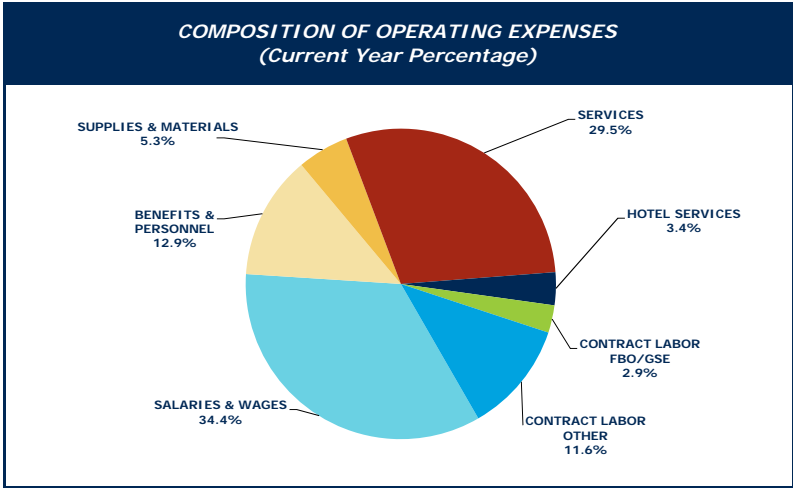
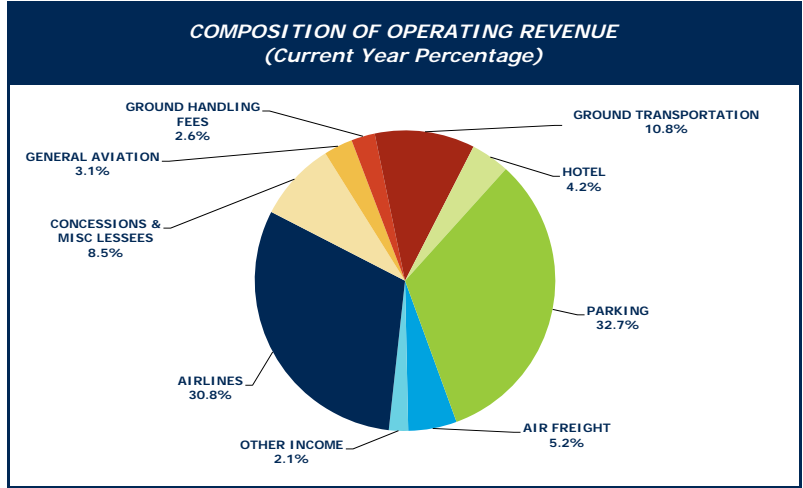
#### **CONTRACT LABOR FBO/GSE - (\$163)**

*The variance is due to increased passenger flights at Rickenbacker.*

# COLUMBUS REGIONAL AIRPORT AUTHORITY

For Period Ending August 31, 2017

(\$ In Thousands)



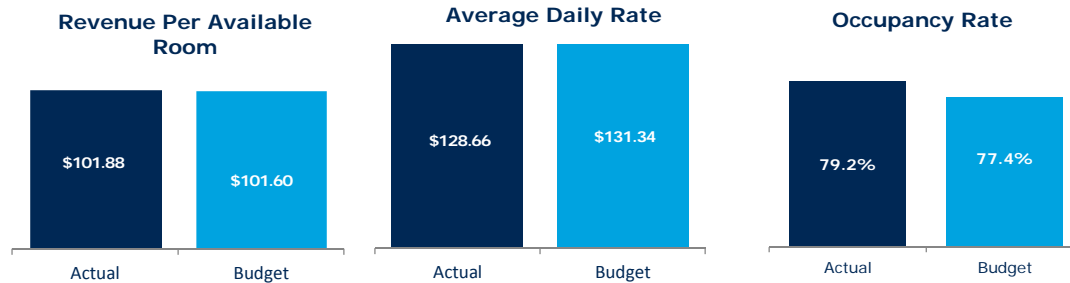
# COLUMBUS REGIONAL AIRPORT AUTHORITY JOHN GLENN INTERNATIONAL

For Period Ending August 31, 2017

(\$ In Thousands)

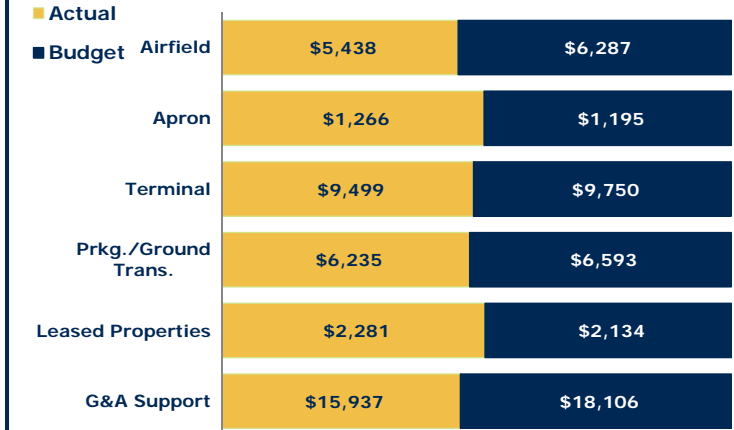
## HOTEL OPERATIONS

	Actual	Budget	Variance
<b>REVENUE</b>	\$3,127	\$3,115	\$11
<b>EXPENSES</b>	1,676	1,610	(66)
<b>Net Operating Income</b>	\$1,450	\$1,507	(\$56)



Statistical Results are reported as of 7/31/17.

## EXPENSES BY COST CENTER



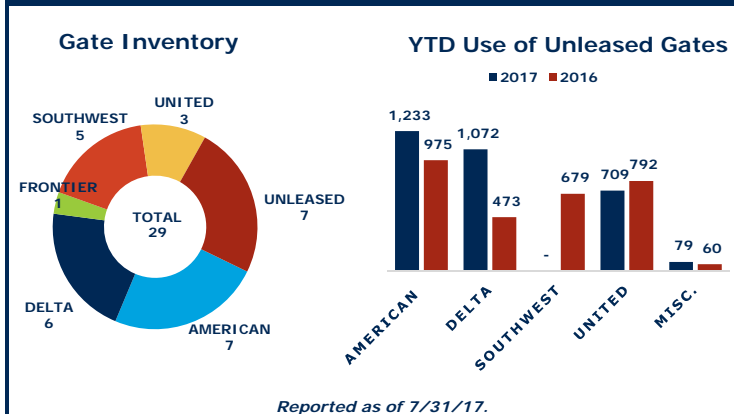
## NON-AIRLINE REVENUE

<b>Actual</b>	<b>\$42,087</b>
<b>Budget</b>	<b>\$43,157</b>
<b>Variance</b>	<b>(\$1,070)</b>
<b>% of Total Revenue</b>	<b>65.1%</b>

## LEASABLE LANDSIDE BUILDINGS

(Square Feet)	
<b>Occupied</b>	<b>229,833</b>
Air Cargo - 4760	9,000
Air Cargo - 4750	6,000
<b>Vacant</b>	<b>15,000</b>
<b>Total</b>	<b>244,833</b>
<b>% Occupied</b>	<b>94%</b>

## JOHN GLENN COLUMBUS GATES



Reported as of 7/31/17.

# COLUMBUS REGIONAL AIRPORT AUTHORITY RICKENBACKER INLAND PORT

For Period Ending August 31, 2017

(\$ In Thousands)

## RICKENBACKER OPERATING INCOME

	2017			2016	
	Actual	Budget	Variance	Actual	Variance
<b>Revenue</b>					
Aviation - Business Services	\$3,410	\$3,201	\$209	\$2,755	\$656
Aviation - Public Airport	3,710	3,465	245	2,828	881
Aviation - Airside Buildings	909	838	71	793	116
Real Estate	1,490	1,453	37	1,441	49
Indirect	9	9	0	316	(307)
Total	<b>9,528</b>	<b>8,966</b>	<b>562</b>	<b>8,133</b>	<b>1,395</b>
<b>Expenses</b>					
Aviation - Business Services	2,553	2,416	(137)	2,102	(451)
Aviation - Public Airport	3,004	3,365	361	2,621	(383)
Aviation - Airside Buildings	466	599	133	321	(145)
Real Estate	493	576	83	530	37
Indirect	1,341	1,294	(47)	1,298	(43)
Total	<b>7,857</b>	<b>8,250</b>	<b>393</b>	<b>6,872</b>	<b>(985)</b>
<b>Net Operating Income</b>	<b>\$1,671</b>	<b>\$716</b>	<b>\$955</b>	<b>\$1,261</b>	<b>\$410</b>

## FBO OPERATIONS

	Actual	Budget	Variance
<b>GROUND FUEL EVENT FEES</b>			
UNLEADED	\$9,495	\$11,735	(\$2,240)
DIESEL	73,155	70,090	3,065
	<b>\$82,650</b>	<b>\$81,825</b>	<b>\$825</b>
<b>FUEL INTO PLANE FEES</b>			
CARGO	\$567,515	\$468,226	\$99,289
PASSENGER	98,072	68,145	29,927
	<b>\$665,587</b>	<b>\$536,371</b>	<b>\$129,216</b>
<b>NUMBER OF AIRCRAFT TURNS</b>			
CARGO	474	529	(55)
PASSENGER	702	495	207
	<b>1,176</b>	<b>1,024</b>	<b>152</b>
<b>AVIATION RETAIL FUEL SALES (GALLONS)</b>			
JET A	129,772	40,000	89,772
AVGAS	5,025	4,000	1,025
	<b>134,797</b>	<b>44,000</b>	<b>90,797</b>

## LEASABLE LANDSIDE BUILDINGS

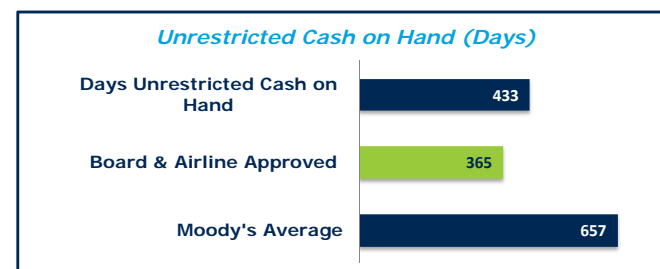
(Square Feet)	
<b>Occupied</b>	<b>294,235</b>
Air Cargo - 7200	15,000
Air Cargo - 2566	8,000
<b>Vacant</b>	<b>27,000</b>
<b>Total</b>	<b>321,235</b>
<b>% Occupied</b>	<b>92%</b>

# Statement of Net Position Analysis

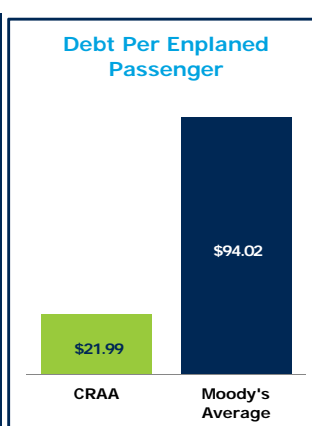
For Period Ending August 31, 2017  
(\$ In Thousands)

<b>ASSETS</b>	8/31/2017	12/31/2016	VARIANCE
CASH & CASH EQUIVALENTS	\$169,162	\$152,861	\$16,301
ACCOUNTS RECEIVABLE, NET	12,393	20,534	(8,141)
INVENTORY & PREPAIDS	2,857	3,159	(302)
LAND, PROPERTY & EQUIPMENT, NET	752,195	760,733	(8,538)
DEPOSITS, DEFERRED OUTFLOWS	12,027	12,027	0
<b>TOTAL ASSETS &amp; DEFERRED OUTFLOWS</b>	<b>\$948,634</b>	<b>\$949,314</b>	<b>(\$680)</b>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES:</b>			
ACCOUNTS PAYABLE	\$8,845	\$8,070	\$775
REVOLVING CREDIT FACILITY	9,500	9,500	-
ACCRUED EXPENSES	16,854	21,955	(5,101)
UNEARNED INCOME, DEFERRED INFLOWS	3,562	7,898	(4,336)
<b>LONG-TERM LIABILITIES:</b>			
REVENUE BONDS	84,265	90,362	(6,097)
UNFUNDED PENSION LIABILITY	27,916	27,916	-
TOTAL LIABILITIES & DEFERRED INFLOWS	150,942	165,701	(14,759)
<b>NET POSITION</b>			
NET POSITION - BEGINNING OF YEAR	783,613	751,251	32,362
INCREASE (DECREASE) IN NET POSITION	14,079	32,362	(18,283)
NET POSITION - END OF PERIOD	797,692	783,613	14,079
<b>TOTAL LIABILITIES, DEFERRED INFLOWS &amp; NET POSITION</b>	<b>\$948,634</b>	<b>\$949,314</b>	<b>(\$680)</b>

<b>CASH BALANCES</b>		
<b>UNRESTRICTED FUNDS:</b>		<b>% of Total</b>
REVENUE FUND	\$23,607	13.96%
GENERAL PURPOSE FUND	57,153	33.79%
O&M/R&R FUND	12,353	7.30%
HOTEL ESCROW FUND	636	0.38%
SECURITY DEPOSIT FUND	396	0.23%
	94,145	55.65%
<b>RESTRICTED FUNDS:</b>		
PASSENGER FACILITY FUND	13,706	8.10%
RENTAL CAR FACILITY FUND	59,666	35.27%
BOND DEBT SERVICE FUND	1,002	0.59%
RETAINAGE DEPOSIT FUND	643	0.38%
	75,017	44.35%
<b>TOTAL CASH</b>	<b>\$169,162</b>	



<b>DEBT STRUCTURE</b>	
	Outstanding Balance
<b>Revolving Credit Facility (72% LIBOR +85 bps)</b>	<b>\$ 9,500</b>
<b>Long-Term Debt</b>	
CMH Revenue Bonds:	
Series - 2013 (Mat. 2021, 1.66%)	9,177
Series - 2015 (Mat. 2030, 2.48%)	35,961
Series - 2016 (Mat. 2023, 1.62%)	39,126
	<b>84,265</b>
<b>Revolving Credit Facility &amp; Debt</b>	<b>\$ 93,765</b>



<b>CAPITAL EXPENDITURES</b>	
2017 Approved Capital Budget	<b>\$56,188</b>
Total Cash Expenditures to Date	<b>\$22,594</b>
% of Approved Capital Budget	<b>40%</b>
Total Accrued Expenditures to Date	<b>\$24,042</b>
% of Approved Capital Budget	<b>43%</b>
Total Baseline to Date	<b>\$26,541</b>
% of Baseline to Date	<b>91%</b>