

**CHARLESTON COUNTY AIRPORT DISTRICT  
CHARLESTON, SOUTH CAROLINA**

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**BASIC FINANCIAL STATEMENTS,  
REQUIRED SUPPLEMENTARY INFORMATION,  
OTHER FINANCIAL INFORMATION,  
AND INDEPENDENT AUDITOR'S REPORT**

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**AS OF AND FOR THE YEARS ENDED JUNE 30, 2007 AND 2006**

**CHARLESTON COUNTY AIRPORT DISTRICT  
TABLE OF CONTENTS  
JUNE 30, 2007 AND 2006**

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	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT .....	1
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)	
Management's Discussion and Analysis.....	2-9
 BASIC FINANCIAL STATEMENTS	
Statements of Net Assets .....	10-11
Statements of Activities .....	12
Statements of Cash Flows .....	13-14
Notes to Financial Statements.....	15-29
 OTHER FINANCIAL INFORMATION	
Schedule 1 – Schedule of Operating and Nonoperating Revenue – Budget and Actual.....	30-31
Schedule 2 – Schedule of Operating and Nonoperating Expenses – Budget and Actual.....	32-35



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## ***Independent Auditor's Report***

The Honorable Members of the  
***Charleston County Aviation Authority***  
Charleston, South Carolina

We have audited the accompanying financial statements of the business-type activities of ***Charleston County Airport District*** as of and for the years ended June 30, 2007 and 2006, which collectively comprise the ***Charleston County Airport District's*** basic financial statements as listed in the table of contents. These financial statements are the responsibility of the ***Charleston County Airport District's*** management. Our responsibility is to express opinions on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those 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 significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of ***Charleston County Airport District*** as of June 30, 2007 and 2006, and the respective changes in financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated October 8, 2007, on our consideration of ***Charleston County Airport District's*** internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audits.

The Management's Discussion and Analysis on pages 2 through 9 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 express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the ***Charleston County Airport District's*** basic financial statements. The accompanying schedules listed as "Other Financial Information" in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audits 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.

*Bryan, Truesdale, Adkins & Williams, PA*

October 8, 2007

**REQUIRED SUPPLEMENTARY INFORMATION  
(UNAUDITED)**

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

Page 1 of 8

The following Management Discussion and Analysis ("MD&A") of the Charleston County Airport District (the "Airport") activities and financial performance provides the reader with an introduction and overview to the financial statements of the Airport for the fiscal year ended June 30, 2007. Following this MD&A are the basic financial statements of the Airport together with the notes thereto which are essential to a full understanding of the data contained in the financial statements.

### **Organization**

Charleston County Aviation Authority (the Authority) owns and operates the Charleston International Airport, Charleston Executive Airport (Johns Island), and the Mt. Pleasant Regional Airport. Chartered in 1970 by the State of South Carolina, it is responsible for managing, operating, and developing all public airports in the Charleston County Airport District (the District). The Authority coordinates its activities with the Federal Aviation Administration and the South Carolina Division of Aeronautics.

The District is a municipal corporation established by the General Assembly of the State of South Carolina in 1970 and is governed by the Authority. The Authority is composed of seven members appointed to four-year terms by the Governor and six ex-officio members: the Mayor of the City of Charleston, the Mayor of the City of North Charleston, the Mayor of the Town of Mt. Pleasant, the Chairman of the Charleston County Council and the Chairman and Vice-Chairman of the Charleston County Legislative Delegation.

### **The Airport System**

The Authority operates the Charleston International Airport, Charleston Executive Airport and Mt. Pleasant Regional Airport.

Charleston International Airport is centrally located in the Charleston metropolitan area in North Charleston. The Airport is situated adjacent to Charleston Air Force Base and uses the airfield facilities at the Air Force Base jointly with the United States Air Force (USAF). The runways, some taxiways, some navigational aids, and other airfield facilities are owned, operated, and maintained by the USAF.

The airfield has a main instrument runway which is 9,000 feet long and 200 feet wide and a crosswind runway which is 7,000 feet long and 150 feet wide. The runways are interconnected by a system of taxiways. Each runway is equipped with high intensity runway lighting and one runway has category II instrument landing systems to permit all weather operation. All runways are constructed on a firm foundation of compacted-base and are of sufficient strength to permit the operation of the largest existing commercial aircraft. The FAA control tower provides airport traffic and radar approach control service.

The present passenger terminal complex at the Airport was dedicated March 30, 1985. The terminal complex is a 270,000 square foot reinforced concrete frame structure on three levels, with ten gates. The landside of the terminal is served by an eight lane roadway fronting on the second level, connected to an access road loop. A three-story public parking deck was completed in November 2005 providing 1,267 spaces, in addition to a surface lot containing 1,896 spaces.

General aviation facilities on the Airport include two Fixed Base Operators on the east side of the airfield.

Air Cargo facilities include a 21,000 SY facility to the west of the passenger terminal, opened in January 1986.

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

The Authority is also responsible for two general aviation airports. The Charleston Executive Airport encompasses 1,373 acres and has two active runways. The primary runway is 5,000 feet long and is equipped with a FAA Instrument Landing System, Precision Approach Path Indicators (PAPIs) at both ends of the primary runway and a UNICOM. The fixed based operations facility includes two open-bay hangars, several individual hangars and two 10-unit T-hangars. Airport services are provided by a fixed based operator including fuel and major airframe and power plant repairs.

Mt. Pleasant Regional Airport is a general aviation airport with a 3,700 foot runway and medium intensity lighting, a rotating beacon, Precision Approach Path Indicators (PAPIs) at both runway ends and a UNICOM. The facility also includes a maintenance hangar and six 10-unit T-hangars, two of which are privately owned. Airport services are provided by a fixed based operator including fuel and minor repairs.

**Airport Activities and Highlights**

The Airport primarily serves the Charleston Metropolitan Statistical Area (MSA) as defined by the federal government's Office of Management and Budget. The MSA consists of Berkeley, Charleston, and Dorchester counties. The Airport serves primarily origin and destination passengers, which is largely a function of the geographic location of the Airport in relation to the nation's overall air transportation system. Origin and destination activity accounts for virtually 100% of the Airport's passenger traffic.

The Airport is defined as a small hub airport under FAA enplanement criteria. The airlines serving the Airport at June 30, 2007, include AirTran Airways, American Eagle, Continental, Delta, Northwest AirLink, United Airlines and USAirways. Atlantic Southeast Airlines, Chautauqua, Comair and Shuttle America operate as regional carriers for Delta. Air Midwest, Air Wisconsin, Chautauqua, Mesa Jet, PSA, Piedmont and Republic Airlines are regional carriers operating as affiliates of USAirways. Pinnacle is a regional carrier operating as an affiliate of Northwest. Mesa Jet and Skywest are regional carriers operating as United Airlines. Continental Express Jet and Chautauqua are regional carriers of Continental.

**HISTORICAL ENPLANEMENTS BY AIRLINE  
(unaudited)**

Airline	FY 2007 Enplanements	Share	FY 2006 Enplanements	Share	FY 2005 Enplanements	Share
Delta Air Lines <sup>1</sup>	367,155	37.0%	384,748	38.4%	429,665	41.4%
US Airways <sup>1</sup>	303,311	30.6%	314,552	31.4%	287,963	27.7%
United Airlines <sup>1</sup>	142,310	14.3%	128,185	12.8%	111,088	10.7%
Continental Airlines <sup>1</sup>	80,150	8.1%	75,728	7.6%	64,804	6.2%
Northwest Airlink/Pinnacle <sup>1</sup>	51,800	5.2%	61,203	6.1%	61,640	5.9%
Independence Air	0	0.0%	28,599	2.9%	81,503	7.9%
American Eagle	32,527	3.3%	6,765	0.7%	0	0.0%
AirTran Airways	12,832	1.3%	0	0.0%	0	0.0%
Other	2,022	0.2%	1,907	0.1%	2,204	0.2%
<b>Total</b>	<b>992,107</b>	<b>100%</b>	<b>1,001,687</b>	<b>100%</b>	<b>1,038,867</b>	<b>100%</b>

Note: 1) Includes commuter and regional airlines.

Passenger enplanements for the fiscal year ended June 30, 2007, were 992,107. This represents a 1.0% decrease from the previous fiscal year; however, AirTran Airways initiated new service beginning May 2007. Total enplanements for the month of June 2007 increased by 30% compared to the month of June 2006.

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

Page 3 of 8

At the end of fiscal year 2007, the airlines serving Charleston International Airport provided 64 daily departures to 16 non-stop destinations. Total daily seat lift was 4,837 and approximately 60% of these seats were provided on regional jets. This pattern of activity is comparable to that of many other small-hub airports. Total fuel uplifted to schedule and charter airlines exceeded 15,085,900 gallons, which is an increase of 13.6%, as compared to 2006.

	<u>FY 2007</u>	<u>FY 2006</u>	<u>FY 2005</u>
ENPLANEMENTS	992,107	1,001,687	1,038,867
% increase/ (decrease)	(1%)	(4%)	26%
NUMBER OF FLIGHTS	20,307	20,979	24,398
% increase/ (decrease)	(3%)	(14%)	23%
TAKE-OFF WEIGHT	1,420,939	1,430,014	1,603,318
% increase/ (decrease)	(1%)	(11%)	20%
DAILY DEPARTURES	64	57	72
% increase/ (decrease)	12%	(21%)	20%
DAILY SEAT LIFT	4,837	3,915	4,770
% increase/ (decrease)	23.6%	(18%)	24%

Airline market share for enplaned passengers and gross takeoff weight is provided for fiscal year 2005 through fiscal year 2007. In fiscal year 2007, Delta and its affiliates ranked first with 37.0% of enplaned passengers and 37.9% of gross takeoff weight. US Airways ranked second with 30.6% of enplaned passengers and 33.8% of gross takeoff weight.

**HISTORICAL GROSS TAKEOFF WEIGHT (GTOW) BY AIRLINE  
(000 lbs.)  
(unaudited)**

Airline	FY 2007 GTOW	Share	FY 2006 GTOW	Share	FY 2005 GTOW	Share
Delta Air Lines <sup>1</sup>	538,642	37.9%	548,622	38.4%	669,131	41.7%
US Airways <sup>1</sup>	480,303	33.8%	500,491	35.0%	484,958	30.2%
United Airlines <sup>1</sup>	173,181	12.2%	159,181	11.1%	131,270	8.2%
Continental Airlines <sup>1</sup>	95,508	6.7%	79,957	5.6%	74,737	4.7%
Northwest AirlinK/Pinnacle <sup>1</sup>	76,993	5.4%	86,400	6.0%	97,666	6.1%
Independence Air	0	0.0%	41,976	3.0%	138,966	8.7%
American Eagle	38,278	2.7%	7,312	0.5%	0	0.0%
AirTran Airways	12,688	0.9%	0	0.0%	0	0.0%
Other	5,346	0.4%	6,075	0.4%	6,590	0.4%
<b>Total</b>	<b>1,420,939</b>	<b>100%</b>	<b>1,430,014</b>	<b>100%</b>	<b>1,603,318</b>	<b>100%</b>

Note: 1) Includes commuter and regional airlines.

**Overview of Annual Financial Report**

MD&A serves as an introduction to the basic financial statements. MD&A represents management's examination and analysis of the Airport's financial condition and performance. Summary financial statement data, key financial and operational indicators used in the Airport's budgeting and other management tools were used for this analysis.

The Airport's financial statements include a Statement of Net Assets, a Statement of Activities, a Statement of Cash Flows, and Notes to Financial Statements. The Statement of Net Assets presents the financial position of the Airport on a full accrual, historical cost basis, and provides information about the nature and amount of resources and obligations at the end of the year.

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

The Statement of Activities presents the results of the business activities over the course of the fiscal year and information as to how the net assets changed during the year. All changes in net assets are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. This statement also provides certain information about the Airport's recovery of its costs. The Airport's rates and charges are based on a cost recovery methodology provided for in the airline ordinance. The primary objective of the rates and charges model is to determine the costs not covered by non-airline sources and to annually compute terminal rents and apron fees which will provide sufficient funding to reimburse the Airport.

The Statement of Cash Flows presents changes in cash and cash equivalents, resulting from operational, financing, and investing activities. This statement presents cash receipts and cash disbursement information, without consideration of the earnings event, when obligations arise, or depreciation of capital assets.

The Notes to Financial Statements provide disclosures and other information that is essential to a full understanding of material data provided in the statements. The notes present information about the Airport's accounting policies, significant account balances, and activities, material risks, obligations, commitments, contingencies and subsequent events, if any.

The financial statements were prepared from the detailed books and records of the Airport.

**FINANCIAL HIGHLIGHTS**

**Financial Position Summary**

The District's assets exceeded liabilities by \$112,351,373 at June 30, 2007, an increase of \$5,848,220 from June 30, 2006.

A condensed summary of the Authority's total net assets at June 30 is shown below:

	<u>FY 2007</u>	<u>FY 2006</u>	<u>FY 2005</u>
<b>ASSETS:</b>			
Current Assets	\$ 13,992,871	\$ 12,096,834	\$ 7,034,091
Restricted Assets	17,320,600	14,756,312	16,576,129
Property, Plant & Equipment	112,895,801	115,457,339	100,017,546
Other	<u>248,209</u>	<u>273,291</u>	<u>297,347</u>
<b>TOTAL ASSETS</b>	<u>144,457,481</u>	<u>142,583,776</u>	<u>123,925,113</u>
<b>LIABILITIES:</b>			
Current Liabilities (payable from Current Assets)	3,088,278	2,645,383	1,112,518
Current Liabilities (payable from Restricted Assets)	2,320,274	4,116,349	8,095,215
Noncurrent Liabilities	<u>26,697,556</u>	<u>29,318,891</u>	<u>16,989,205</u>
<b>TOTAL LIABILITIES</b>	<u>32,106,108</u>	<u>36,080,623</u>	<u>26,196,938</u>
<b>NET ASSETS:</b>			
Invested in capital assets, net of related debt	83,641,557	83,795,963	81,773,341
Restricted by bond covenant	16,190,524	9,303,562	8,677,014
Restricted by contributor	148,945	3,513,826	1,025,197
Unrestricted	<u>12,370,347</u>	<u>9,889,802</u>	<u>6,252,623</u>
<b>TOTAL NET ASSETS</b>	<u>\$112,351,373</u>	<u>\$106,503,153</u>	<u>\$ 97,728,175</u>

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

Page 5 of 8

The largest portion of the District's net assets (74% at June 30, 2007) represents its investment in capital assets (i.e. land, buildings, improvements and equipment), less the related indebtedness outstanding used to acquire those capital assets. The District uses these capital assets to provide services to its passengers and visitors to the Airport; therefore, these assets are not available for future spending. Although the District's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations.

An additional portion of the District's net assets is restricted by bond covenant (14% at June 30, 2007) and are restricted by the contributor (1% at June 30, 2007). The remaining unrestricted portion of net assets (11% at June 30, 2007) may be used to meet any of the District's ongoing obligations.

**Summary of Operations and Changes in Net Assets**

Operating revenues increased by 4.8% from \$20,944,990 to \$21,947,427 due to the following:

- Increases in Parking Lot Revenue and Rental Car Customer Facility Charges due to greater activity.
- Increase in fuel flowage to support the Boeing Dreamliner operation.

A summary of revenues for the year ended June 30, 2007, and the amount and percentage of change in relation to prior year amounts is as follows:

	2007	Percent of Total	2006	Increase (Decrease) from 2006	Percent Increase (Decrease)	2005
<b>OPERATING REVENUE</b>						
Aviation support	\$ 411,638	1.8%	\$ 359,590	\$ 52,048	14.5%	\$ 347,659
Domestic and international terminal	9,703,513	42.1%	9,948,906	(245,393)	(2.5)%	9,214,262
Airfield area	300,708	1.3%	298,044	2,664	0.9%	329,171
Apron and taxiway	441,327	1.9%	455,667	(14,340)	(3.1)%	447,134
Airline service area	103,131	0.5%	96,805	6,326	6.5%	85,156
Fuel storage	907,365	3.9%	813,416	93,949	11.5%	885,787
Reliever airports	193,742	0.8%	182,921	10,821	5.9%	179,139
Commercial/industrial area	3,355,311	14.6%	2,953,121	402,190	13.6%	325,694
Parking/roadway area	6,530,692	28.4%	5,836,520	694,172	11.9%	5,193,585
<b>TOTAL OPERATING REVENUE</b>	<b>21,947,427</b>	<b>95.3%</b>	<b>20,944,990</b>	<b>1,002,437</b>	<b>4.8%</b>	<b>17,007,587</b>
<b>NONOPERATING INCOME</b>						
Interest income	1,109,419	4.8%	631,364	478,055	75.7%	159,407
Gain (loss) on disposition of property, plant and equipment	200	0.0%	13,597	(13,397)	(98.5)%	(89,557)
Insurance proceeds	-	-	-	-	-	84,695
Miscellaneous nonoperating income	(17,109)	(0.1)%	112,981	(130,090)	(115.1)%	-
<b>TOTAL NONOPERATING INCOME</b>	<b>1,092,510</b>	<b>4.7%</b>	<b>757,942</b>	<b>334,568</b>	<b>44.1%</b>	<b>154,545</b>
<b>TOTAL REVENUES</b>	<b>\$23,039,937</b>	<b>100%</b>	<b>\$21,702,932</b>	<b>\$ 1,337,005</b>	<b>6.2%</b>	<b>\$ 17,162,132</b>

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

Operating Expenses increased by 6.9% from \$10,477,916 to \$11,195,880 as a result of the following:

- Personnel services increased as a result of higher employee health insurance premiums, merit-based salary increases and budgeted personnel changes.
- Contractual services increased due to higher contracted rates within budgetary limits.
- Other expenses include monies related to Air Service Development.

A summary of expenses for the year ended June 30, 2007, and the amount and percentage of change in relation to prior year amounts is as follows:

	2007	Percent of Total	2006	Increase (Decrease) from 2006	Percent Increase (Decrease)	2005
<b>OPERATING EXPENSES</b>						
Personnel services	\$ 6,744,176	34.2%	\$ 6,394,746	\$ 349,430	5.5%	\$ 5,860,170
Administrative services	776,256	3.9%	668,754	107,502	16.1%	582,234
Utilities	875,906	4.4%	843,866	32,040	3.8%	736,600
Building repairs and maintenance	158,601	0.8%	121,560	37,041	30.5%	147,362
Heating, ventilation, and air conditioning	92,013	0.5%	96,131	(4,118)	(4.3)%	88,104
Field maintenance	288,006	1.5%	338,849	(50,843)	(15.0)%	174,643
Vehicle maintenance	75,995	0.4%	85,137	(9,142)	(10.7)%	77,899
Loading bridges	48,660	0.2%	24,237	24,423	100.8%	33,947
Supplies	164,031	0.8%	146,571	17,460	11.9%	132,819
Contractual services	999,288	5.0%	946,932	52,356	5.5%	925,378
Insurance	337,781	1.7%	343,896	(6,115)	(1.8)%	318,128
Professional services	119,566	0.6%	69,984	49,582	70.8%	80,634
Legal services	235,000	1.2%	212,953	22,047	10.4%	93,761
Other expenses	280,601	1.4%	184,300	96,301	52.3%	312,292
<b>TOTAL OPERATING EXPENSES</b>	<b>11,195,880</b>	<b>56.6%</b>	<b>10,477,916</b>	<b>717,964</b>	<b>6.9%</b>	<b>9,563,971</b>
Depreciation	7,219,633	36.4%	6,331,069	888,564	14.0%	4,891,253
<b>NON-OPERATING EXPENSES</b>						
Interest expense	1,396,452	7.0%	1,065,634	330,818	31.0%	613,216
Miscellaneous non-operating expenses	-	-	-	-	-	792
Payments to other governments	-	-	-	-	-	135,176
<b>TOTAL NON-OPERATING EXPENSES</b>	<b>1,396,452</b>	<b>7.0%</b>	<b>1,065,634</b>	<b>330,818</b>	<b>31.0%</b>	<b>749,184</b>
<b>TOTAL EXPENSES</b>	<b>\$ 19,811,965</b>	<b>100%</b>	<b>\$ 17,874,619</b>	<b>\$ 1,937,346</b>	<b>10.8%</b>	<b>\$15,204,408</b>

The net result of the above was operating income before depreciation increased by \$284,473. Depreciation increased from \$6,331,069 in 2006 to \$7,219,633 in 2007. Operating income after depreciation but before non-operating revenue and expenses decreased from \$4,136,005 in fiscal year 2006 to \$3,531,914 in fiscal year 2007.

Non-operating Revenue (Expenses) decreased from a net expense of \$307,692 in FY 2006 to a net expense of \$303,942 in fiscal year 2007. This reflects higher interest income due to the restructuring of District bank accounts and higher interest rates.

Capital contributions received in the form of grants from the Federal government decreased from \$4,946,665 in fiscal year 2006 to \$2,620,248 in fiscal year 2007.

**CHARLESTON COUNTY AIRPORT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED JUNE 30, 2007**

Page 7 of 8

A condensed summary of the District's increase in net assets at June 30, 2007, 2006, and 2005 is shown below.

	<u>FY2007</u>	<u>FY2006</u>	<u>FY 2005</u>
Operating revenues	\$ 21,947,427	\$ 20,944,990	\$ 17,007,587
Operating expenses	<u>(11,195,880)</u>	<u>(10,477,916)</u>	<u>(9,563,971)</u>
Operating income before depreciation	10,751,547	10,467,074	7,443,616
Depreciation	<u>(7,219,633)</u>	<u>(6,331,069)</u>	<u>(4,891,253)</u>
Operating income	3,531,914	4,136,005	2,552,363
Nonoperating revenues (expenses)	<u>(303,942)</u>	<u>(307,692)</u>	<u>(594,639)</u>
Income before contributions	3,227,972	3,828,313	1,957,724
Capital contributions	<u>2,620,248</u>	<u>4,946,665</u>	<u>18,620,660</u>
Increase in net assets	<u>\$ 5,848,220</u>	<u>\$ 8,774,978</u>	<u>\$ 20,578,384</u>

**Capital Acquisitions and Construction Activities**

During fiscal year ended June 30, 2007, the District expended \$4,658,095 on capital activities.

During fiscal year ended June 30, 2007, several construction projects totaling \$3,549,788 were completed. This included \$3,019,037 for Apron Expansion at Charleston Executive Airport.

Property and Equipment are capitalized at cost. Acquisitions are funded using federal grants and airport revenues. Please see the notes to the financial statements for more detailed information on capital asset activity.

Construction commitments remaining on June 30, 2007, total \$3,750,439. This includes \$3,665,099 which represents the contract for the New Jet Apron at Charleston Executive Airport, the Airfield Lighting Replacement at Mt. Pleasant Regional and the Rain Cover/Canopy at Charleston International Airport.

During fiscal year 2007, new grant awards were as follows:

<u>GRANT TYPE/ NUMBER</u>	<u>DESCRIPTION</u>	<u>MAXIMUM OBLIGATION</u>
Airport Improvement Programs		
3-45-0012-27	Improve Terminal Roadways - Design Only	\$ 201,313
3-45-0013-11	Rebuild Section 2 of E/W Taxiway, New Jet Apron, Update ALP and Improve Runway Safety Area Study - JZI	\$ 3,187,316
3-45-0042-09	Replace Airfield Lighting and Update ALP - LRO	\$ 678,122