



# ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Years Ended April 30, 2022 and 2021

Kansas City Aviation Department, An Enterprise Fund of the City of Kansas City, Missouri



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**For the**

**Kansas City Aviation Department**

**An Enterprise Fund of the City of Kansas City, Missouri**



Cover Photo and Above: The Kansas City International Airport New Terminal parking garage "toll booth" plaza. The Y columns are a clear nod to the distinctive Y columns of the ticketing hall building/head house. (Photos from [www.BuildKCI.com](http://www.BuildKCI.com))

Prepared by

***Fred O'Neill, Chief Financial Officer***

***Danelle J. Harrison, Accounting Manager***

**Finance and Accounting Staff**

## GOVERNANCE

The City of Kansas City, Missouri (the “City”) is a constitutionally chartered city and political subdivision of the State of Missouri incorporated on June 3, 1850. The City is the central city of a fifteen-county Metropolitan Statistical Area (MSA) situated at the confluence of the Kansas and Missouri rivers.

The City is governed by a city council comprising a mayor and twelve other elected members. The city council is elected to four-year terms of which only two terms may be consecutive. The Mayor and six of the council members are elected at large and six council members are elected by the residents of their districts. The City Council is responsible for establishing the City’s policies and overseeing the City’s affairs.

The Mayor appoints members of the City Council to serve on the City’s Airport Committee and the Transportation and Infrastructure Committee. These committees perform in-depth reviews of proposed Aviation Department legislation and objectives. Subsequent to the review of department legislation, the committee will forward a recommendation to the full City Council for approval.

The City Council is also responsible for appointing the City Manager who is responsible for implementing the policies approved by the City Council. The City Manager appoints and has oversight responsibility for the Director of Aviation.

### CITY OF KANSAS CITY, MISSOURI

**MAYOR** – *Quinton Lucas*

#### **CITY COUNCIL MEMBERS**

##### **District Council Members:**

District 1 – *Heather Hall*

District 2 – *Dan Fowler*

District 3 – *Melissa Robinson*<sup>1</sup>

District 4 – *Eric Bunch*<sup>1, 3</sup>

District 5 – *Ryana Parks-Shaw*

District 6 – *Kevin McManus*

##### **Council Members-At-Large:**

District 1 – *Kevin O’Neill*<sup>1</sup>

District 2 – *Teresa Loar*<sup>1, 2</sup>

District 3 – *Brandon Ellington*

District 4 – *Katheryn Shields*<sup>1</sup>

District 5 – *Lee Barnes, Jr.*

District 6 – *Andrea Bough*

<sup>1</sup>Transportation & Infrastructure Committee Member; <sup>2</sup>Transportation & Infrastructure Committee Chairman; <sup>3</sup>Transportation & Infrastructure Committee Vice Chairman

**CITY MANAGER** – Brian Platt

The Director of Aviation Department (the “Director”) is responsible for the operation and maintenance of the Department’s two airport facilities: the Kansas City International Airport (MCI) and the Charles B. Wheeler Downtown Airport (MKC). The Director is also responsible for departmental staffing requirements and operates the department via nineteen divisions. Each division manager is responsible for budgeting and overseeing the daily operations of his/her respective division.

## **DEPARTMENT OF AVIATION**

**DIRECTOR** – *Patrick Klein*

### **DEPUTY DIRECTORS**

*Ian Redhead* – Operations and Maintenance

*Fred O’Neill* – Chief Financial Officer

*Justin B. Meyer* – Marketing

*Melissa Cooper* – Properties & Commercial Development

*Jade Liska* – Planning & Engineering

### **DIVISION MANAGERS**

*Patrick Klein*, Administration

*Fred O’Neill*, Finance & Accounting

*Derius Ashley*, Purchasing & Warehouse

*David Jacobus*, Information Technology

*Jade Liska*, Planning & Engineering

*Lori Briggs*, Employee Mgmt. Services

*Justin Meyer*, Marketing

*Melissa Cooper*, Commercial Development

*Rahmaan Burns*, Safety

*Bob Johnson*, Operations

*Bill Simpson*, Airport Police

*John Black*, Field Maintenance

*Aaron Kaden*, Fleet Maintenance

*(vacant)*, Facilities-Custodial

*(vacant)*, Facilities-Structural

*Patrick Egberuare*, Bus Operations

*Sabrina Largen*, Environ. Mgmt.

*(vacant)*, Human Relations

*Adam Freeman*, Downtown Airport (MKC)



# City of Kansas City, Missouri Department of Aviation

## Annual Comprehensive Financial Report

### Years Ended April 30, 2022 and 2021

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# New Terminal Garage Goes Green



March 8, 2022 – Solar panel installation is now underway on the Kansas City International Airport New Terminal's parking garage. More than 60 solar photovoltaic (PV) panels have been placed to date. When complete, the garage's south side will have 510 panels in place. The solar awning system will not only provide ongoing electricity for the terminal, but will also provide shade to the new garage during the hot summer months,

further reducing energy costs. Once installed, this system will supply the equivalent amount of energy to the airport on an annual basis as about 20 average homes would consume. The solar panels come from [Good Energy Solutions](#) in Lawrence, Kansas, and are being installed by the [Staco Electric Construction Co.](#)



(Photos from [www.BuildKCI.com](http://www.BuildKCI.com))



# **INTRODUCTORY SECTION**

**THIS SECTION CONTAINS THE FOLLOWING SUBSECTIONS:**

## **LETTER OF TRANSMITTAL**

**PRESENTATION OF ANNUAL COMPREHENSIVE FINANCIAL REPORT BY THE DIRECTOR OF AVIATION**

## **CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING**

**CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING PRESENTED BY THE  
GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA)**

## **ORGANIZATIONAL CHART**

**ORGANIZATION OF THE DEPARTMENT OF AVIATION MANAGEMENT**



October 28, 2022

Honorable Mayor and City Council Members,  
City of Kansas City, Missouri;  
Mr. Brian Platt, City Manager,  
City of Kansas City, Missouri;  
Citizens of Kansas City; and  
Fellow Employees:

**HEREBY PRESENT** this Annual Comprehensive Financial Report (the “Report”) of the Department of Aviation (the “Department”) for the City of Kansas City, Missouri (the “City”). State law requires that all political subdivisions publish an annual report of financial transactions. This report is published to fulfill that requirement for the fiscal year ended April 30, 2022. The independent accounting firm, Allen, Gibbs & Houlik, L.C., whose report is included, has issued an unqualified (clean) opinion on the Department’s financial statements for the years ended April 30, 2022 and 2021. The independent accountants’ report is located at the front of the financial section of this report. The independent accounting firm also conducted an audit of compliance as required by Section 14 of the Code of Federal Regulations (CFR) Part 158, Passenger Facility Charges.

This report was prepared by the Finance and Accounting Division of the Department, which is committed to the accurate disclosure of reporting to the City Council and citizens of the City.

The financial statements and statistical information contained herein are representations of the Department’s management, which bears the responsibility for the accuracy, completeness and fairness of this report. To the best of my knowledge, these representations are accurate in all material respects.

## Internal Control

The Department’s internal control structure is an important and integral part of its entire accounting system. The current structure in place is designed to provide reasonable, but not absolute, assurance that:

1. Assets are safeguarded against loss from unauthorized use or disposition;
2. Transactions are executed in accordance with management’s authorization;
3. Financial records are reliable for preparing financial statements and maintaining accountability for assets; and
4. There is compliance with applicable laws and regulations.

The concept of reasonable assurance recognizes that the cost of the control should not exceed the benefits that are likely to be derived, and that the evaluation of costs and benefits requires estimates and judgment by management.

I believe that the Department’s internal control framework adequately safeguards assets and provides reasonable assurance and proper recording of financial transactions. I also believe that the data in this Report, as presented, is accurate in all material respects; that it presents fairly the financial position, results of operations and cash flows of the Department; and that all disclosures necessary to enable the reader to gain maximum understanding of the Department’s financial affairs have been included herein. The Management’s Discussion and Analysis (MD&A) beginning on page A-4 is a narrative representation of the past year’s financial results and will provide additional insight for the reader.

## **Profile of the Department of Aviation**

The Department of Aviation (the Department) is a department of the City and commenced operations concurrent with the dedication of the Kansas City Municipal Airport, now the Charles B. Wheeler Downtown Airport, on August 17, 1927 by aviation legend, Charles Lindbergh. The Department now oversees operations at the Kansas City International Airport and the Charles B. Wheeler Downtown Airport, both of which are located within the city limits of Kansas City, Missouri.

### ***Kansas City International Airport***

The Kansas City International Airport (MCI) is located 18 miles north of the downtown Kansas City area in Platte County, Missouri, and occupies approximately 10,654 acres, making it one of the largest commercial airports in the United States by acreage. It is located adjacent to Interstates 29 and 435, providing convenient access to the metropolitan area. MCI officially opened on November 11, 1972 and serves as a primary passenger air carrier airport. MCI has three fully instrumented runways and a full complement of parallel taxiways that are capable of handling any aircraft in service today. In January, 2014, the passenger airlines were consolidated into two terminals (Terminals B & C) and the third terminal (Terminal A) was deactivated to improve efficiencies at the airport. Demolition began on the vacant terminal in March 2019 and construction of the new single terminal for MCI is currently in process. Visit [BuildKCI.com](http://BuildKCI.com) for more details.

Terminals B & C will continue normal operations during construction and have a total of over 734,000 square feet with 40 boarding gates and 37 passenger boarding bridges to accommodate all passengers. Each of the two terminals includes a full complement of offices, restrooms, areas for food and beverage concessions, areas for news and gift shops, departure lounges and baggage handling facilities. Additionally, facilities at MCI include a large aircraft maintenance facility and numerous support buildings such as equipment storage, cargo, post office, rental car facilities, hotel and a general aviation terminal, as well as multi-level parking garages and surface parking lots providing a total of 21,848 parking spaces to accommodate vehicles for airport visitors.

### ***Charles B. Wheeler Downtown Airport***

The Charles B. Wheeler Downtown Airport (MKC) opened in 1927 and served as the City's air carrier airport until 1972 when MCI opened. MKC is located adjacent to the downtown area on approximately 587 acres. The Missouri River forms three of its boundaries, with the other being U.S. Highway 169. The airport is a primary reliever airport for MCI, serving the general aviation community with its two runways. There are two fixed-base operators at MKC providing hangar, tie-down, maintenance, training and fueling services. An aviation museum named after TWA and an historic aircraft restoration project also operate at MKC.

## **Budgeting**

Department management recognizes the importance of proper and accurate budgeting. To this end, the Department annually creates a budget and submits it to the City Council for approval. Department control of the budget is maintained using encumbrances. To assist management with budget monitoring, a report of year-to-date actual vs. budgeted amounts is prepared monthly and distributed to all division managers.

## **Local Economy**

Kansas City, Missouri is situated at the junction of the Missouri and Kansas rivers and sits opposite Kansas City, Kansas. It is the largest city in the Kansas City Metropolitan area, the 6<sup>th</sup> largest city in the Midwest, and the 36<sup>th</sup> most populous city in the United States. Kansas City's location makes it a national transportation hub. The most geo-central market in the nation, metropolitan Kansas City is served by four interstate highways. Kansas City has a diversified economy including transportation, telecommunications, manufacturing, health care, legal services, trade, financial services and governmental services. Currently there are 9 major passenger air carriers and 5 cargo air carriers serving the City.

With over 200 fountains, Kansas City is officially nicknamed the "City of Fountains - Heart of the Nation" and is recognized for a growing number of hot spot attractions, such as the Kauffman Center for the Performing Arts, the National World War I Memorial and Museum, the Nelson-Atkins Museum of Art, the American Jazz Museum, the Negro Leagues Baseball Museum, the Arabia Steamboat Museum, Science City, the National Museum of Toys and Miniatures, the Kemper Museum of Contemporary Art and the College Basketball Experience.

The City has a Metropolitan Statistical Area (MSA) that includes a total of fourteen counties; nine of these counties are located in Missouri and the remaining five are located in Kansas. Those counties located in Missouri include Bates, Caldwell, Cass, Clay, Clinton, Jackson, Lafayette, Platte and Ray and those located in Kansas include Johnson, Leavenworth, Linn, Miami and Wyandotte. In total, this fourteen-county MSA encompasses an area of 7,855 square miles. Within this MSA are three principal cities: Kansas City, Missouri; Overland Park, Kansas; and Kansas City, Kansas.

The primary Air Service Area (ASA) serves the population within and beyond the MSA and includes the Buchanan, Missouri and Douglas, Kansas counties. In total, an estimated 2,402,706 residents live within the ASA and no other hub airport overlaps the primary ASA. The nearest medium hub airport, St. Louis, is located 250 miles away. Small hub airports, Des Moines and Wichita, are each located approximately 180 miles away. The population of the MSA comprises 92 percent of the ASA's population and, therefore, all discussion of economic trends will focus on the MSA.

Over the past year there has been a large decrease in unemployment rates regionally, as well as nationally. The unemployment rates for the MSA, the states of Kansas and Missouri, and the national average are as follows (See COVID-19 Disclosure on page A-61):

	FYE22	FYE21	FYE20
<b>Kansas City MSA</b>	2.40%	4.10%	11.30%
<b>State, Missouri</b>	3.40%	4.10%	10.20%
<b>State, Kansas</b>	2.40%	3.50%	11.90%
<b>National</b>	3.60%	6.10%	14.70%

Source: [www.bls.gov](http://www.bls.gov), seasonally adjusted except Kansas City MSA

Over the past calendar year, the rate of inflation was 5.1 percent compared to the 1.1 percent inflation rate from the previous calendar year.

	CPI-U	Annual Increase
<b>CY2021</b>	252.2	5.1%
<b>CY2020</b>	241.5	1.1%
<b>CY2019</b>	238.7	2.3%

Source: [www.bls.gov](http://www.bls.gov), not seasonally adjusted, Midwest Region

## Long-Term Financial Planning

The Department has two long-term financial goals:

1. *To diversify more revenue away from aviation-related industries.* The majority of the Department's revenue is concentrated on the airline industry. To hedge against any future downturns in the airline industry, the Department has diversified its revenue sources into other industries. An example of this type of diversification includes the development of land for use in the warehousing industry by Trammell Crowe on the southeast corner of the airfield.
2. *To increase the percentage of fixed revenue.* The Department currently has a far greater percentage of variable revenue than fixed revenue, which is favorable in a positive economic environment and unfavorable in a negative economic environment. To protect against any future declining economic environments, and when it is financially prudent, the Department will pursue fixed versus variable revenue streams to protect itself. An example of a fixed revenue stream includes the revenue generated at the Charles B. Wheeler Downtown Airport T-hangars for personal aircraft storage.

## Relevant Financial Policies

Under the terms of the various ordinances enacted for the issuance of revenue bonds, the Aviation Department is required to maintain rates and fees sufficient to pay reasonable and proper operating and maintenance expenses and scheduled debt service requirements.

### ***Grant Management***

The Department has relied heavily on Airport Improvement Program (AIP) grants, sponsored by the Department of Transportation, a parent agency of the Federal Aviation Administration (FAA), to fund many of its capital improvement projects. This year continued to focus on rehabilitation of Taxiway C, reconstruction of Runway 1L-19R and airfield lighting at Kansas City International Airport, as well as taxiway rehabilitation at the downtown airport and pavement rehabilitation at the aircraft maintenance and overhaul base. Normally, these grants fund between 75 and 90 percent of the entire project with the Department funding the remaining portion. AIP Grants awarded in FY2022 funded at 100 percent. Capital improvement assistance was also received from the Department of Homeland Security (DHS) through the Transportation Security Administration (TSA) in the form of an Other Transaction Agreement (OTA) to fund a portion of the construction of the Electronic Baggage Screening Program for the New Terminal at Kansas City International Airport.

### ***Other Financial Assistance***

Due to loss of revenue as a result of the COVID-19 Pandemic, the Department received federal stimulus funds for the Kansas City International Airport and the Charles B. Wheeler Downtown Airport to use in recovering operational and maintenance expenses, as well as debt service payments and concession relief. These funds, administered by the FAA's Office of Airports, are from the U.S. Treasury's General Fund as part of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). These operating grants are funding at 100 percent.

## Major Initiatives

### **Terminal Modernization Project at Kansas City International Airport – update**

Travelers will be impressed by the wide-open spaces the moment they enter the terminal. Light and airy with a Kansas City feel, including our signature fountains, the KCI single terminal will be a very different journey than before. At just over one million square feet, the Kansas City International Airport Terminal Modernization Project is the largest single infrastructure project in the City's history. This multi-year project will have a lasting economic impact on the region in the form of new jobs, opportunities for local and small businesses and a first-class traveler experience for airport users. The new garage will be adjacent to the terminal with plenty of close-in, covered parking. There will now be two levels, one for departures and one for arrivals, with clear wayfinding and sightlines. Two moving walkways will expedite transfers between the two concourses to make navigating the airport a better experience. Consolidated and flexible security checkpoints with multiple lanes will accommodate the ups and downs of passenger volume. The new facility is expecting to open in early 2023. Terminals B and C will continue normal operations during construction. Visit the Kansas City Aviation Department's expanded website at [BuildKCI.com](https://www.buildkci.com) to track construction progress of the new single terminal at Kansas City International Airport.

### **Kansas City International Airport Welcomes First Amazon Air Flight**

On May 13, 2021, Amazon Air touched down for the first time at Kansas City International Airport. Amazon Air plays a central role in delivering Amazon products for customers by transporting items across longer distances in shorter timeframes. Amazon Air owns and leases a fleet of aircraft and works with third-party carriers to provide dedicated air cargo services for Amazon packages. Through a partner lease agreement, Amazon Air will use 34,000 square feet of space at Kansas City International Airport. Amazon Air's newest gateway will include an onsite area to sort packages bound for their next destination and will be managed by an Amazon logistics partner, PrimeFlight Cargo. The site is expected to support more than 50 jobs. The air cargo operations at Kansas City International Airport complements operations already in place in the Kansas City region and shows Amazon's commitment to continued growth in this area of the United States.



## **New Nonstop Service from Kansas City International Airport**

Southwest Airlines announced that the carrier will offer its first-ever international service from Kansas City International Airport (MCI). Southwest began seasonal Saturday nonstop service to Cancun International Airport (CUN) in Cancun, Mexico, on November 13, 2021. Cancun is the top international destination from Kansas City with more than 200 pre-pandemic passengers per day during the peak season. Kansas City will become one of Southwest's 20 international gateway airports.

American Airlines also announced that the carrier will add nonstop air service from Kansas City International Airport (MCI) to Austin-Bergstrom International Airport (AUS) in Austin, Texas. Beginning on September 8, 2021, American will operate one daily flight each way and will add a second round trip on November 2, 2021. All flights will use Embraer E175 regional jets. Austin is the third most popular Texas destination from Kansas City.

JetBlue published flight schedules and began selling tickets for their new nonstop service between Kansas City International Airport (MCI) and both Boston-Logan International Airport (BOS) and New York-JFK International Airport (JFK). Flights to both markets began on March 27, 2022. Roundtrip flights will initially operate once per day. JetBlue will operate new routes using new A220 aircraft which offers the airline's award-winning service featuring the most legroom in coach, free Fly-Fi which is the fastest broadband internet in the sky, complimentary and unlimited name-brand snacks and soft drinks, free live DIRECTV® programming and 100+ channels of SiriusXM® radio at every seat. JetBlue is New York's Hometown Airline® and a leading carrier in Boston, Fort Lauderdale-Hollywood, Los Angeles, Orlando and San Juan. JetBlue carries customers across the United States, Caribbean and Latin America.

## **Kansas City International Airport New Terminal Public Art**

The New Single Terminal and Parking at Kansas City International Airport has reached another milestone in the Call for Artists process, with the art selection panel announcing 19 more artists chosen to create artwork within the new terminal concourses.

The \$5.65 million budget for new commissioned public artworks is the largest One Percent for Art project in Kansas City history with opportunities for 28 individual artists and new artworks to be displayed in the new terminal and parking garage.

The 19 artworks by local artists are slated for installation in departure lounges in Concourses A and B, at a commissioned budget of \$20,000 each. The wall-based artwork will be located on the porcelain tile walls at the north and south ends of the gate lounges. Artists' proposals ranged in medium and could be traditionally framed artworks, drawings, paintings, photography, textiles, mosaic or tile wall hangings, mixed-media or assemblage, digital art displays, artwork utilizing electricity or digital components, relief or wall-mounted sculptural works.

The third and final Call for Artists was issued April 18, 2021, and closed June 18, 2021. Selection panelists reviewed all 188 applications and proposal submissions. Finalists were notified in August. The selection panel was composed of arts professionals, educators, gallerists and curators outside of the Kansas City area. Diversity and inclusion have been integral values in the entire One Percent for Art at KCI project process with 78 percent of the finalists representing women or artists of color. All selections were approved by the Municipal Art Commission. In addition, nine of the 28 artist contracts required City Council approval.

## **Kansas City International Airport New Terminal Concessions**

A complete concessions overhaul is a central component of the \$1.5 billion new terminal project. As such, the Aviation Department engaged with the City Council to refine the Request for Proposal (RFP) for a concessions partner, and on February 8, 2021, the RFP was issued. The news, gift, food and beverage concessionaire contract for the Kansas City International Airport New Terminal was awarded to Vantage Airport Group, marking yet another milestone as this \$1.5 billion project moves toward a grand opening in 2023. The Vantage Airport Group concessions program will feature local brands, generate local jobs and provide opportunities for small, women-owned and minority-owned businesses. Travelers will find unique, regionally-inspired shops and restaurants with the newest technology, reasonable prices and the highest level of customer service. Local brands featured in the concessions program include Charlie Hustle, Urban Café, Stockyards Brewing Co. and more.

The selection committee recommended Vantage Airport Group because of its experience at other airports worldwide, the inclusion of local and national brands (80%+ local), the offering of significant opportunities for small businesses, woman-owned businesses and minority-owned businesses (17 firms listed and 59 percent allocated to Airport Concessions Disadvantaged Business Enterprises) and a strong financial offer with a private investment of \$65 million

requiring no public tax dollars, among other key criteria. There is an estimated \$1.5 billion in concession sales over the life of the 15-year contract.

### **Kansas City International Airport Addresses Coronavirus/COVID-19**

Passenger numbers are on the increase as more and more Americans become vaccinated. The Centers for Disease Control and Prevention (CDC) announced new guidelines for vaccinated people, stating that fully vaccinated people do not need to get COVID tests before or after domestic travel, and fully vaccinated people do not need self-quarantine after domestic travel.

The Kansas City Aviation Department is working to protect the health and well-being of the public and its employees at Kansas City International Airport during the current health situation related to Coronavirus/Covid-19. Department leaders are monitoring world, national, state and local developments regarding Coronavirus/Covid-19. They continue to stay in close contact with the Kansas City Health and Fire/Emergency Services departments, City leaders, airlines, TSA and others. The Aviation Department is following recommendations of the health organizations. If there would be a suspected case, any role the Aviation Department would have would be in support of those agencies' efforts. Aviation Department custodial staff have increased the frequency of cleaning and disinfecting efforts in restrooms and public areas outside security. Throughout the day, they are checking and refilling soap containers and paper towel/hand sanitizer dispensers. Airlines, concessionaires and other tenants have increased cleaning efforts in their areas as well, including post-security. Flyers are posted throughout the facility and a Health Department educational video is running on flight information displays and airport monitors.

There are no operational changes at Kansas City International Airport in regard to this disease. Health organizations have not suggested any new procedures be put in place at the airport at this time, and there is no active health screening of passengers arriving at or departing from MCI. If airlines, TSA or other partners encounter persons at the airport who are ill or are exhibiting Coronavirus symptoms (fever, cough, shortness of breath), they will contact Kansas City Fire Department Emergency Medical Services (KCFD) to evaluate. KCFD will notify the Health Department, if necessary. CDC reminded airlines of their obligation, under U.S. regulations, to report any symptomatic travelers on domestic or international flights to health officials. Travelers who must be reported to the CDC include those with a fever that has lasted for more than 48 hours, or travelers with a fever and other signs of illness, such as a cough or difficulty breathing.

### **Airport Security Checkpoint ID Requirements Change with REAL ID**

The Kansas City Aviation Department wants to allay concerns travelers may have that they must use a U.S. passport to board their flights after October 1, 2021, the previous deadline to comply with REAL ID requirements. The Department of Homeland Security extended the deadline to May 3, 2023. The Department of Homeland Security's REAL ID program mandates that state-issued IDs and drivers' licenses comply with certain protocols for citizens to gain access to commercial aircraft, federal and nuclear facilities and military bases. Federal agencies may accept any REAL ID-compliant card issued and continue to accept non-REAL ID-compliant drivers' licenses and ID cards until May 3, 2023. Travelers have the option to obtain a REAL ID-compliant card or driver's license or opt out. Those who opt out will need to provide approved alternative forms of acceptable identification for commercial air travel, including a U.S. passport, Global Entry card and/or others.

### **Wireless Charging System for Electric Buses at Kansas City International Airport**

As part of the \$1.5 billion Kansas City International Airport New Terminal project, the Kansas City Aviation Department invested in the first wireless, vehicle charging system installed at a domestic airport. This technology will extend the range of its electric buses without installing an above-ground charging station or taking buses out of service for charging. Momentum Dynamics will provide the charging solution, which will be in place when the New Terminal opens in 2023.

The inductive system will provide incremental charging to the existing KCI Economy Parking electric shuttle buses, thus keeping the buses in service longer along the seven-mile loop. The system will be supported by two 300 kilowatt (kW) wireless chargers located at shuttle bus stops at the New Terminal. While awaiting passengers, the electric buses will park over the charging pads and will automatically receive incremental charging. Charging takes place while passengers are loading and unloading, and each session ends when the bus leaves the pad.

## Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City's Department of Aviation for its annual comprehensive financial report for the fiscal year ended April 30, 2021. In order to receive a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and the Department is submitting it to the GFOA to determine its eligibility for another certificate.

The production of this report is a cooperative effort of all the divisions within the Aviation Department and to this end, I extend my appreciation to all divisions and their respective employees. I particularly recognize the efforts of the Finance and Accounting Division employees for the preparation of this report and their endeavor to portray accurately the financial operations of this Department.

Lastly, I would like to acknowledge the support of the City of Kansas City, Missouri, its Mayor and City Council, the members of the Transportation, Infrastructure and Operations Committee and Mr. Brian Platt, City Manager.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Klein".

Patrick Klein  
Director of Aviation,





Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**Kansas City Aviation Department  
Missouri**

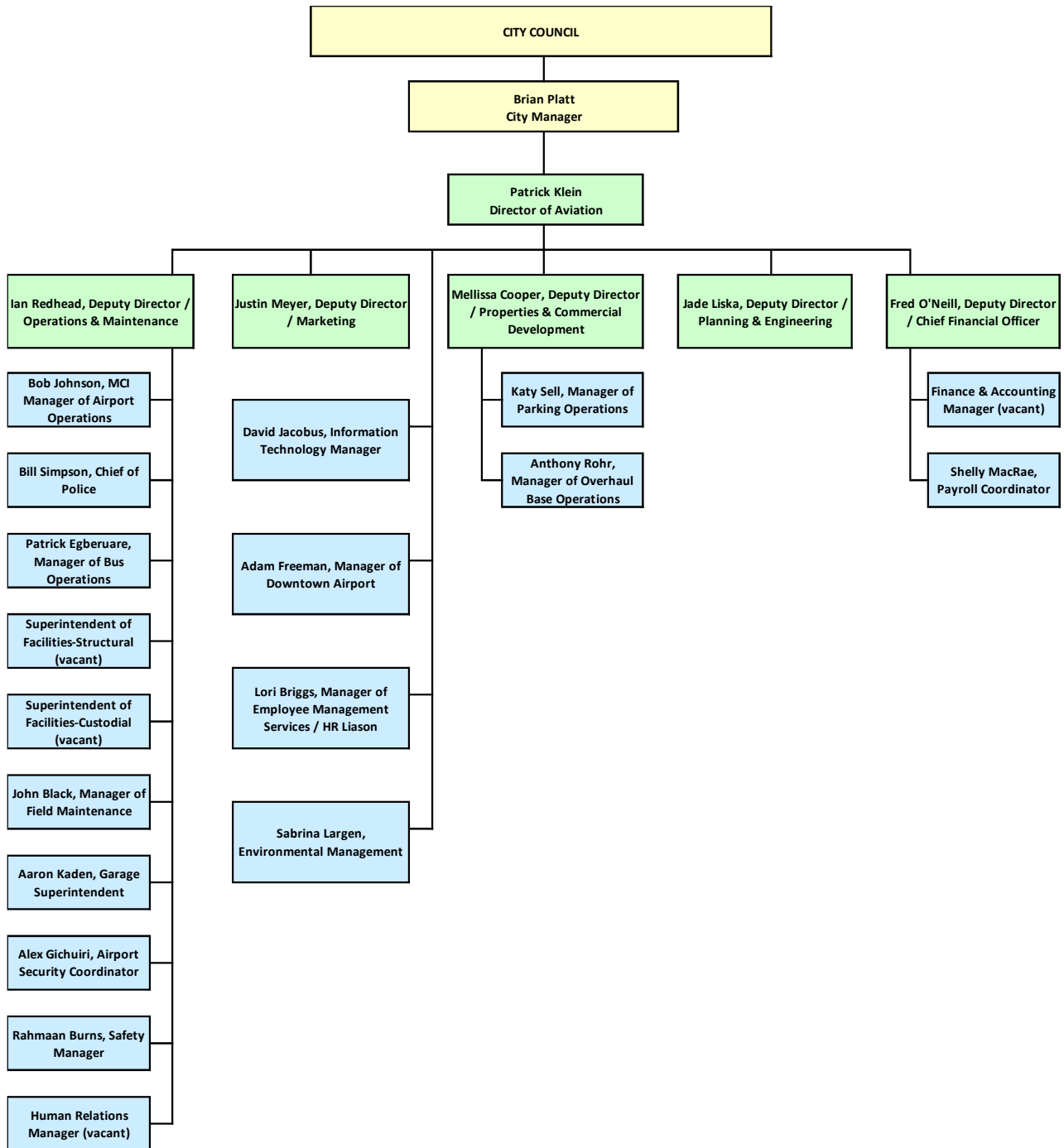
For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

April 30, 2021

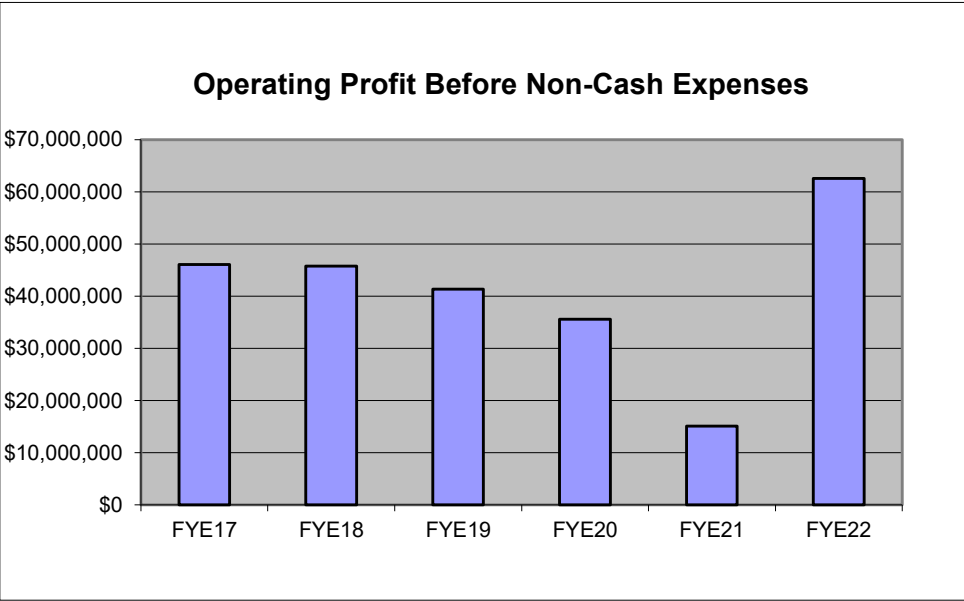
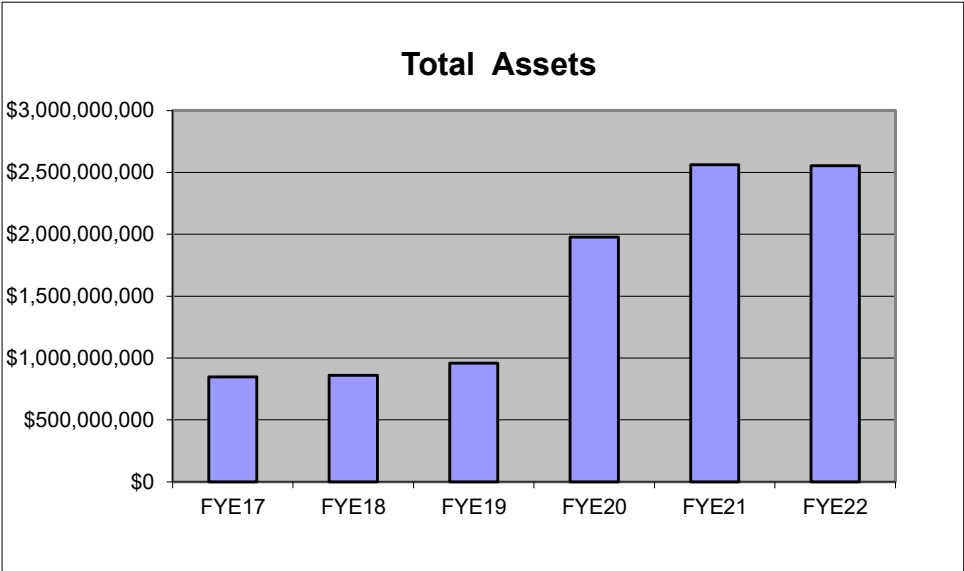
*Christopher P. Morill*

Executive Director/CEO

# ORGANIZATIONAL CHART







# Terrazzo Installation Continues

April 1, 2022 - Terrazzo installation in the Kansas City International Airport New Terminal is nearing 50 percent completion. Much of the flooring will be off-white, with flecks of color picking up the hemlock wood ceilings and gray Italian porcelain wall tiles, while other areas are slate gray. Prior to the demolition of Terminal A, crews removed 40 inlaid mosaic medallions that are now being placed at each gate in the New Terminal to serve as mnemonic art to help travelers remember their gate location. Build KCI team members from Grazzini Brothers & Company are performing the work.



(Photos from [www.BuildKCI.com](http://www.BuildKCI.com))

## **A. FINANCIAL SECTION**

**THIS SECTION CONTAINS THE FOLLOWING SUBSECTIONS:**

### **INDEPENDENT AUDITOR'S REPORT**

**OPINION LETTER FROM INDEPENDENT AUDITORS REGARDING THE FINANCIAL STATEMENTS  
CONTAINED IN THIS ANNUAL COMPREHENSIVE FINANCIAL REPORT**

### **MANAGEMENT'S DISCUSSION AND ANALYSIS**

**NARRATIVE ANALYSIS FROM MANAGEMENT DISCUSSING THE CURRENT FISCAL YEAR ACTIVITIES  
AND THE FINANCIAL STATEMENTS INCLUDED IN THIS ANNUAL COMPREHENSIVE FINANCIAL REPORT**

### **FINANCIAL STATEMENTS**

**COMPARATIVE FINANCIAL REPORTS FOR THE CURRENT AND PRIOR FISCAL YEARS, INCLUDING THE  
STATEMENTS OF NET POSITION; STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET  
POSITION AND STATEMENTS OF CASH FLOWS**

### **NOTES TO THE FINANCIAL STATEMENTS**

**SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND ADDITIONAL INFORMATION CONCERNING THE  
DATA REFLECTED IN THE FINANCIAL STATEMENTS**

### **REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**

## INDEPENDENT AUDITOR'S REPORT

The Honorable Mayor and  
Members of the City Council  
**City of Kansas City, Missouri**

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the financial statements of the City of Kansas City, Missouri Department of Aviation (Department), an enterprise fund of the City of Kansas City, Missouri (City), as of and for the years ended April 30, 2022 and 2021, and the related notes to financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Department as of April 30, 2022 and 2021, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Department and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Emphasis of Matter***

As discussed in Note 1, the financial statements of the Department are intended to present the financial position, the changes in financial position, and cash flows of only that portion of the major enterprise fund (Airport Fund) of the City of Kansas City, Missouri that is attributable to the transactions of the Department. They do not purport to, and do not, present fairly the financial position of the City of Kansas City, Missouri as of April 30, 2022 and 2021, the changes in its financial position, or its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation

and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.



### ***Required Supplementary Information***

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

### ***Other Information***

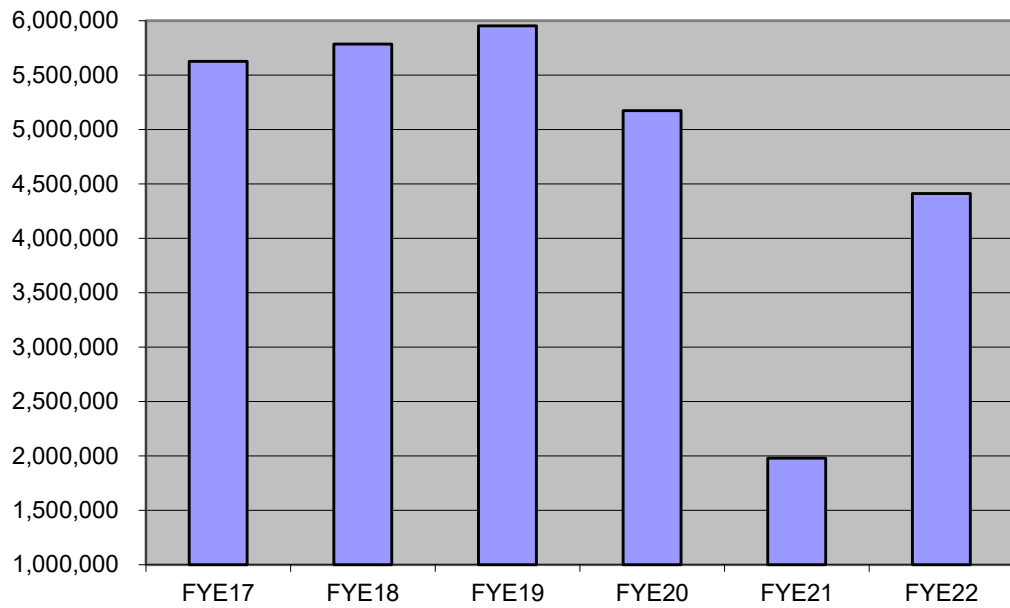
Management is responsible for the other information included in the annual report. The other information comprises the Introductory and Statistical Sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audits of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

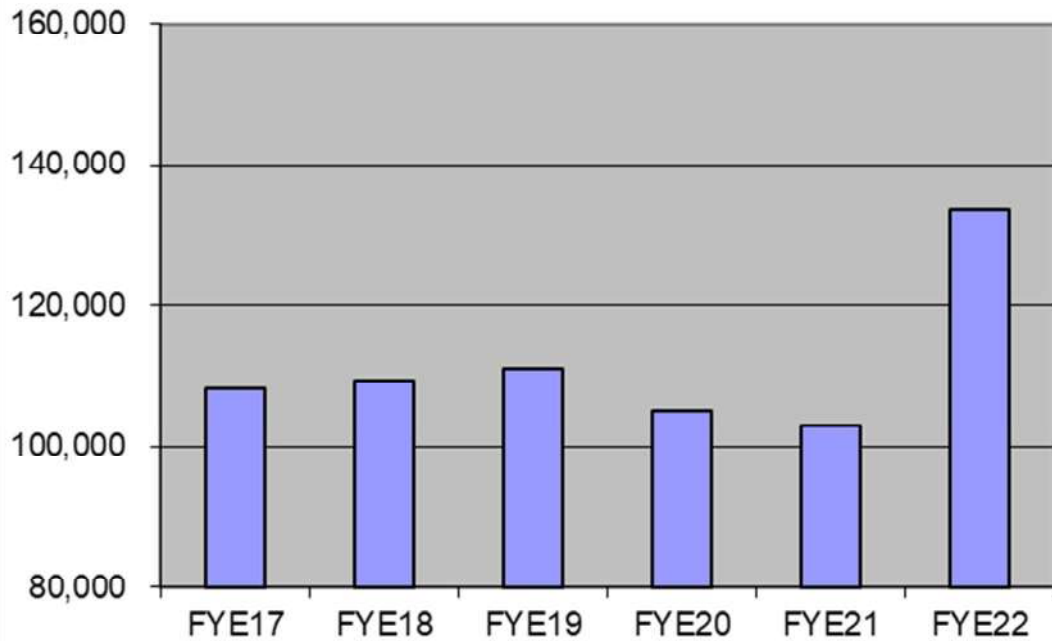
*Allen, Gibbs & Houlik, L.C.*  
CERTIFIED PUBLIC ACCOUNTANTS

Overland Park, KS  
October 28, 2022

**Number of Enplanements  
per Fiscal Year**



**Total Cargo Pounds per Fiscal Year  
(in thousands)**



**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

**T**his Management's Discussion and Analysis (MD&A) of the City of Kansas City, Missouri, Aviation Department (the "Department") provides an introduction and overview of the Department's financial statements and activities for the fiscal years ended April 30, 2022 (FYE22) and April 30, 2021 (FYE21). The Kansas City Airports Fund is an enterprise fund of the City of Kansas City, Missouri, (the "City") and is supported wholly by airport user charges. No general tax fund revenues are used for the administration, promotion, operation or maintenance of the airports in the system. The Department is charged with the responsibility to operate and maintain the City's two airports: the Kansas City International Airport (MCI) and the Charles B. Wheeler Downtown Airport (MKC).

The information contained herein should be considered in conjunction with the financial statements and notes in order to provide a complete understanding of the financial performance and activities this past year. The City combines the financial operations of the City's two airports into one set of financial statements for the entire Department. Approximations are used throughout this MD&A in describing fluctuations between fiscal years and may not equal actual differences.

### ***AIRPORT ACTIVITIES AND HIGHLIGHTS***

The emergence of a highly contagious novel coronavirus, COVID-19, at the end of 2019 caused the steepest traffic decline in aviation history and presented significant challenges to the world economy and airline industry. The World Health Organization (WHO) mandates for businesses to close and for people to remain at home contributed to a major contraction of the global economy and substantial job losses. This severe economic contraction, combined with fears about contagion and the safety of air travel, resulted in decreased demand for air travel, the grounding of most of the world's airline fleets and drastic cuts in air service during the early portion of FYE21.

While the COVID-19 pandemic had a significant impact on aircraft operations, passenger volumes and revenues at the airport, the current fiscal year is showing signs of recovery in operations and passenger volumes. Passenger numbers are currently on the rise as more and more Americans become vaccinated. The Centers for Disease Control and Prevention announced new guidelines for vaccinated people, stating that fully vaccinated people do not need to get COVID tests before or after domestic travel, and fully vaccinated people do not need self-quarantine after domestic travel. (See COVID-19 Disclosure on page A-59 for additional details.)

One of the Department's leading activity indicators, passenger enplanements, increased by 122.8% in FYE22. This increase is the result of a slowly-recovering economy as pandemic mandates are being lifted, people are getting vaccinated and the fears of safe air travel are subsiding. In FYE21, passenger enplanements decreased by 61.7%, largely attributable to the decrease in economic activity due to the COVID-19 Pandemic.

The Department's other leading activity indicator, aircraft landed weight, increased by 56.6% in FYE22. This increase is primarily due to increased operations and passenger volumes as the economy slowly recovers from the COVID-19 Pandemic. Landed weight decreased 45.3% in FYE21 due to decreased activity relating to the COVID-19 Pandemic.

To a lesser extent, enplaned cargo is also used as an indicator of the Department's activity. Enplaned cargo increased by 29.8% in FYE22 compared to a 2.2% decrease in FYE21.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

Activity indicators for the past three fiscal years are as follows:

	April 30,		
	<b>2022</b>	<b>2021</b>	<b>2020</b>
Enplanements	4,410,194	1,979,356	5,171,808
Landed Weight (000 lbs.)	5,760,715	3,679,036	6,721,745
Enplaned Cargo (000 lbs.)	133,531	102,868	105,172

***OVERVIEW OF THE FINANCIAL STATEMENTS***

The accompanying financial statements are prepared on an accrual basis in accordance with U.S. generally accepted accounting principles, as set forth by the Governmental Accounting Standards Board (GASB). Revenues and expenses are recognized when earned and incurred, not when received or paid. Capital assets, except land and construction in process, are depreciated over their useful lives.

The Statements of Net Position compare the Department's assets and deferred outflows of resources to the Department's liabilities and deferred inflows of resources, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Department's financial position.

The Statements of Revenues, Expenses and Changes in Net Position present information showing how the Department's net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows.

The Statements of Cash Flows present the change in the Department's cash and cash equivalents during each fiscal year. This information can assist the user of the report in determining how the Department financed its activities and how it met its cash needs.

The Notes to the Financial Statements provide additional information that is essential to a full understanding of the data in the statements and can be found beginning on page A-23 of this report.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

***FINANCIAL POSITION AND ASSESSMENT***

***SUMMARY OF STATEMENTS OF NET POSITION***

A condensed summary of the Department's net position for the last three fiscal years is presented below (in thousands):

	April 30,		
	2022	2021	2020
<b>Assets</b>			
Current and other assets	\$ 892,800	\$ 1,322,401	\$ 1,180,830
Capital assets, net	1,654,948	1,222,382	786,265
Total assets	2,547,748	2,544,783	1,967,095
<b>Deferred outflows of resources</b>	5,204	14,146	7,969
<b>Total assets and deferred outflows of resources</b>	<b>\$ 2,552,952</b>	<b>\$ 2,558,929</b>	<b>\$ 1,975,064</b>
<b>Liabilities</b>			
Current and other liabilities	\$ 120,380	\$ 106,797	\$ 74,862
Noncurrent liabilities	1,832,516	1,872,788	1,272,065
Total liabilities	1,952,896	1,979,585	1,346,927
<b>Deferred inflows of resources</b>	13,742	4,083	857
<b>Net position</b>			
Net investment in capital assets	197,732	182,506	236,055
Restricted	217,707	271,616	272,686
Unrestricted	170,875	121,139	118,539
Total net position	586,314	575,261	627,280
<b>Total liabilities, deferred inflows of resources and net position</b>	<b>\$ 2,552,952</b>	<b>\$ 2,558,929</b>	<b>\$ 1,975,064</b>

As noted earlier, net position may serve, over time, as a useful indicator of the Department's financial position. During FYE22, the Department's net position increased by approximately \$11.1 million with total operating revenue increasing by approximately \$47.4 million and total nonoperating revenue decreasing by \$10.0 million. The increase in operating revenue is a result of a slight recovery in operations and passenger volumes as well as an increase in federal stimulus funds, offset by a decrease in nonoperating revenue due to the fiscal year end fair value mark-to-market adjustment as a result of the rising interest rate environment in fixed-income investment grade securities. (See Note 2 - Deposits and Investments).

During FYE21, the Department's net position decreased by approximately \$52.0 million with total operating revenue decreasing by approximately \$29.1 million and total nonoperating revenue decreasing by \$14.7 million. This reduction in revenue was largely due to reduced activity as a result of the COVID-19 Pandemic.

Net investment in capital assets was approximately 33.7% of the Department's net position at April 30, 2022 and 31.7% at April 30, 2021. This represents the Department's investment in capital assets less the related indebtedness outstanding used to acquire those assets. The Department uses these capital assets to provide services to its customers and consequently these assets are not available for future spending. Although the Department's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since it is unlikely that the capital assets will be liquidated to pay liabilities.



**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

An additional portion of the Department's net position (approximately 37.1% and 47.2% of the Department's total net position at April 30, 2022 and 2021, respectively) represents resources that are subject to external restrictions on how these resources may be used.

The remaining balance of net position (approximately 29.2% and 21.1% of the Department's net position at April 30, 2022 and 2021, respectively) is considered unrestricted and is available for the ongoing needs of the Department.

***SUMMARY OF STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION***

A summary of revenues and expenses and changes in net position for the past three fiscal years is as follows (in thousands):

	April 30,		
	2022	2021	2020
Operating revenues	\$ 139,063	\$ 91,710	\$ 120,793
Operating expenses	76,498	76,644	85,450
Operating income before noncash operating expenses	62,565	15,066	35,343
Noncash operating expenses:			
Depreciation/amortization	49,003	47,083	49,989
Operating income (loss)	13,562	(32,017)	(14,646)
Nonoperating revenue:			
Earnings (loss) on cash/investments	(1,482)	13,130	24,344
Passenger Facility Charge	17,405	8,341	18,098
Customer Facility Charge	1,670	982	4,398
Transportation Facility Charge	3,836	2,092	5,444
Grant revenue	5,124	13,364	214
Other	2,142	830	1,116
Total nonoperating revenue	28,695	38,739	53,614
Nonoperating expense:			
Interest	817	1,494	3,658
Interest paid by bond proceeds	65,638	54,799	37,658
Other	3,858	14,504	8,655
Total nonoperating expense	70,313	70,797	49,971
Nonoperating income, net	(41,618)	(32,058)	3,643
Income (Loss) before capital contributions, transfers and special items	(28,056)	(64,075)	(11,003)
Capital contributions	39,301	12,056	14,709
Transfers out	(192)	-	-
Income (Loss) before special items	11,053	(52,019)	3,706
Special items - loss on disposals	-	-	44,817
Increase (decrease) in net position	11,053	(52,019)	(41,111)
Net Position, beginning of year	575,261	627,280	668,391
Net Position, end of year	\$ 586,314	\$ 575,261	\$ 627,280

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

As noted previously, net position increased in FYE22 by approximately \$11.1 million. Operating revenue increased by approximately \$47.4 million, or 51.6%. Operating expenses, excluding depreciation and amortization, decreased slightly by approximately \$0.1 million, or 0.2%. A more complete analysis of the Department's operating revenues and expenses is included on the following pages. Depreciation and amortization increased by 4.1% from prior year. The Department's total operating income of \$13.6 million was an increase of 142.4% compared to a \$32.0 million loss in FYE21.

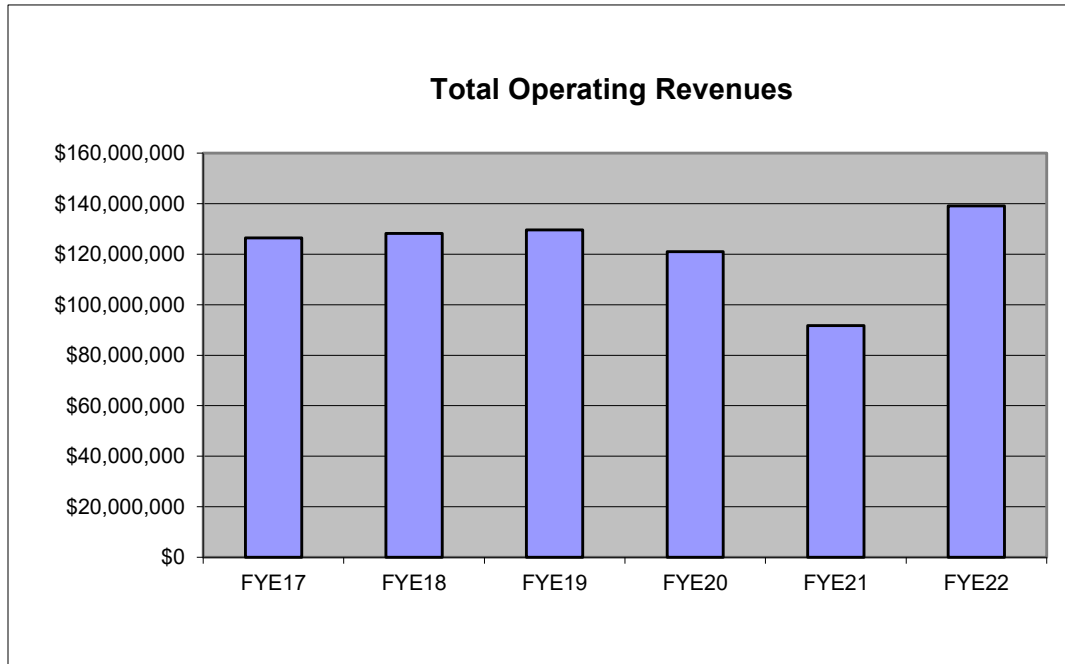
Nonoperating revenue in FYE22 decreased by approximately \$10.0 million, or 25.9%. This decrease was due to a decrease in the fiscal year end fair value mark-to-market adjustment and a reduction in operating grant revenue requested for eligible nonoperating expenses. Nonoperating expenses decreased slightly by approximately \$0.5 million, or 0.7%. This decrease is comprised of a \$10.2 million increase in interest expense (please refer to Note 9 for more details) and a \$1.7 million increase in TFC collections, offset by a \$11.8 million decrease for expenses paid only in prior year relating to a lease buyout and bond issuance costs. Capital contributions for the year increased by approximately \$27.2 million, or 225.9%, from prior year.

In FYE21, net position decreased by approximately \$52.0 million. Operating revenue decreased by approximately \$29.1 million and operating expenses, excluding depreciation and amortization, decreased by approximately \$8.8 million. Depreciation and amortization decreased by \$2.9 million from prior year. The Department's total operating loss increased by approximately \$17.4 million from prior year.

In FYE21, nonoperating revenue decreased by approximately \$14.9 million. This decrease was due in large part to a decrease in investment earnings and a reduction in PFC, CFC and TFC collections. Nonoperating expenses increased by approximately \$20.8 million. This increase is comprised of a \$15.0 million increase in interest expense, an \$8.0 million increase from a lease buyout and a \$2.4 million increase relating to legal claims and administrative expenses, with decreases of \$1.2 million in bond issuance costs and \$3.4 million for bus service agreement fees. Capital contributions for the year decreased by approximately \$2.7 million from prior year.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

***SUMMARY OF OPERATING REVENUES***



In order to understand the revenues presented in this Report, an overview of the Airline Use and Lease Agreement (the “Agreement”) is required to enhance the readers’ knowledge of the information presented.

The current Agreement runs through April 30, 2028. The agreement utilizes four airline-specific cost centers: Airfield, Passenger Boarding Bridges, Terminal Aprons and Terminal Building. Airlines that have executed an agreement with the airport are referred to as signatory airlines. Airlines using the airport without an executed agreement are referred to as non-signatory airlines.

The agreement cost centers are used to identify and reallocate airline-specific expenses related to the leased premises, operations, facilities or functions conducted at the airport by signatory airlines. These cost center expenses are the basis for determining the rates charged to each signatory airline. All non-signatory airlines pay 125 percent of the signatory airline rate. In exchange for this higher rate, non-signatory airlines are not subject to the same terms and conditions as signatory airlines.

There is a maximum of three calculations performed under the terms and conditions of the agreement: a budgetary calculation, a mid-year budgetary adjustment and a settlement. Before the start of every fiscal year, a budget is adopted for the operation of the airport. Based on this adopted budget, rates are calculated for each agreement cost center and used for billing the airlines for their airport operations. As the year progresses, the actual results are monitored and compared to the adopted budget. If there is a significant change in circumstances from the adopted budget, a mid-year budgetary adjustment is performed and the cost center rates are adjusted to reflect the change in circumstances. After the year is completed, a settlement is performed to “true-up” the signatory airline rates to reflect the actual operating expenses of each agreement cost center. There is no settlement calculation performed for the non-signatory airlines.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

Operating revenues for the past three fiscal years are itemized as follows (in thousands):

	April 30,		
	2022	2021	2020
<b>Terminal Fees</b>			
Terminal floor space	\$ 20,333	\$ 11,217	\$ 14,169
Apron	3,482	2,091	2,652
Passenger boarding bridges	2,348	2,437	2,441
Total terminal fees	26,163	15,745	19,262
<b>Airfield Fees</b>			
Landing fees	9,465	16,355	20,339
Fuel Flowage Fees	795	420	517
Total airfield fees	10,260	16,775	20,856
<b>Parking Fees</b>			
Parking	44,728	18,320	49,731
Total parking fees	44,728	18,320	49,731
<b>Property Rental</b>	15,068	11,217	12,837
<b>Rental Car Fees</b>			
Property rental	406	771	710
Concession	11,260	5,416	10,102
Total rental car fees	11,666	6,187	10,812
<b>Concession Fees</b>			
Food and Beverage	2,060	468	3,053
News, gifts and merchandise	933	384	1,205
Other	(4,484)	237	725
Total concessions fees	(1,491)	1,089	4,983
<b>Other Operating Revenue</b>	1,847	1,016	2,312
<b>Operating Grant Revenue</b>	30,822	21,361	-
<b>Total Operating Revenue</b>	\$ 139,063	\$ 91,710	\$ 120,793

Total operating revenue increased during FYE22 by approximately \$47.4 million, or 51.6%, due to increased travel activity as operations and passenger volumes start to recover from the COVID-19 Pandemic. In FYE21, operating revenues decreased by approximately \$29.1 million.

Terminal Fees – Revenue from terminal fees increased in FYE22 by \$10.4 million, or 66.2%. This increase includes a \$2.4 million net increase due to adjustments for the FY21 settlement write-off and the FY22 presettlement accrual. In FYE21, revenue from Terminal Fees decreased by \$3.5 million from prior year.

Airfield Fees – Revenue from the airfield cost center decreased by \$6.5 million, or 38.8% in FYE22. This overall decrease is comprised of a \$5.3 million increase in landing fees offset by an \$11.8 million decrease as a result of the FYE21 airline settlement write-off and the FYE22 airline presettlement accrual. In FYE21, revenue from the airfield cost center decreased by \$4.1 million from prior year.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

Parking Fees – Parking revenue, which is a key revenue source for Kansas City International Airport, increased in FYE22 by \$26.4 million, or 144.1%, as a result of increased passenger traffic. In FYE21, parking revenue decreased by \$31.4 million from prior year due to a decrease in passenger traffic as a result of the COVID-19 Pandemic.

Property Rental – Property rental revenue increased in FYE22 by \$3.9 million, or 34.3%, mainly due to an increase in utilities revenue as well as increased tenant revenue associated with the new air cargo facility from the lease buyout purchased in prior year. In FYE21, property rental revenue decreased by \$1.6 million from the prior year.

Rental Car Fees – Rental car fees increased in FYE22 by \$5.5 million, or 88.6%. This overall increase is comprised of an increase of \$6.3 million as a result of an increase in passenger traffic offset by a decrease of \$0.8 million due to concession relief adjustments. The rental car fees adjusted for the concession relief were replaced by operating grant revenues in FYE22. In FYE21, rental car fees decreased by \$4.6 million from prior year.

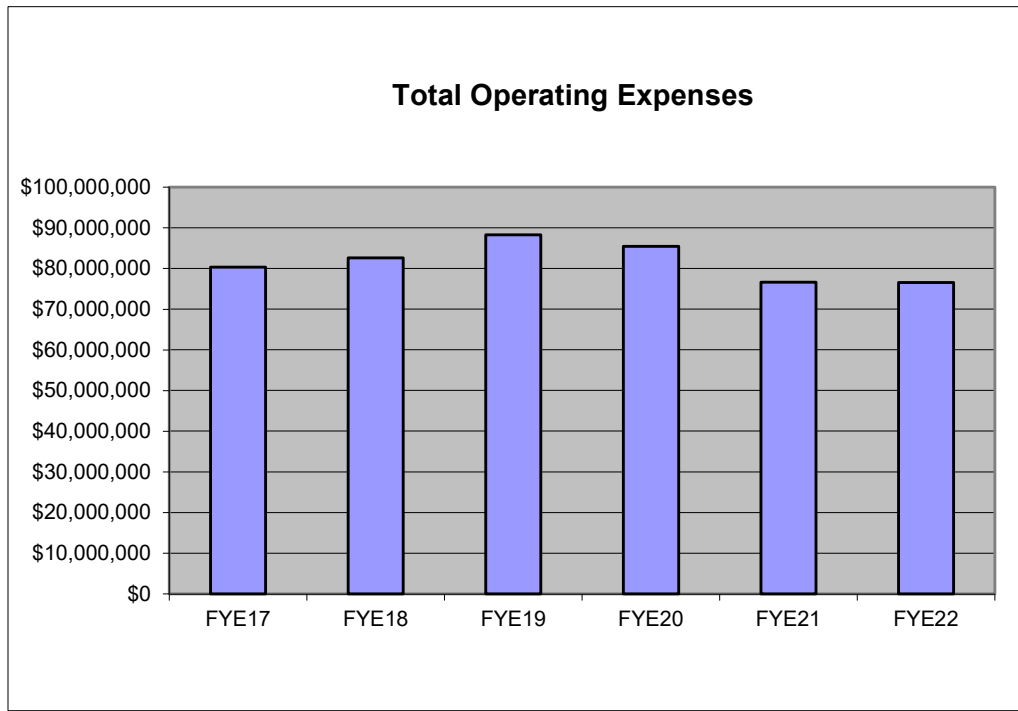
Concession Fees – Concession fees decreased in FYE22 by \$2.6 million, or 236.9%. This overall decrease is comprised of an increase in concession revenue of \$2.7 million as a result of an increase in passenger traffic offset by a decrease of \$5.3 million as a result of credits recorded for concession relief from federal stimulus concession relief grants. The concession revenues adjusted for the concession relief grants were replaced by operating grant revenues in FYE22. In FYE21, concession fee revenue decreased by \$3.9 million from the prior year.

Other Operating Revenue – Other operating revenue, which includes transportation fees and fuel sales, increased in FYE22 by \$0.8 million, or 81.8%, mainly due to increased operations and passenger traffic. In FYE21, other operating revenue decreased by \$1.3 million from the prior year.

Operating Grant Revenue – Operating grant revenue increased in FYE22 by \$9.5 million, or 44.3%, as a result of federal financial assistance received from various federal stimulus grants to help offset a decline in revenue arising from diminished airport operations and activities as a result of the COVID-19 Public Health Emergency. (See section on Other Financial Assistance for additional details.) In FYE21, operating grant revenue increased by \$21.1 million.

**City of Kansas City, Missouri Department of Aviation**  
**Management's Discussion and Analysis**  
**Years Ended April 30, 2022 and 2021**

***SUMMARY OF OPERATING EXPENSES***



Operating expenses are grouped into three categories: Salaries, wages and employee benefits, Contractual services and Commodities. In FYE22, operating expenses decreased slightly by \$0.1 million, or 0.2%, from the previous year. Operating expenses in FYE21 decreased approximately \$8.8 million from the previous year, primarily from a focused effort to reduce operations due to the reduction in traffic.

Salaries, Wages and Employee Benefits – Salaries, wages and employee benefits decreased approximately \$8.1 million, or 21.9%, comprised of a \$1.3 million decrease in wages and medical insurance expenses due to recent retirements, as well as a \$6.8 million decrease in pension expense. In FYE21, salaries, wages and employee benefits increased slightly by approximately \$1.2 million due to a decrease in wages combined with a \$2.0 million increase in costs for medical insurance and pension expense.

Contractual Services – Contractual services increased by approximately \$7.0 million, or 19.7%. This increase is comprised of cost increases of \$2.7 million for professional services, \$3.4 million for utilities, insurance and promotional expenses and \$1.8 million for repairs and maintenance, claims, and parking operations; offset by expense reductions of \$0.9 million for administrative fees and ambulance services. In FYE21, contractual services decreased by approximately \$8.9 million due to expense reductions of \$3.2 million in parking lot operation fees, \$3.1 million in professional services costs, \$1.4 million in repairs and maintenance costs, and \$1.2 million in utilities, insurance, and travel costs.

Commodities – Commodities expense increased by approximately \$0.9 million, or 21.4%. This increase is comprised of a \$1.4 million increase in building and vehicle maintenance costs offset by a \$0.5 million decrease in materials for repairs and maintenance. In FYE21, commodities expense decreased by approximately \$1.1 million mainly due to a decrease in materials for repairs and maintenance.



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Operating expenses, excluding depreciation and amortization, for the past three fiscal years are itemized as follows (in thousands):

	April 30,		
	2022	2021	2020
Salaries, wages and employee benefits	\$ 28,771	\$ 36,824	\$ 35,660
Contractual services	42,646	35,634	44,540
Commodities	5,081	4,186	5,250
Total	<u>\$ 76,498</u>	<u>\$ 76,644</u>	<u>\$ 85,450</u>

### ***AIRLINE RATES AND CHARGES***

Airline rates and charges (R&Cs) represent the fees received by the Department from the airlines for their use of the airport's facilities and for the privilege of operating at Kansas City International Airport. The calculation of the R&Cs is based on the provisions of the Airline Use and Lease Agreement (the "Agreement"). It is important to maintain low airline rates and charges in order to remain cost-competitive.

The Use and Lease Agreement (Agreement) with certain air carriers (signatory carriers) serving Kansas City International Airport (KCI) was set to run through April 30, 2020. However, the agreement was renegotiated and extended for eight more years with language that turns the compensatory rate-based agreement into a residual rate-based agreement upon completion of the new terminal facility.

R&Cs are determined for each year using budgeted amounts. After six months, the R&Cs may be amended to conform to year-to-date actual. At the end of each fiscal year, settlement R&Cs are calculated based on actual amounts and additional payments may be paid to, or received from, the signatory airlines.

The rates and charges settlement rates billed to the airlines for the last three fiscal years are as follows:

	2022 <sup>(4)</sup>	2021 <sup>(1)</sup>	2020 <sup>(1)</sup>
Signatory Landing Fee <sup>(2)</sup>	\$3.54	\$2.68	\$2.66
Terminal Rental Rate	\$73.73/sf	\$57.02/sf	\$57.20/sf
Terminal Apron Rental	\$563.03/lf	\$386.08/lf	\$382.75/lf
Passenger Boarding Bridge <sup>(3)</sup>	\$5,394.17/mo	\$6,644.17/mo	\$6,592.50/mo

<sup>(1)</sup> actual settlement rates

<sup>(2)</sup> per 1,000 lbs. of aircraft landed weight

<sup>(3)</sup> per boarding bridge

<sup>(4)</sup> projected settlement rates

Landing fees and terminal rental rates for non-signatory airlines are assessed at 125 percent of the established rates.

### ***PASSENGER FACILITY CHARGES***

Passenger Facility Charges (PFCs) are fees authorized by the Federal Aviation Administration that are charged to enplaning passengers. The fees are used to finance eligible airport-related projects. Kansas City International Airport is currently authorized to collect \$543.7 million with the current fee set at \$4.50 per enplaned passenger. In FYE22, PFC revenue increased by approximately \$9.1 million, or 108.7%. This increase was mainly due to an increase in air travelers. In FYE21, PFC revenue decreased by approximately \$9.8 million. (Please see Note 12 and the Compliance Section of this report for additional details.)

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Historical PFC revenue on an accrual basis for the last three fiscal years is as follows (in thousands):

	April 30,		
	2022	2021	2020
Passenger Facility Charge	\$ 17,405	\$ 8,341	\$ 18,098

***CUSTOMER FACILITY CHARGES***

A Customer Facility Charge (CFC) of \$3.00 per transaction day on rental cars was implemented on January 1, 2001 to fund the debt service associated with the design, engineering and construction of the consolidated rental car facility. The CFC revenue bonds (Series 2005C bonds) were defeased during fiscal year 2019 and effective October 1, 2019 the customer facility charge user fee (CFC) was reduced from \$3.00 to \$1.00 per rental day imposed on each rental of a passenger vehicle by a customer from a rental car agency since reserves are no longer needed for debt service. New collections will fund a reserve for upkeep and maintenance of the rental car facility.

In FYE22, CFC revenue increased by approximately \$0.7 million, or 70.0% from prior year. This increase was mainly due to an increase in travelers. In FYE21, CFC revenue decreased by \$3.4 million from prior year.

CFC revenue generally increases or decreases with passenger enplanements. CFC revenue earned for the last three fiscal years is as follows (in thousands):

	April 30,		
	2022	2021	2020
Customer Facility Charge	\$ 1,670	\$ 982	\$ 4,398

***OTHER FINANCIAL ASSISTANCE***

The Department received federal stimulus funds to help offset a decline in revenues arising from diminished airport operations and activities as a result of the COVID-19 Public Health Emergency. These funds, administered by the FAA's Office of Airports, are from the U.S. Treasury's General Fund as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The purpose of the CARES Act Grant was to provide funds to prevent, prepare for and respond to the Coronavirus (COVID-19) as well as maintain safe and efficient airport operations.

Funds received in FYE22 from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) and the American Rescue Plan Act (ARPA) provided additional funding for operational and maintenance expenses, debt service payments and concession relief. Funding from the Transportation Security Administration (TSA) and the Drug Enforcement Agency (DEA) offset operating expenses for the Explosives Detection K-9 Program and the Task Force Program. The Department has also received funding from the State of Missouri for expenses associated with required aircraft rescue and firefighting training exercises, as well as from Homeland Security Investigations (HSI) for costs incurred by the KCI Airport Police in providing resources to joint operations and task forces.

Funds received for reimbursement of operating expenses and concession relief have been recorded on the Statements of Revenues, Expenses and Changes in Net Position as operating grant revenue in the Operating

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Revenue section. Funds received for reimbursement of debt service payments and other eligible nonoperating expenses have been recorded as grant revenue in the Nonoperating Revenues section.

Revenue from financial assistance during the last three fiscal years is as follows (in thousands):

Grant Number	Airport	Project Description	April 30,		
			2022	2021	2020
AIP 3-29-0040-080-2020	MCI	CARES ACT - operating expenses-KCI	\$ 547	\$ 21,050	\$ -
AIP 3-29-0040-080-2020	MKC	CARES ACT - operating expenses-MKC	20	137	-
AIP 3-29-0040-080-2020	MCI	CARES ACT - debt service, other	252	13,364	-
AIP 3-29-0040-082-2021	MCI	CRRSA Act - KCI	10,950	-	-
AIP 3-29-0040-083-2021	MCI	CRRSA Act - KCI Concession Addendum	1,233	-	-
AIP 3-29-0041-030-2021	MKC	CRRSA Act - MKC	53	-	-
AIP 3-29-0040-086-2021	MCI	ARP Act - KCI - operating expenses	12,886	-	-
AIP 3-29-0040-086-2021	MCI	ARP Act - KCI - debt service	4,872	-	-
AIP 3-29-0040-087-2021	MCI	ARP Act - KCI Concession Addendum	4,934	-	-
70T02020T9NNCP446	MCI	TSA-Explosives Detection K-9 Program	178	153	182
MO0831800	MCI	DEA-Task Force Program	21	21	17
MO0831800	MCI	Homeland Security Investigations	-	-	2
AIR 206-165A-1	MCI	State of Missouri - KCI portion	-	-	8
AIR 206-165A-1	MKC	State of Missouri - MKC portion	-	-	5
			<u>\$ 35,946</u>	<u>\$ 34,725</u>	<u>\$ 214</u>

### ***CAPITAL CONTRIBUTIONS***

Capital contributions and capital grant revenue increased approximately \$27.2 million, or 226.0%, in FYE22 compared to a decrease of approximately \$2.7 million in FYE21. Capital grants are reimbursement grants and increase or decrease based in part on the amount of eligible construction activity during the year. Capital improvement projects funded by grants in FYE22 included rehabilitation of Taxiway C, reconstruction of Runway 1L-19R, construction of the electronic baggage screening system for the new terminal at Kansas City International Airport, as well as taxiway rehabilitation at the Charles B. Wheeler Downtown Airport and pavement rehabilitation at the aircraft maintenance and overhaul base.

Revenue from capital grants during the last three fiscal years is as follows:

Grant Number	Airport	Project Description	April 30,		
			2022	2021	2020
AIP 3-29-0041-027-2018	MKC	Hotspot Mitigation Adjacent to Taxiway D	\$ 6	\$ 118	\$ 313
AIP 3-29-0041-028-2019	MKC	ARFF Vehicle Purchase (MKC)	-	44	606
AIP 3-29-0041-029-2021	MKC	Rehabilitate Taxiway A at MKC	2,261	-	-
AIP 3-29-0040-074-2016	MCI	Rehabilitate Taxiway B - Phase 1	(36)	75	245
AIP 3-29-0040-075-2017	MCI	Rehabilitate Taxiway B - Phase 2	108	75	189
AIP 3-29-0040-076-2018	MCI	Reconstruct Taxiway F	17	449	12,884
AIP 3-29-0040-077-2020	MCI	BRITE System Replacement	376	1,635	-
AIP 3-29-0040-078-2020	MCI	Rehabilitate Taxiway C	2,189	5,664	-
AIP 3-29-0040-079-2020	MCI	Reconstruct Runway 1L-19R Phase 1 - Design Only	14	3,564	-
AIP 3-29-0040-081-2021	MCI	Reconstruct Runway 1L-19R, Phase 2 - Construction, Ph1	22,084	-	-
AIP 3-29-0040-084-2021	MCI	Reconstruct Runway 1L-19R - FAA Reimb Agreement	321	-	-
TSA 70T04019T9CAP1001	MCI	Design of Terminal C-AA Baggage EDS @ KCI	-	-	21
TSA 70T04019T9CAP1057	MCI	Construction of Terminal C-AA Baggage EDS @ KCI	65	128	451
TSA 70T04021T7672N018	MCI	Electronic Baggage Screening Program - New Terminal	11,643	-	-
MODOT AIR 196-106A-2	MCI	Overhaul Base pavement rehabilitation	40	304	-
DE-EE00082621	MCI	Accelerating Alternative Fuel Adoptions in Mid-America	213	-	-
			<u>\$ 39,301</u>	<u>\$ 12,056</u>	<u>\$ 14,709</u>

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***CAPITAL ASSETS***

Net capital assets increased in FYE22 by \$432.6 million, or 35.4% from prior year. This increase is comprised of an increase in capital assets of \$480.5 million, along with an increase in depreciation on capital assets of \$47.9 million. Capital assets purchased or constructed in FYE22 include facility improvements, fiber optic and computer system upgrades, redesigning of post gates and roadway rehabilitation, along with capital equipment purchases of several new trucks, a mower, a skid steer loader, shop equipment and four new electric buses.

Net capital assets increased in FYE21 by \$436.1 million. This increase is comprised of an increase in capital assets of \$473.5 million, along with an increase in depreciation on capital assets of \$37.4 million. Capital assets purchased or constructed in FYE21 include rehabilitation of roads, parking areas, and taxiways; overhaul base facility repairs; and capital equipment purchases of new police and fire vehicles, wheel loader and three new electric buses.

***DEBT ADMINISTRATION***

Total debt outstanding at the conclusion of FYE22 was approximately \$1,605.2 million, an \$11.8 million decrease from the previous year. This decrease represents the normal payment of debt service obligations during the year.

Total debt outstanding at the conclusion of FYE21 was approximately \$1,617.0 million. This increase is comprised of an increase of \$632.2 million for the issuance of Airport Special Obligation Bond Series 2020A, 2020B and 2020C as noted below, a decrease of \$77.1 million for the advance refunding of General Improvement Airport Refunding Revenue Bond Series 2013A and a decrease of \$11.2 million for the normal payment of debt service obligations during the year.

During FYE21, the City issued \$632.2 million of senior airport appropriation obligations to fund the additional construction costs of the new terminal modernization project at Kansas City International Airport and to refund the 2013A GARB Bonds. Proceeds of the Series 2020A and 2020B bonds will be used to fund costs of the City's \$1.5 billion Airport Terminal Modernization project. The Series 2020C bonds were used to refund the Series 2013A General Improvement Airport Revenue Bonds to achieve debt service savings. Those proceeds, together with other available funds of the City, refunded the outstanding principal amount of the following bonds:

- GARB Bond Series 2013A (PFC portion) – General Improvement Airport Revenue Bonds, Series 2013A, PFC portion, in the principal amount of \$40,735,000.
- GARB Bond Series 2013A (Non-PFC portion) – General Improvement Airport Revenue Bonds, Series 2013A, non-PFC portion, in the principal amount of \$36,335,000.

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The Department had the following additions and deductions from the interest paid on its outstanding bonds for the last three fiscal years (in thousands):

	April 30,		
	2022	2021	2020
Interest paid	\$ 979	\$ 2,588	\$ 5,067
Interest paid by bond proceeds	73,405	57,428	34,575
Accrued interest	(18)	3,443	7,610
Amortized loss	-	84	168
Amortized gain	(161)	(80)	-
Amortized bond discount	11	6	-
Amortized bond premium	(7,767)	(7,180)	(6,105)
Fiscal agent fees paid	6	5	1
Interest expense	<u>\$ 66,455</u>	<u>\$ 56,294</u>	<u>\$ 41,316</u>

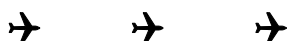
***REQUEST FOR INFORMATION***

This financial report is designed to provide the Department's management, investors, creditors and customers with a general overview of the Kansas City Airports Fund's finances and to demonstrate the Department's accountability for the funds it receives and expends. For additional information about this report, please contact the undersigned at Kansas City International Airport, P.O. Box 20047, Kansas City, Missouri 64195-0047.

This report is respectfully submitted by:



Fred O'Neill  
Chief Financial Officer  
Kansas City Aviation Department



# City of Kansas City, Missouri Department of Aviation

## Statements of Net Position

April 30, 2022 and 2021

### Assets and Deferred Outflows of Resources

	2022	2021
Current assets		
Unrestricted assets		
Cash and cash equivalents	\$ 2,405,188	\$ 2,803,507
Investments	6,912,689	11,713,871
Accounts receivable	8,048,684	13,243,609
Allowance for doubtful accounts	(205,121)	(255,573)
Grants receivable	15,066,381	3,975,327
Interest receivable	439,248	129,720
Prepaid insurance and other assets	1,387,282	1,211,647
Inventories	831,120	721,252
Total unrestricted current assets	<u>34,885,471</u>	<u>33,543,360</u>
Restricted assets		
Cash and cash equivalents	2,365,726	1,395,916
Cash with trustee	554,386,688	1,055,225,420
Investments	3,704,772	7,360,898
Accounts receivable	2,874,361	1,519,815
Interest receivable	1,487,961	1,020,042
Total restricted current assets	<u>564,819,508</u>	<u>1,066,522,091</u>
Total current assets	<u>599,704,979</u>	<u>1,100,065,451</u>
Noncurrent assets		
Investments		
Unrestricted	185,473,612	131,282,353
Restricted	99,402,346	82,496,733
Total investments	<u>284,875,958</u>	<u>213,779,086</u>
Capital assets		
Land	36,319,171	36,319,171
Construction in progress	1,242,523,864	774,280,775
Buildings, infrastructure and equipment	1,465,915,380	1,453,627,521
	<u>2,744,758,415</u>	<u>2,264,227,467</u>
Accumulated depreciation	<u>(1,089,810,774)</u>	<u>(1,041,845,697)</u>
Total capital assets	<u>1,654,947,641</u>	<u>1,222,381,770</u>
Unrestricted accounts receivable		
Unrestricted accounts receivable	168,302	414,536
Allowance for doubtful accounts	(126,227)	(310,904)
Total unrestricted accounts receivable	<u>42,075</u>	<u>103,632</u>
Prepaid bond insurance, net of accumulated amortization	<u>8,177,505</u>	<u>8,453,098</u>
Total noncurrent assets	<u>1,948,043,179</u>	<u>1,444,717,586</u>
Total assets	<u>2,547,748,158</u>	<u>2,544,783,037</u>
Deferred outflows of resources		
Deferred outflows - pension	3,930,809	13,450,404
Deferred outflows - OPEB	1,272,828	695,924
Total deferred outflows of resources	<u>5,203,637</u>	<u>14,146,328</u>
Total assets and deferred outflows of resources	<u>\$ 2,552,951,795</u>	<u>\$ 2,558,929,365</u>

*The accompanying notes are an integral part of this financial statement.*

# City of Kansas City, Missouri Department of Aviation

## Statements of Net Position (Continued)

April 30, 2022 and 2021

### Liabilities, Deferred Inflows of Resources and Net Position

	2022	2021
Current liabilities		
Payable from unrestricted assets		
Accounts and retainages payable	\$ 14,585,919	\$ 9,098,284
Accrued payroll, vacation and sick leave	1,211,234	1,723,847
Security deposits	297,959	290,835
Prepaid lease revenue	7,741,670	5,414,732
Accrued claims liability	718,893	471,884
Total current liabilities payable from unrestricted assets	24,555,675	16,999,582
Payable from restricted assets		
Accounts and retainages payable	71,220,062	65,280,926
Matured bonds and coupons	289,128	289,128
Accrued interest and fiscal agent fees	12,379,801	12,397,329
Bonds payable, current portion	11,935,000	11,830,000
Total current liabilities payable from restricted assets	95,823,991	89,797,383
Total current liabilities	120,379,666	106,796,965
Noncurrent liabilities		
Accrued payroll, vacation and sick leave	2,057,140	2,439,187
Pension liability	14,981,358	36,843,922
Other postemployment benefits obligation	7,482,124	6,604,768
Accrued claims liability	2,276,495	1,489,538
Bonds payable, net of current portion	1,805,719,320	1,825,410,208
Total noncurrent liabilities	1,832,516,437	1,872,787,623
Total liabilities	1,952,896,103	1,979,584,588
Deferred inflows of resources		
Deferred inflows - pension	11,839,010	1,826,440
Deferred inflows - OPEB	1,171,814	1,365,189
Deferred inflows - refunding	731,285	892,143
Total deferred inflows of resources	13,742,109	4,083,772
Net position		
Net investment in capital assets	197,732,036	182,506,367
Restricted		
Principal and interest	122,917,012	184,771,905
Airline operations and maintenance reserve	12,983,000	12,983,000
Reserve for law enforcement	302,895	281,133
Reserves for construction and debt service	77,559,464	71,553,261
Other restricted net position	3,944,762	2,026,292
Total restricted net position	217,707,133	271,615,591
Unrestricted	170,874,414	121,139,047
Total net position	586,313,583	575,261,005
Total liabilities, deferred inflows of resources and net position	\$ 2,552,951,795	\$ 2,558,929,365

*The accompanying notes are an integral part of this financial statement.*



**City of Kansas City, Missouri Department of Aviation**  
**Statements of Revenues, Expenses and Changes in Net Position**  
**Years Ended April 30, 2022 and 2021**

	<u>2022</u>	<u>2021</u>
<b>Operating Revenues</b>		
Terminal and aprons	\$ 26,162,620	\$ 15,744,792
Airfield	10,259,755	16,774,847
Parking	44,727,588	18,320,345
Rental Car	11,666,341	6,186,873
Concessions	(1,491,187)	1,089,232
Property rental	15,068,246	11,216,799
Operating grant revenue	30,822,074	21,361,477
Other	1,847,487	1,015,900
Total operating revenues	<u>139,062,924</u>	<u>91,710,265</u>
<b>Operating Expenses</b>		
Salaries, wages and employee benefits	28,770,845	36,824,152
Contractual services	42,646,444	35,633,886
Commodities	5,080,873	4,185,833
Total operating expenses before depreciation and amortization	<u>76,498,162</u>	<u>76,643,871</u>
<b>Operating Income Before Noncash Operating Expense</b>	<u>62,564,762</u>	<u>15,066,394</u>
<b>Noncash Operating Expense</b>		
Depreciation	48,727,465	46,897,753
Amortization	275,593	186,089
Total noncash operating expense	<u>49,003,058</u>	<u>47,083,842</u>
<b>Total Operating Income (Loss)</b>	<u>13,561,704</u>	<u>(32,017,448)</u>
<b>Nonoperating Revenues</b>		
Earnings on cash and investments	(1,482,308)	13,129,506
Passenger facility charge	17,404,791	8,340,951
Customer facility charge	1,670,041	982,288
Transportation facility charge	3,836,338	2,091,970
Grant revenue	5,124,176	13,363,938
Other	2,142,199	830,630
Total nonoperating revenues	<u>28,695,237</u>	<u>38,739,283</u>
<b>Nonoperating Expenses</b>		
Interest paid by bond proceeds	65,637,894	54,799,371
Interest	817,322	1,494,489
Leaseholds	-	8,098,000
Bond issue costs	-	3,675,738
Other	3,858,303	2,729,967
Total nonoperating expenses	<u>70,313,519</u>	<u>70,797,565</u>
Total nonoperating (expenses) revenues, net	<u>(41,618,282)</u>	<u>(32,058,282)</u>
<b>Loss Before Capital Contributions, Transfers and Special Items</b>	<u>(28,056,578)</u>	<u>(64,075,730)</u>
<b>Capital Contributions</b>	39,301,320	12,056,418
<b>Transfers out</b>	<u>(192,164)</u>	<u>-</u>
<b>Income (Loss) Before Special Items</b>	<u>11,052,578</u>	<u>(52,019,312)</u>
<b>Change in Net Position</b>	<u>11,052,578</u>	<u>(52,019,312)</u>
<b>Net position, beginning of year</b>	<u>575,261,005</u>	<u>627,280,317</u>
<b>Net position, end of year</b>	<u>\$ 586,313,583</u>	<u>\$ 575,261,005</u>

*The accompanying notes are an integral  
part of this financial statement.*

# City of Kansas City, Missouri Department of Aviation

## Statements of Cash Flows

Years Ended April 30, 2022 and 2021

	2022	2021
<b>Operating Activities</b>		
Cash received from providing services	\$ 115,485,051	\$ 68,938,542
Cash paid to employees	(31,888,826)	(32,500,415)
Cash paid to suppliers	(80,710,263)	(72,427,484)
Cash paid for interfund services	(8,370,314)	(8,752,681)
Net cash used in operating activities	<u>(5,484,352)</u>	<u>(44,742,038)</u>
<b>Noncapital Financing Activities</b>		
Operating grants	170,432	174,798
Other financial assistance	28,856,333	34,550,616
Transportation facility charges	3,836,338	2,091,970
Payment of transportation facility charges to third party	(3,836,338)	(2,091,970)
Lease buyout of MCI Air Cargo Center I & II	-	(8,098,000)
Net cash provided by noncapital financing activities	<u>29,026,765</u>	<u>26,627,414</u>
<b>Capital and Related Financing Activities</b>		
Capital contributions	34,937,587	9,134,418
Proceeds from sale of capital assets	112,025	88,175
Purchase of capital assets	(2,514,424)	(2,567,084)
Construction of capital assets	(425,260,851)	(415,180,341)
Principal paid on capital debt	(11,830,000)	(11,200,000)
Interest paid on capital debt	(74,223,114)	(64,780,779)
Bonds refunded/defeased	(160,858)	(77,070,000)
Gain on refunding	-	892,143
Bond proceeds received	-	692,964,083
Bond issue costs paid	-	(9,156,949)
Fiscal agent fees	(5,518)	(4,917)
Community improvement district collections	959,986	606,771
Passenger facility charges	17,404,791	8,340,951
Customer facility charges	1,670,041	982,288
Net cash (used in) provided by capital and related financing activities	<u>(458,910,335)</u>	<u>133,048,759</u>
<b>Investing Activities</b>		
Investment purchases	(349,964,786)	(204,453,135)
Investment maturities and sales	287,325,222	211,113,799
Interest received on investments	(2,259,755)	13,467,379
Net cash (used in) provided by investing activities	<u>(64,899,319)</u>	<u>\$ 20,128,043</u>
<b>(Decrease) increase in Cash and Cash Equivalents</b>	<b>(500,267,241)</b>	<b>135,062,178</b>
<b>Cash and Cash Equivalents, Beginning of Year</b>	<b><u>1,059,424,843</u></b>	<b><u>924,362,665</u></b>
<b>Cash and Cash Equivalents, End of Year</b>	<b><u>\$ 559,157,602</u></b>	<b><u>\$ 1,059,424,843</u></b>

*The accompanying notes are an integral part of this financial statement.*

# City of Kansas City, Missouri Department of Aviation

## Statements of Cash Flows (Continued)

Years Ended April 30, 2022 and 2021

	<u>2022</u>	<u>2021</u>
<b>Reconciliation of Cash and Cash Equivalents to the Statements of Net Position</b>		
Cash and cash equivalents		
Unrestricted	\$ 2,405,188	\$ 2,803,507
Restricted cash with trustee	554,386,688	1,055,225,420
Restricted	<u>2,365,726</u>	<u>1,395,916</u>
Total cash and cash equivalents	<u>\$ 559,157,602</u>	<u>\$ 1,059,424,843</u>

### Reconciliation of Net Operating Income (Loss) to Net Cash Provided by Operating Activities

Operating income (loss)	\$ 13,561,704	\$ (32,017,448)
Depreciation and amortization	49,003,058	47,083,842
Changes in operating assets and liabilities:		
Receivables, net	11,762,010	(5,218,056)
Prepaid expenses and other assets	(175,635)	(144,155)
Inventories (supplies)	(109,868)	74,697
Accounts payable and accrued liabilities	(79,775,667)	(62,859,959)
Accrued payroll, vacation, and sick leave	(894,660)	(498,075)
Security deposits	7,124	29,581
Pension liability	(21,862,564)	10,966,400
Total other postemployment benefit liability	877,356	(1,283,361)
Prepaid lease revenue	2,326,938	4,162,974
Accrued claims liability	1,033,966	(177,248)
Deferred outflows - pension	9,519,595	(7,237,050)
Deferred outflows - OPEB	(576,904)	41,235
Deferred inflows - pension	10,012,570	969,396
Deferred inflows - OPEB	<u>(193,375)</u>	<u>1,365,189</u>
Net cash used in operating activities	<u>\$ (5,484,352)</u>	<u>\$ (44,742,038)</u>

### Supplemental Cash-Flows Information

Decrease in fair value of investments	\$ (12,340,457)	\$ (3,274,828)
Accounts payable incurred for purchase of capital assets	76,411,916	72,384,610
Non-cash portion of capital contributions	(11,091,054)	(2,922,000)

*The accompanying notes are an integral part of this financial statement.*

# **City of Kansas City, Missouri Department of Aviation**

## **Notes to Financial Statements**

**April 30, 2022 and 2021**

### **Note 1: Nature of Operations and Summary of Significant Accounting Policies**

#### ***Nature of Operations***

The Kansas City Airports Fund (the Fund or Department) is a fund of, and owned by, the City of Kansas City, Missouri (the City). The Fund is utilized to account for the operations of the City's two airports: the Kansas City International Airport (MCI) and the Charles B. Wheeler Downtown Airport (MKC). The financial statements present only the Fund and are not intended to present the financial position of the City and the changes in its financial position and cash flows as of April 30, 2022 and 2021, and for the years then ended in conformity with U.S. generally accepted accounting principles.

#### ***Basis of Accounting and Presentation***

The financial statements of the Fund have been prepared on the accrual basis of accounting using the economic resources measurement focus. Revenues, expenses, gains, losses, assets, liabilities and deferred inflows and outflows of resources from exchange and exchange-like transactions are recognized when the exchange transaction takes place, while those from government-mandated non-exchange transactions are recognized when all applicable eligibility requirements are met. Operating revenues and expenses include exchange transactions and program-specific government-mandated non-exchange transactions. Government-mandated non-exchange transactions that are not program specific, investment income and interest on capital asset-related debt, are included in nonoperating revenues and expenses. The Fund first applies restricted net position when an expense or outlay is incurred for purposes for which both restricted and unrestricted net position is available.

#### ***Use of Estimates***

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and deferred inflows and outflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

#### ***Cash Equivalents***

The Fund's cash and cash equivalents are cash on hand, demand deposits and short-term investments with original maturities of three months or less from date of acquisition.

#### ***Investments***

The Fund's investments are maintained in the City's pooled investments. All investments are reported at fair value. The fair value of marketable securities is based on quotations that are generally obtained from national securities exchanges. Where marketable securities are not listed on an exchange, quotations are obtained from brokerage firms or pricing services.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***Accounts Receivable***

Accounts receivable balances are reflected as unrestricted and restricted and are recorded at the invoiced amount. The allowance for doubtful accounts is the Fund's best estimate of the probable losses in the existing accounts receivable balance. Restricted accounts receivable consists of Passenger Facility Charges and Customer Facility Charges that are either outstanding or have been accrued as of April 30, 2022 and 2021.

### ***Revenue Recognition***

Airfield Fees – Based on the landed weight of the aircraft, airfield fees are principally landing fees generated from scheduled and nonscheduled airlines, including charters. The fee structure is determined annually based on an agreement between the City and signatory airlines, which takes into account the Fund's operating expenses and the total annual landed weight of aircraft. Fuel flowage fees, which are included in airfield fees, comprised 7.7% and 2.5% of the total airfield fees for the years ended April 30, 2022 and 2021, respectively. Airfield fees are recognized as part of operating revenues when the airline-related facilities are utilized.

Rents – Terminal and other space rent, parking, car rental rents and concessions are generated from airlines, parking structures, parking lots, food, rental cars, fixed base operators and other commercial tenants. Leases for the airlines are based on a cost recovery basis. Rental revenue is recognized over the life of the respective leases. Concession revenue is recognized partially based on reported concession revenue and partially based on minimum rental guarantees.

### ***Original Bond Issue Discount, Premium and Deferred Refunding Charges***

Original bond issue discount, premium and deferred refunding charges on long-term indebtedness are amortized using the straight-line basis over the life of the debt to which it relates.

### ***Inventories***

Inventories, consisting of machine parts, fuel and supplies are valued at cost.

### ***Capital Assets***

Capital assets are stated at cost and include assets funded by operating revenue, bond proceeds, grants and contributions. Normal maintenance and repair costs are charged as an expense as incurred. Renewals and betterments are capitalized when placed into service and are depreciated over the remaining estimated useful life of the related asset. Cost of projects not yet placed into service are included in construction in progress (CIP). Once a project is complete it will be capitalized as an asset and transferred into the land, building, infrastructure or equipment category.

At the time of retirement or other disposition of properties, the assets and related depreciation accounts are relieved of the amounts included therein and the resulting gain or loss is recognized. The provision for capitalization and depreciation of capital assets is computed using the straight-line method over the following estimated useful lives:

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

	<u>Useful Life</u>	<u>Capitalization Threshold</u>
Building	25 years	\$ 5,000
Building and building improvement	25 years	\$ 25,000
Runways, aprons, and roads	15 years	\$ 5,000
Equipment	3-10 years	\$ 5,000

Interest costs incurred that relate to the acquisition or construction of capital assets acquired with debt were capitalized in prior years. The amount of interest capitalized was calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project, with interest earned on invested idle debt proceeds over the same period. Effective with fiscal year ended April 30, 2019, the Fund implemented Government Accounting Standards Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*, which eliminated the capitalized interest requirement. No interest costs were capitalized for the year ended April 30, 2022 or 2021.

### ***Accounts and Retainages Payable***

Accounts payable and retainage balances are reflected as unrestricted and restricted. Restricted accounts and retainages payable consist of invoices and retainage withheld from construction payments that are to be paid from bond proceeds or other restricted assets that were either outstanding or have been accrued as of April 30, 2022 and 2021.

### ***Compensated Absences***

Under the terms of the City's personnel policy, City employees are granted vacation and sick leave in varying amounts. Vacation is accumulated at an annual rate of 10 to 20 days, depending on the employee's length of service. Sick leave is accumulated at the rate of 4.4 hours per two-week pay period. The maximum amount of vacation that may be carried forward, which is accrued in the Fund, is two times the amount earned in a year. Sick leave with pay may be accumulated up to a limit of 4,000 hours. Upon separation from service, employees may convert accrued sick leave at the ratio of four hours of sick leave to one hour of vacation leave credit. Retiring employees 55 years or older with at least 25 years of creditable service; employees who are to receive a line-of-duty disability pension; employees who qualify for a City pension and retire with a normal retirement, take early retirement at age 60 or thereafter or die are entitled to sick leave credit at the rate of two hours of sick leave to one hour of vacation leave credit.

For the year ended April 30, 2022, approximately \$772,000 of compensated absences were earned by Department employees, with approximately \$2,175,000 of compensated absences utilized or otherwise forfeited. For the year ended April 30, 2021, approximately \$725,000 of compensated absences were earned by Department employees, with approximately \$502,000 of compensated absences utilized or otherwise forfeited.

### ***Prepaid Revenue***

The Fund reports prepaid lease revenue on its statements of net position when revenues have been received but not yet earned. In subsequent periods, when revenue recognition criteria are met, the liability for prepaid lease revenue is removed from the statements of net position and the revenue is recognized.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***Pension Plan***

For the purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of the Employees' Retirement System (Plan) and additions/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employer contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. See *Note 14* for the retirement plan description.

### ***Net Position***

Net position of the Fund is classified in three components. Net investment in capital assets consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of borrowings used to finance the purchase or construction of those assets. Restricted expendable net position is made up of noncapital assets that must be used for a particular purpose, as specified by creditors, grantors or donors external to the Fund, including amounts deposited with trustees as required by bond indentures, reduced by the outstanding balances of any related borrowings. Unrestricted net position is the net position that does not meet the definition of net investment in capital assets or restricted net position.

### ***Operating versus Nonoperating***

The Fund distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from the rental of property or utilization of airport facilities and infrastructure. Federal grant funds used for operating and maintenance expenses are reported as operating revenues.

Nonoperating revenues consist of:

Passenger Facility Charges – In 1990, Congress approved the Aviation Safety and Capacity Expansion Act, which authorized domestic airports to impose a passenger facility charge (PFC) on enplaning passengers. PFC's may be used for airport projects that meet at least one of the following criteria: preserve or enhance safety, security or capacity of the national air transportation system; reduce noise or mitigate noise impacts resulting from an airport or provide opportunities for enhanced competition between and/or among carriers.

Customer Facility Charges – In January 2001, a customer facility charge user fee of \$3.00 per rental day was imposed on each rental of a passenger vehicle by a customer from a rental car agency. These fees are for the purpose of paying a portion of the cost of constructing, equipping and financing a consolidated rental car facility and for the payment of debt service on revenue bonds issued for this project. The CFC revenue bonds (Series 2005C bonds) were defeased during fiscal year 2019. Effective October 1, 2019, the customer facility charge user fee (CFC) was reduced from \$3.00 to \$1.00 per rental day imposed on each rental of a passenger vehicle by a customer from a rental car agency since reserves are no longer needed for debt service. New collections will fund a reserve for upkeep and maintenance of the rental car facility.



# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

Transportation Facility Charges – In November 2005, a transportation facility charge user fee of \$2.36 per rental day was imposed on each rental of a passenger vehicle by a customer from a rental car agency. These fees are collected and then remitted to KCI RACS, LLC to use in the operation and maintenance of the consolidated rental car facility bus transportation system.

Grant Revenue – Grant revenue is a new source of nonoperating revenue beginning in fiscal year 2021. Federal grant funds used for qualified nonoperating expenses are reported as nonoperating revenues.

### ***Contributed Capital***

Contributions of capital assets received from other entities, including those from other City funds, grants and assistance received from other governmental units for the acquisition of capital assets are recorded as capital contributions.

### ***Other Financial Assistance***

Contributions received from the U.S. Treasury's General Fund as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act for operational and maintenance expenses, as well as concession relief, have been recorded as operating grant revenue in the Operating Revenue section of the Statements of Revenues, Expenses and Changes in Net Position; funds received for debt service payments and other eligible nonoperating expenses have been recorded as nonoperating grant revenue in the Nonoperating Revenues section.

### ***Inter-Fund Payments***

Inter-fund payments consist primarily of payments to the City's general fund for administrative, data processing and accounting services, as well as payments for fire operation services. These charges are recorded in the contractual services section of the Statements of Revenues, Expenses and Changes in Net Position. A summary of the administrative service charge, fire protection service charge and ambulance service charge for the previous two fiscal years are as follows:

	<b><u>Administrative Service Charge</u></b>	<b><u>Fire Protection Service Charge</u></b>	<b><u>Ambulance Service Charge</u></b>
April 30, 2022	\$ 3,103,975	\$ 5,266,339	\$ -
April 30, 2021	\$ 3,497,889	\$ 4,732,583	\$ 522,209

### ***New Accounting Pronouncements Not Yet Adopted***

In June 2017, the GASB issued Statement No. 87, *Leases* (GASB 87). GASB 87 establishes a single approach to accounting for and reporting leases by state and local governments based on the principle that leases are financing of the right to use an underlying asset.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

The main rules of GASB 87 with respect to government entities that are lessees require that the lessees:

- Recognize the following: (a) a lease liability and (b) an intangible asset representing the lessee's right to use the leased asset; and
- Report in its financial statements: (a) amortization expense for using the lease asset over the shorter of the term of the lease or the useful life of the underlying asset, (b) interest expense on the lease liability and (c) note disclosures about the lease.

Under GASB 87, government entities that are lessors must:

- Recognize: (a) a lease receivable and (b) a deferred inflow of resources and continue to report the leased asset in its financial statements; and
- Report in its financial statements: (a) lease revenue recognized over the term of the lease corresponding with the reduction of the deferred inflow, (b) interest income on the receivable and (c) note disclosures about the lease.

GASB 87 provides exceptions from the single-approach for short-term leases, financial purchases, leases of assets that are investments and certain regulated leases. GASB 87 also addresses accounting for lease terminations and modifications, sale-leaseback transactions, non-lease components embedded in lease contracts (such as service agreements) and leases with related parties. The provisions of this statement were originally effective for financial statements for the Department's fiscal year ending April 30, 2021 and now postponed until April 30, 2023 per GASB Statement No. 95.

In May 2019, the GASB issued Statement No. 91, *Conduit Debt Obligations* (GASB 91). The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation, establishing that a conduit debt obligation is not a liability of the issuer, establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations and improving required note disclosures. The provisions of this statement were originally effective for financial statements for the City's fiscal year ending April 30, 2022 and now postponed until April 30, 2023 per GASB Statement No. 95.

In January 2020, the GASB issued Statement No. 92, *Omnibus 2020* (GASB 92), which enhances comparability in accounting and financial reporting and improves the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. This statement addresses a variety of topics including: effective date of GASB 87 for interim financial reports, intra-entity transfers between primary governments and component unit pension or OPEB plans, applicability of Statements No. 73 and 74 for reporting assets accumulated for postemployment benefits, applicability of certain requirements of GASB 84 to postemployment benefit arrangements, measurement of asset retirement obligations in government acquisitions, reporting by public entity risk pools for amounts recoverable from reinsurers or excess insurers, reference to nonrecurring fair value measurements in authoritative literature and terminology used related to derivative instruments. Certain provisions of this statement were effective upon issuance and did not impact the Department's financial reporting; other provisions of this statement were originally effective for financial statements for the Department's fiscal year ending April 30, 2022 and now postponed until April 30, 2023 per GASB Statement No. 95.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

In March 2020, the GASB issued Statement No. 93, *Replacement of Interbank Offered Rates* (GASB 93), which provides guidance where some governments have entered into agreements in which variable payments made or received depend on an interbank offered rate (IBOR), most notably, the London Interbank Offered Rate (LIBOR). As a result of global reference rate reform, LIBOR was expected to cease to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments for the purpose of replacing LIBOR with other reference rates, by either changing the reference rate or adding or changing fallback provisions related to the reference rate. The provisions of this statement were originally effective for financial statements for the Department's fiscal year ending April 30, 2022 and now postponed until April 30, 2023 per GASB Statement No. 95.

In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements* (GASB 94), which improves financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). A PPP is an arrangement in which a government contracts with an operator to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset, for a period of time in an exchange or exchange-like transaction. This statement also provides guidance for accounting and financial reporting for availability payment arrangements (APAs), which is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. The provisions of this statement are effective for financial statements for the Department's fiscal year ending April 30, 2024.

In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements* (GASB 96), which provides new accounting and financial reporting guidance for subscription-based information technology arrangements (SBITAs), which have become increasingly common among state and local governments in recent years. Statement 96 is based on the standards established in Statement 87 and defines a SBITA as a contract that conveys control of the right to use a SBITA vendor's IT software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction. The guidance requires governments with SBITAs to recognize a right-to-use subscription asset, an intangible asset, and a corresponding subscription liability (with an exception for short-term SBITAs, those with a maximum possible term of 12 months) and provides guidance related to outlays other than subscription payments, including implementation costs, and requirements for note disclosures related to a SBITA. The provisions of this statement will be effective for financial statements for the Department's fiscal year ending April 30, 2024.

In June 2020, GASB issued Statement No. 97, *Certain Component Unit Criteria and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32* (GASB 97), which provides the following guidance: 1) increases consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; 2) mitigates costs associated with the reporting of certain defined contribution pension plans, defined contribution OPEB plans and employee benefit plans other than pension or OPEB plans as fiduciary component units in fiduciary fund financial statements; and 3) addresses relevance, consistency and comparability of the accounting and financial reporting for Internal Revenue Code Section 457 deferred compensation plans that meet the definition of a pension plan and for benefit provided through

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

those plans. The first two provisions of this statement are effective immediately. The last provision will be effective for financial statements for the Department's fiscal year ending April 30, 2023

GASB Statement No. 99, *Omnibus 2022*, enhances comparability in accounting and financial reporting and improves the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. This statement addresses a variety of topics including: 1) classification and reporting of derivative instruments within the scope of Statement No. 53 that do not meet the definition of either an investment derivative instrument or a hedging derivative instrument; 2) clarification of certain provisions in Statement No. 87, Statement No. 94 and Statement No. 96; 3) extension of the period during which the London Interbank offered Rate (LIBOR) is considered an appropriate benchmark interest rate of the qualitative evaluation of the effectiveness of an interest rate swap that hedges the interest rate risk of taxable debt; 4) accounting for the distribution of benefits as part of the Supplemental Nutrition Assistance Program; 5) disclosures related to nonmonetary transactions; 6) pledges of future revenues when resources are not received by the pledging government; 7) clarification of provisions in Statement No 34 related to the focus of the government-wide financial statements; terminology updates related to certain provisions of Statement No. 63; and 8) terminology used in Statement No. 53 to refer to resource flows statements. The provisions of this statement for items 1 and 2 are effective for financial statements for the Department's fiscal year ending April 30, 2025, and April 30, 2024, respectively. All other provisions of this statement are effective upon issuance.

GASB statement No. 100, *Accounting Changes and Error Corrections*, enhances accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent and comparable information for making decisions or assessing accountability. This statement defines accounting changes as changes in accounting principles, changes in accounting estimates and changes to or within the financial reporting entity. This statement also addresses corrections of errors in previously issued financial statements. This statement prescribes the accounting and financial reporting for each type of accounting change and error corrections. This statement requires that changes in accounting principles and error corrections be reported retroactively by restating prior periods, changes to or within the financial reporting entity be reported by adjusting beginning balances of the current period, and changes in accounting estimates be reported prospectively by recognizing the change in the current period. This statement also requires disclosure in the notes to the financial statements of descriptive information about accounting changes and error corrections. Furthermore, this statement addresses how information that is affected by a change in accounting principle or error correction should be presented in required supplementary information and supplementary information. The provisions of this statement are effective for financial statements for the Department's fiscal year ending April 30, 2025.

GASB Statement No. 101, *Compensated Absences*, better meets the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. This is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The provisions of this statement are effective for financial statements for the Department's fiscal year ending April 30, 2025.

The Department has not completed its assessment of the impact of the adoption of these statements.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 2: Deposits and Investments

#### ***Deposits***

The City maintains a cash and investment pool that is available for use by all funds. The pool is comprised of demand and time deposits and other investments with maturities of less than five years. The Fund's allocation of this pool was approximately 18.1 percent and 17.6 percent as of April 30, 2022 and 2021, respectively. At April 30, 2022, the carrying amount (book value) of the City's deposits, including the collateralized money market account and the collateralized share account, was approximately \$26,042,196, which was covered by federal depository insurance or by collateral held by the City's agents under joint custody agreements in accordance with the City's administrative code. A difference exists between bank and book balances of approximately \$1,894,618 due to deposits in transit, checks outstanding, and other reconciling items. The Fund's allocation of the City's deposits was \$4,770,914 and \$4,199,423 at April 30, 2022 and 2021, respectively.

#### ***Investments - Pooled and Non-Pooled***

The City is empowered by City Charter to invest in the following types of securities:

1. U.S. Treasury Securities (Bills, Notes, Bonds, and Strips).
2. U.S. Agency/GSE Securities. The City may invest in obligations issued or guaranteed by any agency of the U.S. Government and in obligations issued by any government sponsored enterprise ("GSE") which have a liquid market and a readily determinable market value that are described as follows:
  - a. U.S. Government Agency Coupon and Zero-Coupon Securities.
  - b. U.S. Government Agency Discount Notes.
  - c. U.S. Government Agency Callable Securities. Restricted to securities callable at par only.
  - d. U.S. Government Agency Step-Up Securities. The coupon rate is fixed for an initial term. At the step-up date, the coupon rate rises to a new, higher fixed interest rate.
  - e. U.S. Government Agency Floating Rate Securities. Restricted to coupons with no interim caps that reset at least quarterly and that float off of only one index.
  - f. U.S. Government Agency/GSE Mortgage Backed Securities (MBS, CMO, Pass-Thru Securities). Restricted to securities with final maturities of five (5) years or less or have the final projected payment no greater than five (5) years when analyzed in a +300 basis point interest rate environment.
3. Collateralized Time Deposits. (Non-negotiable certificates of deposit.)
4. Repurchase Agreements. The City may invest in contractual agreements between the City and commercial banks or primary government securities dealers. The Securities Industry & Financial Markets Association's (or any successor's thereto) guidelines for the Master Repurchase Agreement will be used and will govern all repurchase agreement transactions. All repurchase agreement transactions will be either physical delivery or tri-party.
5. Bankers' Acceptances. The City may invest in bankers' acceptances issued by domestic commercial banks possessing the highest credit rating issued by S&P Global Ratings ("S&P") or Moody's Investors Service, Inc. ("Moody's").

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

6. Commercial Paper. The City may invest in commercial paper issued by domestic corporations, which has received the highest short-term credit rating issued by S&P or Moody's. Eligible paper is further limited to issuing corporations that have total assets in excess of five hundred million dollars (\$500,000,000) and are not listed on Credit Watch with negative implications by any of the NRSRO's at the time of purchase.
7. Municipal Securities (State and Local Government Obligations). The City may invest in municipal obligations that are issued in either tax-exempt or taxable form.
  - a. Any full faith and credit obligations of the State of Missouri rated at least A or A2 by S&P or Moody's.
  - b. Any full faith and credit obligations of any city, county, or school district in the state of Missouri rated at least AA or Aa2 by S&P or Moody's.
  - c. Any full faith and credit obligations, revenue bonds or special obligation bonds of the City of Kansas City, Missouri rated at least A or A2 by S&P or Moody's.
  - d. Any full faith and credit obligation of any state or territory of the United States of America rated at least AA or Aa2 by S&P or Moody's.
  - e. Any full faith and credit obligations of any city, county, or school district in any state or territory of the United States of America rated AAA or Aaa by S&P or Moody's.
  - f. Any revenue bonds issued by the Missouri Department of Transportation rated at least AA or Aa2 by S&P or Moody's.
  - g. Any municipal obligation that is pre-refunded or escrowed to maturity as to both principal and interest with escrow securities that are fully guaranteed by the U.S. Government, without regard to rating by S&P or Moody's.
8. With respect to the investment of bond proceeds, money market mutual funds registered under the Federal Investment Company Act of 1940, whose shares are registered under the Federal Securities Act of 1933, rated in either of the two highest categories by S&P and Moody's (in either case without regard to any modifier.)
9. Such other investments not described above that are allowed pursuant to Missouri Law and approved in the City Charter.

### ***Interest Rate Risk***

Interest rate risk is the risk that the fair value of the City's investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the City's investment policy limits the final maturity on any security owned to a maximum of five years. In addition, the City compares the weighted average maturity of its portfolio to the weighted average maturity of the Blended Bloomberg U.S. Treasury/Agency 1-3 Year Index, and relative to the index, may decrease the weighted average maturity of the portfolio during periods of rising interest rates or increase it during periods of declining rates.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

As of April 30, 2022, the City had the following investments and maturities (amounts are in thousands):

Investment Type	Fair Value	Less Than 1	Investment Maturities (In Years)			Weighted Average
			1 - 2	2 - 3	3 - 5	
<b>Pooled Investments:</b>						
US Treasury Bills	\$ 21,819	\$ 21,819	\$ -	\$ -	\$ -	0.55
US Treasury Notes/Bonds	346,679	157,388	97,742	32,177	59,372	1.50
Municipal Securities	19,412	-	8,335	2,898	8,179	2.44
US Agencies - Noncallable	828,342	279,154	266,405	174,289	108,494	1.76
US Agencies - Callable	400,895	9,937	42,195	110,158	238,605	3.26
US Agencies - MBS	19,184	-	-	2,960	16,224	3.64
<i>Total Pooled</i>	1,636,331	468,298	414,677	322,482	430,874	2.09
<b>Restricted Investments:</b>						
US Treasury Bills	14,944	14,944	-	-	-	0.33
US Treasury Notes/Bonds	50,016	50,016	-	-	-	0.41
US Agencies - Noncallable	20,904	8,899	12,005	-	-	0.82
US Agencies - Callable	13,033	7,925	-	2,835	2,273	1.57
<i>Total Restricted</i>	98,897	81,784	12,005	2,835	2,273	0.64
<b>GRAND TOTAL</b>	<b>\$1,735,228</b>	<b>\$550,082</b>	<b>\$426,682</b>	<b>\$325,317</b>	<b>\$433,147</b>	<b>2.01</b>

The Fund's allocation of the pooled investments as of April 30, 2022 was \$295,493,419. The Fund was not allocated any of the non-pooled investments as of April 30, 2022.

As of April 30, 2021, the City had the following investments and maturities (amounts are in thousands):

Investment Type	Fair Value	Investment Maturities (In Years)				Weighted Average
		Less Than 1	1 - 2	2 - 3	3 - 5	
Pooled Investments:						
US Treasury Notes/Bonds	\$ 306,803	\$ 98,001	\$142,675	\$ 60,850	\$ 5,278	1.37
Municipal Securities	38,333	38,333	-	-	-	0.57
US Agencies - Discount Notes	9,999	9,999	-	-	-	0.24
US Agencies - Noncallable	728,339	191,938	219,558	261,232	55,611	1.69
US Agencies - Callable	224,635	84,512	33,113	7,489	99,522	2.65
US Agencies - MBS	8,184	-	-	-	8,184	4.11
Total Pooled	1,316,293	422,783	395,346	329,571	168,595	1.73
Non-Pooled Investments:						
US Treasury Bills	34,997	34,997	-	-	-	0.29
US Treasury Notes/Bonds	21,326	16,228	5,099	-	-	0.83
US Agencies - Discount Notes	24,500	24,500	-	-	-	0.13
US Agencies - Noncallable	64,467	61,314	1,028	2,126	-	0.59
US Agencies - Callable	15,446	4,997	7,951	2,497	-	1.09
Total Non-Pooled	160,736	142,036	14,078	4,623	-	0.53
GRAND TOTAL	\$1,477,029	\$564,819	\$409,424	\$334,194	\$168,595	1.60



# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

The Fund's allocation of pooled investments as of April 30, 2021 was \$232,853,855. The Fund was not allocated any of the non-pooled investments as of April 30, 2021.

Callable Agency Securities. The City actively monitors its callable bond portfolio with respect to probability of call relative to market rates of interest. As of April 30, 2022 and 2021, the total fair value of the City's callable bond portfolio (pooled and restricted) is \$413,927,135 and \$240,079,746, respectively.

### **Credit Risk**

Credit risk is the risk that the issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. While the City does not have a formal policy relating to credit risk, the City's investment policy requires that all investments be in either: 1) U.S. Treasury Obligations and other such obligations as expressly guaranteed by the U.S. Government; 2) U.S. Government Agency and Government Sponsored Enterprise Obligations; 3) Certain Municipal Obligations with defined minimum ratings; 4) Banker's Acceptances with the highest credit rating by such rating organization; 5) Certain Commercial Paper Obligations with the highest credit rating by such rating organization; and 6) Repurchase Agreements in either physical delivery or tri-party form.

As of April 30, 2022, the City had the following pooled and non-pooled investment balances which are rated by both Moody's and Standard and Poor's (amounts are in thousands):

	<b>Fair Value</b>	<b>Moody's/ S&amp;P Ratings</b>
U.S. Agency Securities	\$ 1,282,358	Aaa/AA+
Municipal Obligations	<u>19,412</u>	Aaa/AA+
<b>Total</b>	<b><u>\$ 1,301,770</u></b>	

As of April 30, 2021, the City had the following pooled and non-pooled investment balances which are rated by both Moody's and Standard and Poor's (amounts are in thousands):

	<b>Fair Value</b>	<b>Moody's/ S&amp;P Ratings</b>
U.S. Agency Securities	\$ 1,075,570	Aaa/AA+
Municipal Obligations	<u>38,333</u>	Aaa/AA+
<b>Total</b>	<b><u>\$ 1,113,9023</u></b>	

### **Custodial Credit Risk**

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 deposits, investments or collateral securities that are in the possession of an outside party (i.e., the City's safekeeping institution).

The City's investment policy requires that all funds on deposit with any financial institution be secured with collateral securities in an amount equal to at least 102 percent of the deposit less any amount insured by the Federal Deposit Insurance Corporation (FDIC), National Credit Union Association (NCUA), or any other governmental agency performing a similar function. As of April 30, 2022, all deposits were adequately and fully collateralized.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

The City's investment policy requires that all investment securities be held in the City's name in the City's safekeeping account at its safekeeping institution, thereby mitigating custodial credit risk. As of April 30, 2022 and 2021, all investment securities were in the City's name in the City's safekeeping accounts at its safekeeping institutions. In addition, all collateral securities were in the City's joint custody account(s) at the Federal Reserve Bank and were either US Treasury (US Government guaranteed) or US Agency (Aaa/AA+ rated) obligations.

### **Concentration of Credit Risk**

At April 30, 2022, more than 5 percent of the City's investments are in the following U.S. Agency Discount Notes/Securities: Federal Home Loan Bank, Federal Farm Credit Bank, Federal National Mortgage Association and Federal Home Loan Mortgage Corporation. These investments are 35%, 22%, 8%, and 7%, respectively, of the City's total investments. At April 30, 2021, more than 5 percent of the City's investments are in the following U.S. Agency Discount Notes/Securities: Federal Home Loan Bank, Federal Farm Credit Bank, Federal National Mortgage Association, and Federal Home Loan Mortgage Corporation. These investments are 30%, 23%, 11% and 8%, respectively. In the City's opinion, the debt securities issued by these agencies do not have an explicit government guarantee, but rather an implied guarantee and, therefore, the City does not impose limits as to the concentration of any one agency. However, total agency securities in the portfolio are limited by the investment policy to 80% of the total portfolio value.

### **Investments – Trustee-Held**

In the normal course of business, the City finances various projects by issuing debt in the form of municipal bonds. Cash raised by the issuance of such debt is placed with a trustee bank. All investment activity within such accounts is governed by the City's Investment Policy, except that excess cash is allowed by the bond indentures to be invested in overnight U.S. Government and U.S. Agency money market funds.

The Fund's trustee-held cash and investments at April 30, 2022 and 2021, was \$554,386,688 and \$1,055,225,420, respectively. These funds are bond proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.

### **Interest Rate Risk – Trustee-Held**

Interest rate risk is the risk that the fair value of the City's trustee-held investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the City's investment policy limits the final maturity on any trustee-held security owned to a maximum of five years. In addition, covenants in the bond documents often limit the final maturity of such investments to shorter periods of time. As of April 30, 2022, the City had the following trustee-held investments and maturities (amounts are in thousands):

		Investment Maturities (In Years)				
	Fair Value	Less Than 1	1 - 2	2 - 3	3 - 5	Weighted Average
Investment Type						
Trustee-Held Investments						
Money Market Accounts	\$ 316,471	\$ 316,471	\$ -	\$ -	\$ -	0.01
US Treasury Notes/Bonds	437,654	415,267	17,018	317	5,052	0.45
Total	\$ 754,125	\$ 731,738	\$ 17,018	\$ 317	\$ 5,052	0.26

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

As of April 30, 2021, the City had the following trustee-held investments and maturities (amounts are in thousands):

<u>Investment Type</u>	<u>Fair Value</u>	Investment Maturities (In Years)				<u>Weighted Average</u>
		<u>Less Than 1</u>	<u>1 - 2</u>	<u>2 - 3</u>	<u>3 - 5</u>	
<i>Trustee-Held Investments</i>						
Money Market Accounts	\$ 89,978	\$ 89,978	\$ -	\$ -	\$ -	0.00
Repurchase Transactions	311,666	311,666	-	-	-	0.01
US Treasury Notes/Bonds	722,709	440,224	277,180	5,304	-	0.90
<b>Total</b>	<b>\$1,124,353</b>	<b>\$841,868</b>	<b>\$277,180</b>	<b>\$5,304</b>	<b>\$ -</b>	<b>0.58</b>

### Credit Risk – Trustee-Held

Credit risk is the risk that the issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. While the City's trustee-held investments do not have a formal policy relating to credit risk, the City's Investment Policy requires that all trustee-held investments be in either: 1) Overnight money market funds (as described above); 2) U.S. Government securities; 3) U.S. Agency Securities; and 4) Repurchase Agreements, in either physical delivery or tri-party form.

### Custodial Credit Risk – Trustee Held

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 deposits, investments or collateral securities that are in the possession of an outside party (i.e., the Trustee bank). As of April 30, 2022 and 2021, all trustee-held investment securities were in the City's name in the Trustee bank's safekeeping accounts at the Federal Reserve Bank, thereby mitigating custodial credit risk.

### Summary

The following is a complete listing of cash and investments held by the Fund at April 30, 2022 and 2021:

	2022	2021
Deposits	\$ 559,157,602	\$ 1,059,424,843
Pooled investments	295,493,419	232,853,855
Total	<u>\$ 854,651,021</u>	<u>\$ 1,292,278,698</u>

The deposits and investments of the Department at April 30, 2022 and 2021 are reflected in the statements of net position as follows:

	2022	2021
Cash and cash equivalents	\$ 2,405,188	\$ 2,803,507
Current unrestricted investments	6,912,689	11,713,871
Restricted cash and cash equivalents	2,365,726	1,395,916
Cash with trustee	554,386,688	1,055,225,420
Current restricted investments	3,704,772	7,360,898
Non-current unrestricted investments	185,473,612	131,282,353
Non-current restricted investments	99,402,346	82,496,733
Total	<u>\$ 854,651,021</u>	<u>\$ 1,292,278,698</u>

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 3: Allowance for Doubtful Accounts

Changes in allowance for doubtful accounts for the years ending April 30, 2022 and 2021 are as follows:

	Beginning Balance	Bad Debt Expensed	Write-offs	Ending Balance
April 30, 2022	\$ (566,477)	\$ 235,129	\$ -	\$ (331,348)
April 30, 2021	\$ (675,631)	\$ 93,801	\$ 15,353	\$ (566,477)

The balance in the allowance account reflects probable losses in the respective accounts receivable balances based on an analysis of individual customer accounts.

### Note 4: Prepaid Expenses

Changes in prepaid expense for the years ended April 30, 2022 and 2021 are as follows:

	Beginning Balance	Amounts Prepaid	Amounts Expensed	Ending Balance
April 30, 2022	\$ 1,211,647	\$ 2,809,741	\$ (2,634,106)	\$ 1,387,282
April 30, 2021	\$ 1,067,492	\$ 2,525,421	\$ (2,381,266)	\$ 1,211,647

Prepaid expense balances include prepaid insurance premiums less any monthly amortized expense for airport and law enforcement liability insurance, property insurance and prepaid deposits.

### Note 5: Capital Assets

Capital assets activity for the year ended April 30, 2022, is as follows:

	2022				
	Beginning Balance	Additions	Disposals	Transfers	Ending Balance
Capital assets not being depreciated					
Land	\$ 36,319,171	\$ -	\$ -	\$ -	\$ 36,319,171
Construction in progress	774,280,775	479,926,546	(1,137,200)	(10,546,257)	1,242,523,864
Total	810,599,946	479,926,546	(1,137,200)	(10,546,257)	1,278,843,035
Other capital assets					
Buildings	595,451,456	-	-	4,107,713	599,559,169
Infrastructure	758,852,365	-	-	6,438,544	765,290,909
Equipment	99,323,700	2,514,424	(772,822)	-	101,065,302
Total	1,453,627,521	2,514,424	(772,822)	10,546,257	1,465,915,380
Less accumulated depreciation					
Buildings	384,379,072	20,699,858	-	-	405,078,930
Infrastructure	568,693,405	23,643,546	-	-	592,336,951
Equipment	88,773,220	4,384,061	(762,388)	-	92,394,893
Total	1,041,845,697	48,727,465	(762,388)	-	1,089,810,774
Other capital assets, net	411,781,824	(46,213,041)	(10,434)	10,546,257	376,104,606
Total capital assets	\$ 1,222,381,770	\$ 433,713,505	\$ (1,147,634)	\$ -	\$ 1,654,947,641

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

Capital assets activity for the year ended April 30, 2021, is as follows:

	2021				
	Beginning Balance	Additions	Disposals	Transfers	Ending Balance
Capital assets not being depreciated					
Land	\$ 36,319,171	\$ -	\$ -	\$ -	\$ 36,319,171
Construction in progress	324,851,436	480,590,583	(22,835)	(31,138,409)	774,280,775
Total	361,170,607	480,590,583	(22,835)	(31,138,409)	810,599,946
Other capital assets					
Buildings	586,414,331	-	-	9,037,125	595,451,456
Infrastructure	736,751,081	-	-	22,101,284	758,852,365
Equipment	106,348,638	2,567,084	(9,592,022)	-	99,323,700
Total	1,429,514,050	2,567,084	(9,592,022)	31,138,409	1,453,627,521
Less accumulated depreciation					
Buildings	365,146,379	19,232,693	-	-	384,379,072
Infrastructure	545,575,190	23,118,215	-	-	568,693,405
Equipment	93,698,241	4,546,845	(9,471,866)	-	88,773,220
Total	1,004,419,810	46,897,753	(9,471,866)	-	1,041,845,697
Other capital assets, net	425,094,240	(44,330,669)	(120,156)	31,138,409	411,781,824
Total capital assets	\$ 786,264,847	\$ 436,259,914	\$ (142,991)	\$ -	\$ 1,222,381,770

### Note 6: Prepaid Bond Insurance Costs

With the adoption of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, costs associated with the issuance of bonds are now required to be expensed when incurred except for costs with future benefits, such as rating insurance premiums, which are amortized over the life of their respective bonds.

Insurance costs and associated amortization of these costs at April 30, 2022 and 2021 are as follows:

	Balance at April 30, 2021	Additions/Amortization	Defeased/Refunded	Retired	Balance at April 30, 2022
Bond issue costs	\$ 8,719,674	\$ -	\$ -	\$ -	\$ 8,719,674
Accumulated amortization	(266,576)	(275,593)	-	-	(542,169)
Net bond issue costs	\$ 8,453,098	\$ (275,593)	\$ -	\$ -	\$ 8,177,505

	Balance at April 30, 2020	Additions/Amortization	Defeased/Refunded	Retired	Balance at April 30, 2021
Bond issue costs	\$ 3,238,462	\$ 5,481,212	\$ -	\$ -	\$ 8,719,674
Accumulated amortization	(80,487)	(186,089)	-	-	(266,576)
Net bond issue costs	\$ 3,157,975	\$ 5,295,123	\$ -	\$ -	\$ 8,453,098

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 7: Claims Liability

The Fund is exposed to various risks of loss related to torts; theft, damage and destruction of assets; errors and omissions; injuries to employees and natural disasters. The Fund participates in the City's self-insurance programs for workers' compensation and excess liability for auto. The City has purchased insurance to limit the exposure of workers' compensation claims to \$400,000 for all claims originating in fiscal year 1997, \$2,000,000 for all claims originating in fiscal year 1998, \$2,000,000 for all claims originating in fiscal years 2003 through 2007, \$1,000,000 exposure for all claims originating in fiscal years 2008 through 2011, and \$2,000,000 for all claims originating thereafter. The City's excess liability policy covers torts, which are not barred by sovereign immunity. The policy has a \$2,600,000 retention and a \$5,000,000 loss limit. Current sovereign tort immunity statutes and law limit general liability and automobile claims exposure to a maximum of \$459,893 per person and \$3,065,952 per occurrence. Settled claims have not exceeded the self-insurance retention in any of the past three fiscal years.

The Fund also maintains commercial insurance coverage for those areas not covered by the City's self-insurance programs, such as general liability, property, law enforcement and the Fund's portion of the City-wide auto policy. Settled claims have not exceeded commercial insurance coverage for the past three years.

All funds of the City participate in the program and make payments based on estimates of amounts needed to pay prior and current year claims. The claims liability for the Fund includes an estimate of claims incurred but not reported (IBNR), which was determined based upon historical claims experience.

Activity in the Fund's claims liability for the years ended April 30, 2022 and 2021 is summarized as follows:

	<b>Beginning Balance</b>	<b>Change in Estimate/ Additions</b>	<b>Deductions</b>	<b>Ending Balance</b>	<b>Current Portion</b>
April 30, 2022	\$ 1,961,422	\$ 1,852,292	\$ (818,326)	\$ 2,995,388	\$ 718,893
April 30, 2021	\$ 2,138,671	\$ 417,177	\$ (594,426)	\$ 1,961,422	\$ 471,884

### Note 8: Retainages

It is the policy of the Fund to retain a percentage of construction contracts until a completed project has been accepted. A contractor may request to opt out or withdraw any part, or the whole, of the amount retained for construction contracts upon deposit with, or delivery to, the Fund. The total amount of retainages held by the Fund for the years ended April 30, 2022 and 2021 is \$37,656,415 and \$21,746,220 respectively.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 9: Bonds Outstanding, Restricted Assets, Restricted Net Position and Pledged Revenues

#### Bonds Outstanding

The following is a summary of bonds outstanding as of April 30, 2022 and 2021:

Series	Type	Coupon Range (%)	Original Issuance	Yield Range (%)	Final Maturity	Balance April 30, 2022	Balance April 30, 2021
2019A	SpecOblig	5.00-5.00	\$ 98,460,000	5.00-5.00	Mar 2044	\$ 98,460,000	\$ 98,460,000
2019B	SpecOblig	5.00-5.00	824,765,000	5.00-5.00	Mar 2055	824,765,000	824,765,000
2019C	SpecOblig	5.00-5.00	61,520,000	5.00-5.00	Mar 2034	61,520,000	61,520,000
2020A	SpecOblig	3.38-5.00	504,705,000	0.94-3.48	Mar 2057	504,705,000	504,705,000
2020B	SpecOblig	4.00-5.00	57,155,000	0.66-2.50	Mar 2035	57,155,000	57,155,000
2020C	SpecOblig-NonPFC	0.89-2.17	33,550,000	0.89-2.17	Mar 2028	28,930,000	33,550,000
2020C	SpecOblig-PFC	0.89-1.75	36,830,000	0.89-1.75	Mar 2026	29,620,000	36,830,000
						1,605,155,000	1,616,985,000
Add:							
Premiums						212,897,227	220,664,538
Less:							
Current portion						(11,935,000)	(11,830,000)
Discount						(397,907)	(409,330)
Non-current portion						\$ 1,805,719,320	\$ 1,825,410,208

The bonds currently outstanding were issued either to finance capital improvements or to refund previously outstanding bonds as noted below.

- Airport Special Obligation Bond Series 2019A – senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.
- Airport Special Obligation Bond Series 2019B – senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.
- Airport Special Obligation Bond Series 2019C – senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.
- Airport Special Obligation Bond Series 2020A – senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.
- Airport Special Obligation Bond Series 2020B – senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to finance a portion of the costs associated with the terminal modernization project at Kansas City International Airport.



# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

- Airport Special Obligation Refunding Bond Series 2020C, Non-PFC portion – taxable senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to advance refund GARB Bond Series 2013A, Non-PFC portion.
- Airport Special Obligation Refunding Bond Series 2020C, PFC portion – taxable senior appropriation obligation bonds issued through The Industrial Development Authority with proceeds held by trustee to advance refund GARB Bond Series 2013A, PFC portion.

Changes in bonds payable for the years ending April 30, 2022 and 2021 are as follows:

	Balance at April 30, 2021	Additions	Reductions	Balance at April 30, 2022
Bonds payable	\$ 1,616,985,000	\$ -	\$ (11,830,000)	\$ 1,605,155,000
Less				
Unamortized bond discount	(409,330)	-	11,423	(397,907)
Add				
Unamortized bond premium	220,664,538	-	(7,767,311)	212,897,227
Total bonds payable	<u>\$ 1,837,240,208</u>	<u>\$ -</u>	<u>\$ (19,585,888)</u>	<u>\$ 1,817,654,320</u>

	Balance at April 30, 2020	Additions	Reductions	Balance at April 30, 2021
Bonds payable	\$ 1,073,015,000	\$ 632,240,000	\$ (88,270,000)	\$ 1,616,985,000
Less				
Unamortized bond discount	-	(415,044)	5,714	(409,330)
Add				
Unamortized bond premium	172,484,342	61,139,127	(12,958,931)	220,664,538
Total bonds payable	<u>\$ 1,245,499,342</u>	<u>\$ 692,964,083</u>	<u>\$ (101,223,217)</u>	<u>\$ 1,837,240,208</u>

The debt service requirements as of April 30, 2022, are as follows:

Year Ending April 30,	Principal	Interest	Total Debt Payment Due
2023	\$ 11,935,000	\$ 74,278,804	\$ 86,213,804
2024	12,065,000	74,150,503	86,215,503
2025	22,560,000	73,993,417	96,553,417
2026	23,250,000	73,305,092	96,555,092
2027	24,005,000	72,545,143	96,550,143
2028-2032	137,820,000	344,942,807	482,762,807
2033-2037	175,020,000	307,741,331	482,761,331
2038-2042	220,085,000	262,680,831	482,765,831
2043-2047	276,725,000	206,041,331	482,766,331
2048-2052	348,195,000	134,569,613	482,764,613
2053-2057	353,495,000	43,892,844	397,387,844
	<u>\$ 1,605,155,000</u>	<u>\$ 1,668,141,716</u>	<u>\$ 3,273,296,716</u>

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***Restricted Assets and Restricted Net Position***

Restricted accounts and special reserves as required by bond ordinances are reported on the accompanying statements of net position as restricted net position with the following balances at April 30, 2022 and 2021:

<b>Account</b>	<b>Restricted Assets</b>	<b>Restricted Net Position</b>
Bond Reserve for Senior/Subordinate GARBs and Special Obligations	\$ 58,936,340	\$ 58,936,340
Airline Operations and Maintenance Reserve	12,983,000	12,983,000
Principal and Interest for Senior/Subordinate GARBs and Special Obligations	76,360,472	63,980,672
Drug Enforcement Agency	302,895	302,895
Construction Funds	437,563,614	77,559,464
Passenger Facility Charge	64,998,347	-
Customer Facility Charge	8,714,864	-
Other Restricted	2,874,361	3,944,762
Interest Receivable	1,487,961	-
Total at April 30, 2022	<u>\$ 664,221,854</u>	<u>\$ 217,707,133</u>
Total at April 30, 2021	<u>\$ 1,149,018,821</u>	<u>\$ 271,615,591</u>

Under the terms of various ordinances enacted at issuance of revenue bonds, the Fund must maintain adequate insurance coverage and adequate rates and fees sufficient to pay reasonable and proper operating and maintenance expenses and scheduled debt service requirements. The ordinances also establish priorities for the allocation of revenues.

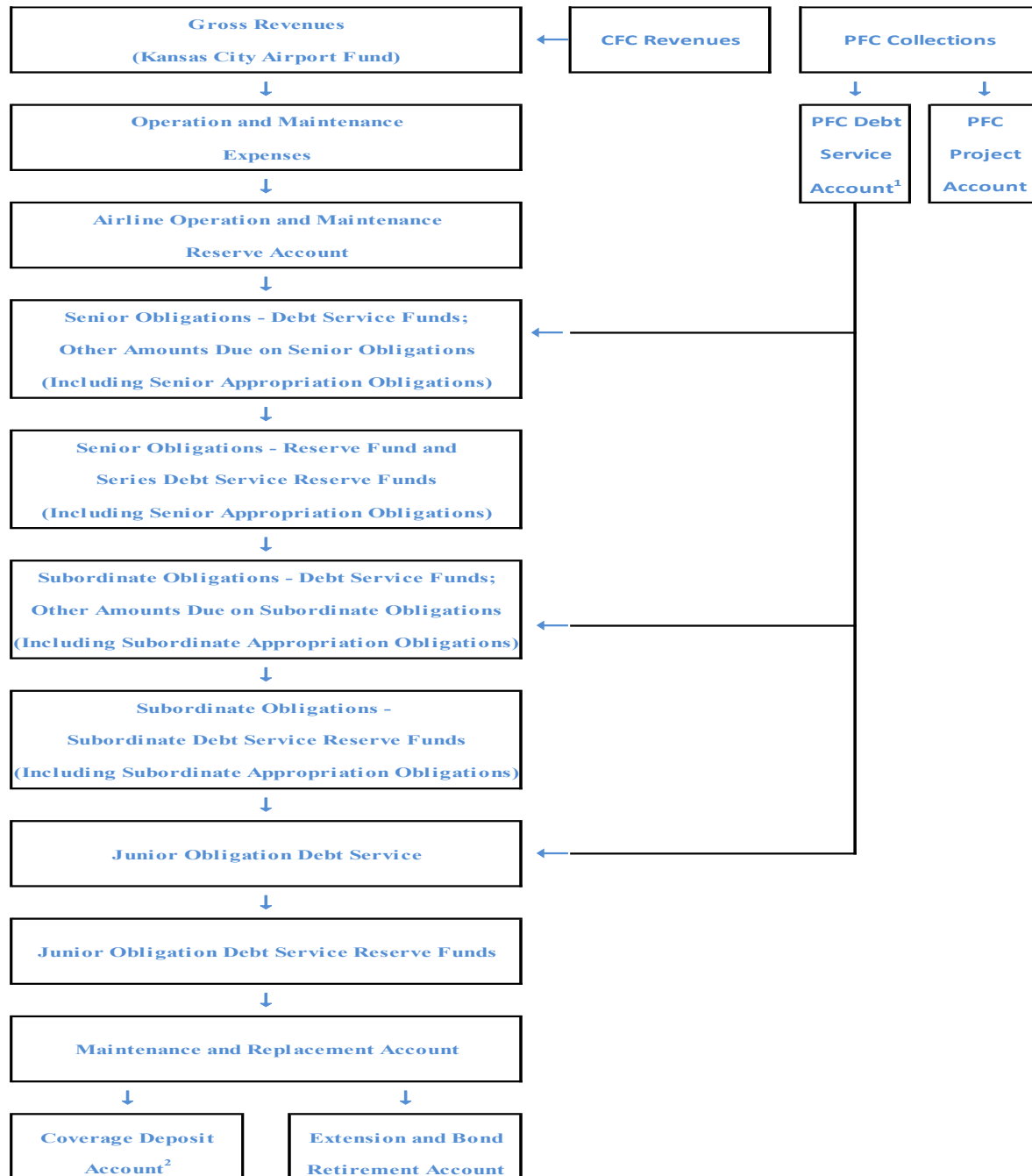
The following diagram presents a summary of the application of revenues to various funds and accounts as governed by the provisions of the Bond Ordinance.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### FLOW OF FUNDS



<sup>1</sup> Only PFC revenues eligible to pay debt service pursuant to certain additional supplemental ordinances.

<sup>2</sup> An amount not to exceed 25% of the annual debt service as defined by the rate reserve amount.

At April 30, 2022 and 2021, the Fund was in compliance with the provisions of the ordinances relating to the maintenance of restricted accounts, special reserves and coverage requirements. Resources received with restrictions are shown as restricted until the resources are used for the specified purpose.

# **City of Kansas City, Missouri Department of Aviation**

## **Notes to Financial Statements**

**April 30, 2022 and 2021**

### ***Senior Appropriation Obligations***

The \$98,460,000 of outstanding Series 2019A Airport Special Obligation Bonds, issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2019A Airport Special Obligation bonds, issued by the Authority with proceeds held by the Bond Trustee, were issued to finance a portion of the costs associated with the terminal modernization project. Interest payments through March 1, 2023 on this obligation will be payable from capitalized interest proceeds held by the Trustee. After March 1, 2023, these bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. Outstanding principal and interest requirements through maturity as of April 30, 2022 total \$173,084,000.

The \$824,765,000 of outstanding Series 2019B Airport Special Obligation Bonds (AMT), issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2019B Airport Special Obligation bonds, issued by the Authority with proceeds held by the Bond Trustee, were issued to finance a portion of the costs associated with the terminal modernization project. Interest payments through March 1, 2023 on this obligation will be payable from capitalized interest proceeds held by the Trustee. After March 1, 2023, these bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. Outstanding principal and interest requirements through maturity as of April 30, 2022 total \$1,826,622,500.

The \$61,520,000 of outstanding Series 2019C Airport Special Obligation Bonds (Non-AMT), issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2019C Airport Special Obligation bonds, issued by the Authority with proceeds held by the Bond Trustee, were issued to finance a portion of the costs associated with the terminal modernization project. Interest payments through March 1, 2023 on this obligation will be payable from capitalized interest proceeds held by the Trustee. After March 1, 2023, these bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. Outstanding principal and interest requirements through maturity as of April 30, 2022 total \$88,452,000.

The \$504,705,000 of outstanding Series 2020A Airport Special Obligation Bonds (AMT), issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2020A Airport Special Obligation bonds, issued by the Authority with proceeds held by the Bond Trustee, were issued to finance a portion of the costs associated with the terminal modernization project. Interest payments through March 1, 2023 on this obligation will be payable from capitalized interest proceeds held by the Trustee. After March 1, 2023, these bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. Outstanding principal and interest requirements through maturity as of April 30, 2022 total \$1,043,510,863.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

The \$57,155,000 of outstanding Series 2020B Airport Special Obligation Bonds (Non-AMT), issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2020B Airport Special Obligation bonds, issued by the Authority with proceeds held by the Bond Trustee, were issued to finance a portion of the costs associated with the terminal modernization project. Interest payments through March 1, 2023 on this obligation will be payable from capitalized interest proceeds held by the Trustee. After March 1, 2023, these bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. Outstanding principal and interest requirements through maturity as of April 30, 2022 total \$80,144,650.

The \$28,930,000 of outstanding taxable Series 2020C Airport Special Obligation Refunding Bonds, Non-PFC portion, issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2020C Airport Special Obligation Refunding bonds were issued to advance refund the Series 2013A General Improvement Airport Revenue Bonds, Non-PFC Eligible Portion. These bonds and the interest thereon will be payable solely from the net revenues derived from airport operations as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. The 2022 annual principal and interest payments on these bonds were 3.7% of total revenues. Outstanding principal and interest requirements through maturity total \$30,751,088, and it is anticipated the remaining annual debt service payments will be approximately 3.5% of annual revenues.

The \$29,620,000 of outstanding taxable Series 2020C Airport Special Obligation Refunding Bonds, PFC portion, issued by The Industrial Development Authority of the City of Kansas City, Missouri for the benefit of the City, and the interest thereon are senior appropriation obligations payable from annually appropriated funds. The 2020C Airport Special Obligation Refunding bonds were issued to advance refund the Series 2013A General Improvement Airport Revenue Bonds, PFC Eligible Portion. These bonds and the interest thereon will be payable solely from the net revenues derived from airport operations and from PFC revenues as senior obligations in any fiscal year in which the City has appropriated the funds and satisfied the debt service coverage requirements for the payment. The 2022 annual principal and interest payments on these bonds were 44.2% of total PFC revenues. Outstanding principal and interest requirements through maturity total \$30,731,615, and it is anticipated the remaining annual debt service payments will be approximately 50.5% of annual PFC revenues.

### Note 10: Deferred Outflows and Inflows of Resources

Deferred outflows of resources represent a consumption of net assets that applies to future periods; deferred inflows of resources represent an acquisition of net assets that applies to future periods. Both deferred outflows of resources and deferred inflows of resources are reported in the Statements of Net Position, but are not recognized in the financial statements as expenses or revenues until the period to which they relate. Deferred outflows of resources of the Fund consist of the Fund's contributions made to the pension and OPEB plans subsequent to the measurement of the net liabilities. Deferred inflows of resources are comprised of deferred gains on refunding, the difference between the projected and actual earnings on pension and OPEB plan investments and the change in the Fund's proportion of the pension and OPEB net liabilities.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

The composition of deferred outflows and inflows are as follows as of April 30:

	<u>April 30 2022</u>	<u>April 30 2021</u>
Net difference between projected and actual earnings on pension plan investments	\$ -	\$ 10,327,753
Changes in assumptions - Pension	534,420	-
Fund's contributions made subsequent to the measurement date of the net pension liability	3,396,389	3,122,651
Net difference between projected and actual earnings on OPEB plan investments	-	-
Changes in assumptions - OPEB	831,487	256,394
Fund's contributions made subsequent to the measurement date of the net OPEB liability	441,341	439,530
Deferred loss on refunding of debt	-	-
Total deferred outflows	<u>\$ 5,203,637</u>	<u>\$ 14,146,328</u>
 Difference between expected and actual experience - pension	 \$ 1,261,866	 \$ 1,826,440
Net difference between projected and actual earnings on pension plan investments	10,577,144	-
Difference between expected and actual experience - OPEB	761,816	887,534
Changes in assumptions - OPEB	409,998	477,655
Deferred gain on refunding of debt	731,285	892,143
Total deferred inflows	<u>\$ 13,742,109</u>	<u>\$ 4,083,772</u>

### Note 11: Legal Debt Margin

The Fund computes its legal debt margin for general obligation bonds ordinary indebtedness and additional indebtedness based on Sections 26(b) to (c) and 26(d) to (e), respectively, of the State Constitution of Missouri. The bonds issued for aviation purposes and subject to these financial statements are not subject to the legal debt margin of those State Constitution sections. Therefore, no legal debt margin computation is made for the bonds issued for aviation purposes.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***Voting Authority for Issuance***

On August 2, 1988, the City held an election at which the qualified voters of the City approved the City's issuance of up to \$330,000,000 principal amount of airport revenue bonds to be payable solely from the revenues derived by the City from the operation of its airports, including all future improvements and extensions thereto, for the purpose of paying the cost of extending and improving the airports owned and operated by the City, including runways, terminal buildings and related facilities. On August 8, 2000, the voters approved an additional \$395,000,000 of airport revenue bonds for improvements at the airports. As of April 30, 2015, the City has issued \$330,000,000 of general airport revenue bonds payable from the 1988 authorization and \$154,584,105 of the 2000 authorization. This exhausts the 1988 authorization and leaves \$240,415,895 available from the 2000 authorization. The City intends to issue the balance of the authorization in future financing.

### **Note 12: Passenger Facility Charges**

In 1990, the United States Congress enacted the Aviation Safety and Capacity Expansion Act ("ASCEA") of 1990, which allows public agencies controlling commercial service airports to charge eligible enplaning passengers at the airport a \$1, \$2 or \$3 passenger facility charge, or PFC. In 2000, the U.S. Congress passed the Aviation Investment and Reform Act for the 21st Century ("AIR-21"), which allowed airports to levy a PFC of \$4.00 or \$4.50 per eligible enplaned passenger.

The proceeds from PFCs are to be used to finance eligible airport-related projects that preserve or enhance safety, capacity or security of the national air transportation system, reduce noise from an airport that is part of such system or furnish opportunities for enhanced competition between or among air carriers.

Since the ASCEA authorization, the Fund has submitted a total of thirteen applications. As of August 8, 2006, approval was granted to increase the PFC collection rate from \$3.00 to \$4.50 per eligible enplaning passenger. On June 14, 2021, Application #13 was approved increasing collection authority to \$543,708,211, which should run through April 2023.

### **Note 13: Lease Agreements**

#### ***Use and Lease Agreements***

The Fund's current three-year Use and Lease Agreement (Agreement) with certain air carriers (signatory carriers) serving Kansas City International Airport (KCI) was set to run through April 30, 2020. However, the agreement was amended for 8 more years with language that turns the compensatory rate-based agreement into a residual rate-based agreement upon completion of the new terminal facility. Pursuant to the Agreement, signatory air carriers have agreed to a guaranteed minimum amount of rentals and fees based on expected levels of use of airport facilities. Further, the Agreement provides the determination for the landing fees and apron, terminal and passenger boarding bridge rents at KCI along with granting certain rights and privileges to air carriers, both passenger and cargo. The Agreement provides for an annual settlement, post fiscal year-end close, whereby the rates and charges are recalculated using audited financial statements to determine any airline over/under payment. For settlements completed in fiscal years ended April 30, 2022 and 2021, net amounts due (to) from the airlines were (\$4,793,898) and \$4,731,057, respectively.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***Operating Leases***

Minimum future rentals scheduled to be received on operating leases that have initial or remaining non-cancellable terms in excess of one year for each of the next five years and thereafter at April 30, 2022 are as follows:

<b>Fiscal Year(s)</b>	<b>Minimum Future Rentals</b>
FYE23	\$ 11,947,590
FYE24	10,976,827
FYE25	10,953,911
FYE26	10,855,015
FYE27	9,489,644
FYE28-32	19,675,161
FYE33-37	12,881,922
FYE38-42	7,142,333
FYE43-47	6,522,303
FYE48-52	5,456,829
FYE53-57	5,622,287
FYE58-62	5,847,162
	<u>\$ 117,370,984</u>

## **14. Employees' Retirement Plan**

### ***Plan Description***

The board of trustees of the Employees' Retirement System (the "Board") administers the Employees' Retirement System of the City, a contributory, single-employer defined benefit pension plan (Plan).

The Employees' Retirement System was established in the code of ordinances under Part I, Chapter II, Article IX, Division 2, Section 2-1172 which states, "All full-time, permanent employees in the classified and unclassified services shall become members of the retirement system as a condition of employment, including, all full-time, permanent former MAST employees who became City employees as of April 25, 2010, and who did not become members of the Firefighters' Pension System. Former MAST employees have the option within 60 days of the passage of this ordinance to elect to become members of this plan in lieu of participation in the defined contribution plan set out in Division 10. Also included in membership are those who have retired in circumstances establishing eligibility for an annuity in this pension system and inactive members on leave of absence."

The Board shall consist of nine members, including the Director of Human Resources and Director of Finance, two shall be active employees and members of the retirement system, one retired member of the system and one member designated by Firefighters IAFF Local 42. The remaining four members are prominent Kansas City business or civic leaders appointed by the Mayor.

The Board is responsible for establishing or amending plan provisions. The Board issues publicly available financial reports that include financial statements and required supplementary information. The financial reports may be obtained by writing to:



# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### The Employees' Retirement System

The Retirement Division  
City Hall-10th Floor  
414 East 12th Street  
Kansas City, Missouri 64106  
Phone 816.513.1928

The Employees' Retirement System's financial report can also be found at <https://www.kcmo.gov/city-hall/departments/human-resources/retirement-information/retirement-reports>

#### ***Retirement Benefits***

Benefit terms for the Plan are established in the City administrative code and can only be amended by the City Council. The Plan provides retirement benefits as well as pre-retirement death benefits as noted below:

##### Tier I Members

The Plan provides retirement benefits, for those employees hired before April 20, 2014 (Tier I Members). Employees become vested for retirement benefits after five years of service. Members who retire with total age and creditable service equal to 80, or the later of age 60 and 10 years of creditable service, are entitled to an annual pension based on a percentage of final average compensation multiplied by years and months of creditable service. If married, at the time of retirement, the percentages are 2.0% for general employees and 2.2% for elected officials, and if unmarried, at the date of retirement, the percentage is 2.2% up to a maximum of 70% of final average compensation, as defined in the Plan. If the employee has at least 10 years of creditable service, the minimum benefit is \$400 per month.

If members terminate prior to retirement and before rendering five years of service, they forfeit the right to receive the portion of their accumulated plan benefits attributable to City contributions and are refunded their member contributions with interest. Such refunds result in the forfeiture of all other benefits under the Plan. Members terminating prior to retirement with five or more years of service may elect to receive refund of their member contributions with interest as a lump-sum distribution, or they may elect to receive a deferred pension. An automatic annual cost-of-living adjustment of 3%, non-compounded, is provided annually.

##### Tier II Members

The Plan provides retirement benefits, for those employees hired on or after April 20, 2014 (Tier II Members). Employees become vested for retirement benefits after 10 years of service. Members who retire with total age and creditable service equal to 85, or the later of age 62 and 10 years of creditable service are entitled to an annual pension of 1.75% of final average compensation multiplied by the number of years of creditable service, subject to a maximum limit of 70% of final average compensation, as defined in the Plan. If the employee has at least 10 years of creditable service, the minimum benefit is \$400 per month.

If employees terminate prior to retirement and before rendering 10 years of service, they forfeit the right to receive the portion of their accumulated plan benefits attributable to City contributions and are refunded their member contributions with interest. An annual cost-of-living adjustment, not to exceed 2.5%, non-compounded, per year is provided to pensioners age 62 and older if the

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

prior year funding ratio is equal to or greater than 80% and will be equal to the percentage increase in the prior 12 months of the final national Consumer Price Index.

### ***Death Benefits***

If a retired member dies, the following benefits shall be paid: To the member's spouse until death, a retirement benefit equal to one-half of the member's normal retirement benefit. To the member's designated beneficiary or estate, if there is no surviving spouse, any remaining member contributions and interest.

If an active member dies, the member contributions and interest are distributed to the surviving spouse or, if none, to the designated beneficiary. The surviving spouse, however, may elect to receive monthly benefit payments instead of the lump-sum distribution if the member had five or more years of creditable service.

### ***Contributions***

Funding is provided by contributions from the Plan members, the Department and earnings on investments. Members contribute 5% of their base salary. The Department's contributions are set by the City Council in conjunction with its approval of the annual budget, based on the actuarially determined contribution rate set by the Plan's consulting actuary. For the year beginning May 1, 2021 and 2020, the Department contributed 17.95% and 15.94% of payroll, respectively, which is the actuarially determined Board contribution rate for the prior year. Future contributions will be determined through the City's budgeting process.

The Plan's governing body has the authority to establish and amend the contribution requirements of the City and active employees. The governing body establishes rates based on an actuarially determined rate recommended by an independent actuary. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Fund is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. For the years ended April 30, 2022 and 2021, employees contributed \$942,362 and \$970,324, respectively; and the Fund contributed \$3,051,223 and \$3,092,170, respectively, to the Plan.

### ***Pension Liabilities, Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions***

At April 30, 2022 and 2021, the Fund reported a liability of \$14,981,358 and \$36,843,922, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of April 30, 2021 and 2020 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of April 30, 2020 and 2019 rolled forward one year using standard actuarial techniques. The Fund's proportion of the net pension liability was based on the Fund's actual contributions to the pension plan for the years ended April 30, 2021 and 2020. At April 30, 2022, the Fund's proportion was 11.08%, which was consistent with its proportion for the year ended April 30, 2021.

For the years ended April 30, 2022 and 2021, the Fund recognized pension expense of \$1,138,570 and \$7,933,618, respectively.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

At April 30, 2022 and 2021, the Fund reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2022		2021	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	\$ -	\$ -	\$ 10,327,753	\$ -
Changes in assumptions - pension	534,420	-	-	-
Differences between expected and actual experience - pension	-	1,261,866	-	1,826,440
Net difference between projected and actual earnings on pension plan investments	-	10,577,144	-	-
Fund's contributions made subsequent to the measurement date of the net pension liability	3,396,389	-	3,122,651	-
Total	<u>\$ 3,930,809</u>	<u>\$ 11,839,010</u>	<u>\$ 13,450,404</u>	<u>\$ 1,826,440</u>

At April 30, 2022 and 2021, the Fund reported \$3,396,389 and \$3,122,651, respectively, as deferred outflows of resources resulting from contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the next fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources at April 30, 2022 related to pensions will be recognized in pension expense as follows:

2022	\$ 2,512,147
2023	2,055,721
2024	2,060,603
2025	4,676,119
	<u>\$ 11,304,590</u>

### Actuarial Assumptions

The City's net pension liability as of April 30, 2022 was measured as of April 30, 2021 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of April 30, 2020 rolled forward one year using standard actuarial techniques.

The total pension liability in the April 30, 2021 and 2020 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

	2021	2020
Inflation	2.5%	3.0%
Salary increases	Ranges from 2.75% to 5.0%	Ranges from 3.75% to 5.0%
Ad hoc cost of living adjustments	3.0%, simple for Tier I Members; 1.9% simple deferred to age 62 for Tier II Members	3.0%, simple for Tier I Members; 2.5% for Tier II Members
Investment rate of return	7.00%	7.50%

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

Mortality rates for April 30, 2021 valuation were based on the 2010 Public General Amount-Weighted Mortality Table for Healthy Employees projected using Scale MP-2020 on a generational basis. Mortality rates for the April 30, 2020 valuation were based on the RP-2000 Mortality Tables projected using a modified scale MP-2015 on a generational basis.

The actuarial assumptions used in the April 30, 2021 and 2020 valuations were based on the results of an actuarial experience study for the period 2015 – 2020 and 2010 – 2015, respectively, and showed that there were sufficient margins in the rates to provide for potential future improvements in mortality.

The 2021 and 2020 investment return assumption of 7.00% and 7.50%, respectively, was selected based upon an analysis that included (a) capital market assumptions provided by the investment consultant, (b) the asset allocation of the fund and (c) investment return assumptions of other public retirement systems.

The 2021 and 2020 inflation assumption of 2.5% and 3.0%, respectively, was selected based upon an analysis that included (a) input from the investment consultant, (b) historical inflation as measured by Consumer Price Index and (c) implied inflation in long-term government bonds.

The 2021 long-term wage growth assumption of 2.75% was based upon the inflation assumption of 2.5% plus a real growth wage assumption of 0.25%, which was derived from an analysis of historical increases in Social Security Average earnings. The 2020 long-term wage growth assumption of 3.75% was based upon the inflation assumption of 3.0% plus a real growth wage assumption of 0.75%, which was derived from an analysis of historical increases in Social Security Average Earnings.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the future real rates of return by the target asset allocation percentage and by adding expected inflation. Best-estimates arithmetic real rates of return for each major asset class including the plan's target asset allocation as of April 30, 2022 are summarized in the following table:

<b>Asset Class</b>	<b>Target Allocation</b>	<b>Long-Term Expected Real Rate of Return</b>
Equities		
U.S. Equity	17.00%	3.30%
Emerging Manager of Managers	4.00%	3.30%
Non-U.S. Equity	12.00%	5.00%
Emerging Markets Equity	5.00%	7.75%
Global Equity	8.00%	4.30%
Fixed Income		
Core Fixed Income	17.00%	0.00%
Non-Core Fixed Income	15.00%	2.92%
Real Assets		
Real Estate	8.00%	3.50%
Infrastructure	3.00%	4.50%
Opportunistic	10.00%	2.38%
Cash	1.00%	-1.00%

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### **Discount Rate**

The discount rate used to measure the total pension liability was 7.00%, which is the assumed long-term expected rate of return in Plan investments. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that Fund contributions will be made at rates equal to the difference between actuarially determined contribution rates and the employee rate. Based on those assumptions, the pension plan's fiduciary net position will be greater than or equal to the benefit payments projected for each future period. Benefit payments are projected through 2118.

### **Sensitivity of the Fund's Net Pension Liability to Changes in the Discount Rate**

The net pension liability of the Fund has been calculated using a discount rate of 7.00%. The following presents the net pension liability for the Fund using a discount rate of 1% higher and 1% lower than the current rate.

April 30, 2022			
Current			
	1% Decrease	Discount Rate	1% Increase
	6.00%	7.00%	8.00%
Fund's net pension liability	\$ 35,117,889	\$ 14,981,358	\$ (1,965,882)

April 30, 2021			
Current			
	1% Decrease	Discount Rate	1% Increase
	6.50%	7.50%	8.50%
Fund's net pension liability	\$ 55,446,715	\$ 36,843,922	\$ 20,948,396

### **Pension Plan Fiduciary Net Position**

Detailed information about the pension plan's fiduciary net position is available in the separately issued Plan financial report located at <http://kcmo.gov/humanresources/retirement-information>

### **Payable to the Pension Plan**

At April 30, 2022 and 2021, the Fund reported a payable of \$62,443 and \$66,902, respectively, for the outstanding amount of the legally required contributions to the pension plan.

## **Note 15: Postemployment Benefits Other than Pensions**

### **Plan Description**

The City sponsors a single-employer, defined benefit healthcare plan that provides for continuation of medical and prescription drug benefits to employees and their dependents that retire from City employment and who participate in the Employee's Retirement System of the City of Kansas City, Missouri.

The City requires the retirees to pay 100 percent of the same medical premium charged to active employees. The rates being paid by retirees for benefits are typically lower than those for individual health insurance policies. The difference between these amounts is the implicit rate

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

subsidy, which is considered other post-employment benefits (OPEB) under GASB Statement 75. The City's OPEB plan does not issue a separate report.

Retirees and spouses have the same benefits as active employees. Retiree coverage terminates either when the retiree becomes covered under another employer health plan, when the retiree elects to participate in Medicare, or dies. Retirees have the option of utilizing the City's healthcare plan as secondary coverage to Medicare benefits. Dependent coverage is available until the retiree becomes covered under another health plan. Upon the retiree's death, spouses can elect to continue coverage until they are covered by another health plan or die.

### ***Total OPEB Liability***

The Fund's total OPEB liability of \$7,482,124 and \$6,604,768 as of April 30, 2022 and 2021, respectfully, was measured as of April 30, 2021 and 2020, respectively, and was determined by an actuarial valuation as of April 30, 2021 and 2020, respectively.

### ***Actuarial Methods and Assumptions***

The total OPEB liability in the April 30, 2021 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement:

Salary Increases	Employees: Service based rates from 3.75% to 5.0% Firefighters: Service based rates from 3.0% to 8.0%
Discount Rate	2.12% as of measurement date; 2.92% for prior year
Health Care Trend Rates	Initial rate of 7.00% declining to an ultimate rate of 4.15% after 15 years

The discount rate was based on the Fidelity "20-Year Municipal GO AA Index".

Mortality rates were based on the RP-2000 Combined Healthy Non-Annuitant Mortality Table for active members and for the employees it is multiplied by 0.956 for males and 0.96 for females. The RP 2000 Combined Healthy Annuitant Mortality Table is used for healthy retirees and is set forward one year for firefighters and for employees is multiplied 1.078 for males and 1.065 for females. The RP 2000 Combined Disabled Mortality Table is applied to disabled retirees and employees and is multiplied by 1.3 for males and 1.5 for females. Future mortality improvements were modeled using a modified Scale MP-2015.

The actuarial assumptions used in the April 30, 2021 valuation were based on an experience analysis of the Plan's experience, the actuary's experience with plans of similar size, Plan design and retiree contribution level.

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Change in the Total OPEB Liability

The Fund reported changes in the OPEB Liability from the following sources:

	2022	2021
Net OPEB obligation, beginning of year	\$ 6,604,768	\$ 7,888,128
Charges for the year		
Service cost	229,535	260,128
Interest	159,134	226,483
Difference between expected and actual experience of the total OPEB liability	-	(1,011,538)
Changes of assumptions	705,648	(544,526)
Benefit payments, net of contributions	(216,961)	(213,907)
Net changes	877,356	(1,283,360)
Net OPEB obligation, end of year	\$ 7,482,124	\$ 6,604,768

### Sensitivity of the Fund's Total OPEB Liability to Changes in the Discount Rate

The Fund's total OPEB liability as of April 30, 2022 and 2021 has been calculated using the discount rate of 2.12% and 3.35%, respectively. The following presents the total OPEB Liability using a discount rate 1% higher and 1% lower than the current rate.

April 30, 2022			
	1% Decrease 1.12%	Current Discount Rate 2.12%	1% Increase 3.12%
Total OPEB Liability	\$8,766,648	\$7,482,124	\$6,460,264

April 30, 2021			
	1% Decrease 2.35%	Current Discount Rate 3.35%	1% Increase 4.35%
Total OPEB Liability	\$6,324,130	\$6,604,768	\$4,754,427

### Sensitivity of the Fund's Total OPEB Liability to Changes in the Healthcare Cost Trend Rates

The Fund's total OPEB liability as of April 30, 2022 and 2021 has been calculated using the healthcare cost trend rate of 7.00% and 7.20%, respectively. The following presents the total OPEB Liability using a discount rate 1% higher and 1% lower than the current rate.

April 30, 2022			
	1% Decrease (6.0% decreasing to 3.15%)	Healthcare Rate (7.0% decreasing to 4.15%)	1% Increase (8.0% decreasing to 5.15%)
Total OPEB Liability	\$6,732,768	\$7,482,124	\$8,463,781

April 30, 2021			
	1% Decrease (6.2% decreasing to 3.25%)	Healthcare Rate (7.2% decreasing to 4.25%)	1% Increase (8.2% decreasing to 5.25%)
Total OPEB Liability	\$4,971,560	\$6,604,768	\$6,075,663

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### ***OPEB Expense and Deferred Outflows of Resources Related to OPEB***

For the years ended April 30, 2022 and 2021, the Fund recognized OPEB expense of \$107,078 and \$123,064, respectively.

At April 30, 2022, the Fund reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<b>2022</b>		<b>2021</b>	
	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
Net difference between projected and actual earnings on OPEB plan investments	\$ -	\$ -	\$ -	\$ -
Changes in Assumptions	831,487	409,998	256,394	477,656
Differences between expected and actual experience	-	761,816	-	887,533
Fund's contributions subsequent to measurement date	441,341	-	439,530	-
<b>Total</b>	<b>\$ 1,272,828</b>	<b>\$ 1,171,814</b>	<b>\$ 695,924</b>	<b>\$ 1,365,189</b>

Amounts reported as deferred outflows and inflows of resources related to OPEB changes in assumptions as of the measurement date will be recognized as a reduction of OPEB expense as follows:

<b>Fiscal Year Ended</b>	<b>Amount</b>
<b>April 30</b>	
2023	\$ 60,686
2024	60,686
2025	60,686
2026	60,802
2027	65,116
Thereafter	32,351
	<b>\$ 340,327</b>



# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 16: Net Position

Net investment in capital assets at April 30, 2022 and 2021 is as follows:

	2022	2021
Capital Assets		
Land	\$ 36,319,171	\$ 36,319,171
Construction in progress	1,242,523,864	774,280,775
Buildings	599,559,169	595,451,458
Infrastructure	765,290,909	758,852,364
Equipment	101,065,302	99,323,699
Total capital assets	2,744,758,415	2,264,227,467
Less accumulated depreciation	(1,089,810,774)	(1,041,845,695)
Total capital related assets	1,654,947,641	1,222,381,772
Cash with trustee	433,717,360	864,492,336
Less Related Liabilities		
Capital related liabilities	72,547,360	66,235,390
Current portion, bonds payable	11,935,000	11,830,000
Bonds payable, net of premium and discount	1,806,450,605	1,826,302,351
Total capital related liabilities	1,890,932,965	1,904,367,741
Net Investment in Capital Assets	\$ 197,732,036	\$ 182,506,367

Restricted net position at April 30, 2022 and 2021 is as follows:

	2022	2021
Restricted Assets		
Cash and cash equivalents	\$ 2,365,726	\$ 1,395,916
Investments	103,107,118	89,857,631
Accounts receivable	2,874,361	1,519,815
Interest receivable	1,487,961	1,020,042
Trustee cash	554,386,688	1,055,225,420
	664,221,854	1,149,018,824
Less Liabilities Payable from Restricted Assets		
Other liabilities payable from restricted assets	417,560	513,568
Accrued interest and fiscal agent fees	12,379,801	12,397,329
Trustee cash for construction and debt service	433,717,360	864,492,336
	446,514,721	877,403,233
Restricted Net Position	\$ 217,707,133	\$ 271,615,591

### Note 17: Disclosures About Fair Value of Assets

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

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

As of April 30, 2022 and 2021, the City held Federal agency securities, municipal securities, U.S. Treasury bills, and U.S. Treasury notes/bonds of approximately \$1,636,331,000 and \$1,316,293,000, respectively, in its pooled investment account which is valued using quoted prices for similar assets, quoted prices in markets that are not active or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets (Level 2 inputs).

### Note 18: Commitments and Contingencies

#### **Commitments**

At April 30, 2022, the City had made purchase commitments, primarily for construction projects, on behalf of the Fund of approximately \$479.8 million. These commitments will be funded by existing resources.

#### **Government Grants**

The Fund is currently participating in numerous grants from various departments and agencies of the federal and state governments. The expenditures of grant proceeds must be for allowable and eligible purposes. Single audits and audits by the granting department or agency may result in requests for reimbursement of unused grant proceeds or disallowed expenditures. Upon notification of final approval by the granting department or agency, the grants are considered closed.

### Note 19: CID Sales Tax

The City has established the Kansas City International Airport Community Improvement District (CID), which encompasses the real property owned by the City, which constitutes Kansas City International Airport. The CID board of directors and the City entered into a Cooperative Agreement as of August 1, 2005, to provide certain services for the CID, and to authorize and collect a one-percent sales and use tax on eligible retail sales transactions occurring within the boundaries of the CID. The unused collections in the Special Facility Fund were transferred to the Fund and the agreement was amended so that subsequent to the defeasance of the Special Facility Revenue Bonds these collections were deposited in the Fund to continue to be used along with other available resources to complete rehabilitation projects at the overhaul base.

### Note 20: Settlement Receivable

During FY2014, a \$2.5 million settlement agreement was reached between Jet Midwest and the Fund relating to the collection of past utility consumption rent for Building #1 and Building #2 at the KCI Overhaul Base. The agreement stipulates a payment plan which includes 3% compound interest over a 120-month period beginning January 1, 2014. The settlement balances have been recorded as part of the unrestricted current and non-current accounts receivable. The settlement receivable balances at April 30, 2022 and 2021 are as follows:

	2022	2021
Current portion	\$ 246,283	\$ 238,965
Non-current portion	168,302	414,536
Total settlement receivable	<u>\$ 414,585</u>	<u>\$ 653,501</u>

# City of Kansas City, Missouri Department of Aviation

## Notes to Financial Statements

April 30, 2022 and 2021

### Note 21: New Terminal Development

Construction continues on the Kansas City International Airport Terminal Modernization Project. Travelers will be impressed by the wide-open spaces the moment they enter the terminal. Light and airy with a Kansas City feel, including our signature fountains, the KCI single terminal will be a very different journey than before. At just over one million square feet, the Kansas City International Airport Terminal Modernization Project is the largest single infrastructure project in the City's history. This multi-year project will have a lasting economic impact on the region in the form of new jobs, opportunities for local and small businesses, and a first-class traveler experience for airport users. The new garage will be adjacent to the terminal with plenty of close-in, covered parking. There will now be two levels, one for departures and one for arrivals with clear wayfinding and sightlines. Two moving walkways will expedite transfers between the two concourses to make navigating the airport a better experience, and consolidated and flexible security checkpoints with multiple lanes will accommodate the ups and downs of passenger volume.

When complete, the new facility will replace the airport's aging terminals, which opened in 1972. The new single terminal is expecting to open in early 2023. Terminals B and C will continue normal operations during construction. Updates on the progress of the terminal modernization project can be found on the Aviation Department's expanded website: [www.buildkci.com](http://www.buildkci.com).

### Note 22: COVID-19

In March 2020, the World Health Organization declared COVID-19 a global pandemic. The global pandemic and resulting restrictions severely disrupted the economies of the United States and other countries, and the outbreak adversely affected domestic and international travel and travel-related industries. Airports and airlines were acutely impacted by the reductions in passenger volumes and flights. While the COVID-19 pandemic had a significant impact on aircraft operations, passenger volumes and revenues at the airport, the current fiscal year is showing signs of recovery in operations and passenger volumes. Due to loss of revenue as a result of the COVID-19 Pandemic, the Department received federal stimulus funds for the Kansas City International Airport and the Charles B. Wheeler Downtown Airport to use in recovering operational and maintenance expenses, as well as debt service payments and concession relief. As of April 30, 2022 and 2021, the Department received \$35.7 and \$34 million, respectively, in federal funding for the Kansas City International Airport and the Charles B. Wheeler Downtown Airport to mitigate the impact on operating revenues due to COVID-19.

### Note 23: Subsequent Events

The Department evaluated subsequent events through October 28, 2022, the date the financial statements were available to be issued. No subsequent events were identified that required adjustment to, or disclosure in, the financial statements.



## **Required Supplementary Information**

**City of Kansas City, Missouri Department of Aviation**  
**Schedule of the Fund's Proportionate Share of the Net Pension Liability**  
**Employees' Retirement System of the City of Kansas City, Missouri**

	2022	2021	2020	2019	2018	2017
The Fund's proportion of the net pension liability	11.08%	11.34%	11.39%	11.81%	11.47%	11.47%
The Fund's proportionate share of the net pension liability	\$ 14,981,358	\$ 36,843,922	\$ 25,877,522	\$ 23,479,883	\$ 25,405,080	\$ 28,090,030
The Fund's covered payroll	19,453,792	19,558,388	19,825,288	19,247,925	18,839,251	19,138,050
The Fund's proportionate share of the net pension liability as a percentage of its covered payroll	77.01%	188.38%	130.53%	121.99%	134.85%	146.78%
Plan fiduciary net position as a percentage of the total pension liability	91.39%	77.24%	83.75%	84.80%	83.10%	80.69%

**Note to Schedule:** This schedule is intended to show a ten-year trend. Additional years will be reported as they become available.

This information is presented as of the measurement date for each fiscal year, which is April 30 of the prior year.

**City of Kansas City, Missouri Department of Aviation**  
**Schedule of the Fund Contributions**  
**Employees' Retirement System of the City of Kansas City, Missouri**

	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
Contractually required contribution	\$ 3,030,005	\$ 3,054,129	\$ 2,943,971	\$ 2,881,547	\$ 2,797,629	\$ 2,642,965
Contributions in relation to the contractually required contribution	<u>3,051,223</u>	<u>3,092,170</u>	<u>2,965,522</u>	<u>2,898,040</u>	<u>2,868,137</u>	<u>2,717,634</u>
Contribution deficiency (excess)	(21,218)	(38,041)	(21,551)	(16,493)	(70,508)	(74,669)
Fund's covered payroll	18,937,700	19,453,792	19,558,388	19,825,288	19,247,925	18,839,251
Contributions as a percentage of covered payroll	16.11%	15.89%	15.16%	14.62%	14.90%	14.43%

**Note to Schedule:** This schedule is intended to show a ten-year trend. Additional years will be reported as they become available.

There were no significant changes to benefit assumptions or actuarial methods. This information is presented for the Fund's fiscal year.

**City of Kansas City, Missouri Department of Aviation**  
**Schedule of Changes in Total OPEB Liability and Related Ratios**  
**April 30, 2022 and 2021**

	<u><b>2022</b></u>	<u><b>2021</b></u>
<b>Airport Fund</b>		
Proportion of the collective total OPEB liability	5.83%	5.84%
Proportionate share of the collective total OPEB liability	\$ 7,482,124	\$ 6,604,768
Covered employee-payroll	15,443,953	14,950,420
Proportionate share of the total OPEB liability as a percentage of covered-employee payroll	48.45%	44.18%

**Note to Schedule:** Valuation and determination of the actuarial status was not made for individual funds. The above information is for the entire City of Kansas City, Missouri OPEB plan.

# Exterior Fountain Work Begins



May 13, 2022 – Build KCI Team Members began work on the arrivals and baggage claim courtyard fountain at Kansas City International Airport by pouring concrete for the foundation.

Courtyard renderings – The courtyard will be a great respite for people awaiting arriving travelers and give newcomers a look at their first Kansas City fountain.



(Photos from [www.BuildKCI.com](http://www.BuildKCI.com))



# **A. STATISTICAL SECTION**

## **FINANCIAL TREND INFORMATION**

THESE SCHEDULES CONTAIN TREND INFORMATION TO SHOW HOW THE DEPARTMENT'S FINANCIAL PERFORMANCE HAS CHANGED OVER TIME.

- Schedule of Historical Net Position and Cash Flows Information
- Schedule of Historical Revenues and Expenses
- Schedule of Statements of Cash Flows
- Schedule of Unrestricted and Restricted Cash and Investments

## **REVENUE CAPACITY INFORMATION**

THESE SCHEDULES CONTAIN INFORMATION TO ASSESS THE DEPARTMENT'S MOST SIGNIFICANT REVENUE SOURCES.

- Schedule of Revenues, Expenses and Changes in Net Position by Facility
- Schedule of Grants
- Schedule of Highest Paying Customers
- Schedule of Most Popular Destinations
- Schedule of Non-Stop Destinations
- Schedule of Passenger and Cargo Airlines
- Schedule of Airline Service

## **DEBT CAPACITY INFORMATION**

THESE SCHEDULES PRESENT INFORMATION REGARDING THE DEPARTMENT'S CURRENT LEVELS OF OUTSTANDING DEBT AND ITS ABILITY TO ISSUE ADDITIONAL DEBT IN THE FUTURE. THE TABLES REPRESENT CONTINUING DISCLOSURE SCHEDULES REQUIRED BY BOND ORDINANCES.

- Schedule of Ratios of Outstanding Debt, Debt Service and Debt Limits
- Schedule of Historical GARB Debt Service Coverage
- Schedule of Annual Passenger Enplanements
- Schedule of Historical Airline Cost Per Enplaned Passenger
- Schedule of Monthly Enplanements
- Schedule of Changes in Monthly Enplanements
- Schedule of Airlines Market Share
- Schedule of MCI Aircraft Operations
- Schedule of Enplaned Cargo
- Schedule of Commercial Aircraft Landed Weight by Airline
- Schedule of Commercial Aircraft Landings
- Schedule of Annual Parking Revenue by Facility
- Schedule of Total Airport System Revenue and Expenses
- Schedule of Historical Operating and Maintenance Expenses
- Schedule of Historical Revenues

## **DEMOGRAPHIC AND ECONOMIC INFORMATION**

THESE SCHEDULES OFFER DEMOGRAPHIC AND ECONOMIC INDICATORS TO HELP UNDERSTAND THE ENVIRONMENT WITHIN WHICH THE DEPARTMENT'S FINANCIAL ACTIVITIES TAKE PLACE.

- Schedule of Population
- Schedule of Principal Employers

## **OPERATING INFORMATION**

THESE SCHEDULES CONTAIN SERVICE AND INFRASTRUCTURE INFORMATION TO HELP UNDERSTAND HOW THE INFORMATION IN THE DEPARTMENT'S FINANCIAL REPORT RELATES TO THE SERVICES THE DEPARTMENT PROVIDES AND THE ACTIVITIES PERFORMED.

- Schedule of Rates and Charges
- Schedule of Parking Rates
- Schedule of Facility Information
- Schedule of Operating Expenditures by Division
- Schedule of Full-Time and Equivalent Employees by Division
- Schedule of Assets Capitalized
- Schedule of Construction in Progress

**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Historical Net Position and Cash Flows Information**  
**For the Last Ten Fiscal Years**

	FYE 2013	FYE 2014	FYE 2015	FYE 2016
<b>Statement of Net Position</b>				
Current Assets-Unrestricted <sup>2</sup>	\$ 26,307,987	\$ 18,277,845	\$ 18,267,632	\$ 29,023,582
Current Assets-Restricted <sup>2</sup>	23,997,110	19,880,170	16,522,943	25,531,800
Non-Current Investments <sup>2</sup>	134,112,029	141,846,799	187,545,319	200,494,487
Non-Current Accounts Receivable	-	486,560	436,648	385,219
Non-Current Capital Assets	1,382,886,003	1,407,161,785	1,437,655,344	1,458,925,154
Non-Current Construction in Progress	19,127,684	23,786,292	16,235,066	12,629,465
Non-Current Accumulated Depreciation	(777,052,802)	(828,703,047)	(881,485,890)	(926,391,546)
Non-Current Bond Issue Costs <sup>1</sup>	1,214,022	171,494	144,185	116,877
Non-Current Due From Other Funds	4,812,747	4,812,747	4,451,714	3,012,100
Deferred Outflows of Resources <sup>1</sup>	338,987	2,027,115	1,858,931	4,508,873
Total Assets and Deferred Outflows of Resources	\$ 815,743,767	\$ 789,747,760	\$ 801,631,892	\$ 808,236,011
Current Liabilities	\$ 12,307,945	\$ 11,838,822	\$ 15,881,176	\$ 12,441,482
Current Liabilities from Restricted Assets	27,718,891	16,700,804	25,079,800	26,234,906
Non-current Liabilities <sup>2 3</sup>	262,513,857	249,373,899	225,562,397	207,675,696
Total Liabilities	302,540,693	277,913,525	266,523,373	246,352,084
Deferred Inflows of Resources <sup>1</sup>	-	604,171	464,747	1,833,024
Invested in Capital Assets, net of related debt	351,099,330	354,363,198	339,154,572	335,501,347
Restricted Net Position	88,903,332	94,379,948	123,181,835	122,638,384
Unrestricted Net Position	73,200,412	62,486,918	72,307,365	101,911,172
Total Net Position	513,203,074	511,230,064	534,643,772	560,050,903
Total Liabilities, Deferred Inflows of Resources and Net Position	\$ 815,743,767	\$ 789,747,760	\$ 801,631,892	\$ 808,236,011
<b>Cash Flow Information</b>				
Operating Profit before Depreciation/Amortization	\$ 29,201,656	\$ 29,938,021	\$ 41,729,407	\$ 44,503,747
Depreciation and Amortization	54,524,261	52,553,273	53,134,575	52,271,374
Total Operating Profit (Loss)	(25,322,605)	(22,615,252)	(11,405,168)	(7,767,627)
Capital Contributions	\$ 12,178,668	\$ 7,330,949	\$ 11,606,817	\$ 14,388,635
Capital Acquisitions	\$ 32,004,450	\$ 28,462,077	\$ 17,811,479	\$ 36,006,124

<sup>1</sup> With the adoption of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, some costs associated with the issuance of bonds are now required to be expensed; deferred loss on refunding is recognized as a deferred outflow of resources; and deferred gain on refunding is recognized as a deferred inflow of resources. FYE2013 has been reformatted to conform to these new requirements.

<sup>2</sup> The Fund adopted GASB 68, *Accounting and Financial Reporting for Pensions--An Amendment of GASB Statement No. 27*, and GASB 72, *Fair Value Measurement and Application* in FY2013. Previous years have not been restated.

<sup>3</sup> The Fund adopted GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, in FY2019. Previous years have not been restated.

**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Historical Net Position and Cash Flows Information**  
**For the Last Ten Fiscal Years**

FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
\$ 28,800,521	\$ 28,349,161	\$ 27,799,622	\$ 40,724,142	\$ 33,543,360	\$ 34,885,471
22,844,345	22,036,899	88,667,633	916,862,923	1,066,522,091	564,819,508
227,279,760	217,439,104	215,158,283	219,921,990	213,779,086	284,875,958
620,113	500,472	221,353	163,375	103,632	42,075
1,502,828,353	1,540,134,832	1,619,574,322	1,465,833,222	1,489,946,692	1,502,234,551
20,714,292	63,846,599	72,917,823	324,851,437	774,280,775	1,242,523,864
(973,482,588)	(1,024,701,195)	(1,073,685,668)	(1,004,419,811)	(1,041,845,697)	(1,089,810,774)
89,569	62,261	-	3,157,975	8,453,098	8,177,505
-	-	-	-	-	-
17,352,898	11,550,469	7,714,566	7,968,520	14,146,328	5,203,637
<u>\$ 847,047,263</u>	<u>\$ 859,218,602</u>	<u>\$ 958,367,934</u>	<u>\$ 1,975,063,773</u>	<u>\$ 2,558,929,365</u>	<u>\$ 2,552,951,795</u>
\$ 22,357,044	\$ 20,318,840	\$ 14,330,422	\$ 14,272,852	\$ 16,999,582	\$ 24,555,675
27,491,190	36,072,673	32,435,552	60,589,017	89,797,383	95,823,991
196,752,239	166,181,419	242,676,096	1,272,064,543	1,872,787,623	1,832,516,437
246,600,473	222,572,932	289,442,070	1,346,926,412	1,979,584,588	1,952,896,103
743,376	515,861	534,382	857,043	4,083,772	13,742,109
365,100,575	414,921,063	448,399,772	236,055,214	182,506,367	197,732,036
138,076,842	129,865,118	122,561,082	272,685,864	271,615,591	217,707,133
96,525,997	91,343,628	97,430,627	118,539,240	121,139,047	170,874,414
599,703,414	636,129,809	668,391,482	627,280,318	575,261,005	586,313,583
<u>\$ 847,047,263</u>	<u>\$ 859,218,602</u>	<u>\$ 958,367,934</u>	<u>\$ 1,975,063,773</u>	<u>\$ 2,558,929,365</u>	<u>\$ 2,552,951,795</u>
\$ 46,081,144	\$ 45,719,838	\$ 41,307,907	\$ 35,557,170	\$ 15,066,394	\$ 62,564,762
51,383,714	51,940,082	49,970,128	49,989,187	47,083,842	49,003,058
(5,302,570)	(6,220,244)	(8,662,221)	(14,432,017)	(32,017,448)	13,561,704
\$ 19,211,595	\$ 17,135,428	\$ 15,314,958	\$ 15,156,881	\$ 9,134,418	\$ 34,937,587
\$ 49,350,820	\$ 65,915,480	\$ 80,455,251	\$ 218,314,297	\$ 417,747,425	\$ 427,775,275

<sup>1</sup> With the adoption of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, some costs associated with the issuance of bonds are now required to be expensed; deferred loss on refunding is recognized as a deferred outflow of resources; and deferred gain on refunding is recognized as a deferred inflow of resources. FYE2013 has been reformatted to conform to these new requirements.

<sup>2</sup> The Fund adopted GASB 68, *Accounting and Financial Reporting for Pensions--An Amendment of GASB Statement No. 27*, and GASB 72, *Fair Value Measurement and Application* in FY2013. Previous years have not been restated.

<sup>3</sup> The Fund adopted GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, in FY2019. Previous years have not been restated.

# City of Kansas City, Missouri Department of Aviation

## Financial Trend Information

### Schedule of Historical Revenues and Expenses

### For the Last Ten Fiscal Years

	FYE 2013	FYE 2014	FYE 2015	FYE 2016
Operating Revenue				
Terminal and Aprons	\$ 11,121,889	\$ 11,027,530	\$ 18,316,372	\$ 18,222,720
Airfield	15,812,257	15,555,215	19,756,885	19,019,782
Parking	47,375,785	48,086,831	49,938,478	52,578,719
Rental Car	9,889,393	10,400,445	11,315,762	11,464,301
Concessions	3,509,905	3,845,650	4,018,871	4,304,860
Property Rentals	12,084,779	14,511,308	14,940,107	14,553,590
Other	1,412,008	1,439,477	1,867,173	1,589,224
Operating Grants	-	-	-	-
Total Operating Revenue	101,206,016	104,866,456	120,153,649	121,733,196
Non-Operating Revenue				
Earnings on Cash and Investments	1,542,208	384,123	2,248,184	1,601,590
Passenger Facility Charge	19,468,915	19,338,417	20,191,101	20,698,155
Customer Facility Charge	6,070,968	6,190,905	6,704,444	7,012,830
Transportation Facility Charge	4,771,188	4,871,428	5,274,163	5,516,760
Grant Revenue	627,742	258,543	306,075	211,599
Other Income	1,338,414	914,291	5,277,607	657,052
Total Non-Operating Revenue	33,819,435	31,957,707	40,001,574	35,697,986
Total Revenue	135,025,451	136,824,163	160,155,224	157,431,182
Operating Expenses				
Salaries, Wages and Employee Benefits	29,366,163	30,652,545	30,253,844	29,511,627
Contractual Services	38,045,794	39,330,829	43,022,772	43,138,679
Commodities	4,592,404	4,945,061	5,147,628	4,579,143
Other	-	-	-	-
Total Operating Expenses	72,004,361	74,928,435	78,424,243	77,229,449
Non-Cash Expenses				
Depreciation	54,397,159	52,502,811	53,107,267	52,244,066
Amortization	127,101	50,462	27,308	27,308
Total Non-Cash Expenses	54,524,260	52,553,273	53,134,575	52,271,374
Non-Operating Expenses				
Interest Expense	13,335,509	10,049,772	8,731,546	7,703,878
Interest Expense funded by bond proceeds				
Other Expense	10,328,895	8,668,294	8,283,822	5,461,338
Total Non-Operating Expenses	23,664,404	18,718,066	17,015,368	13,165,216
Total Expenses	150,193,025	146,199,774	148,574,186	142,666,039
Change in Net Assets Before Capital Contributions, Transfers and Special Items	(15,167,574)	(9,375,611)	11,581,037	14,765,143
Capital Contributions	10,032,725	7,402,601	11,832,670	14,055,447
Transfers Out	-	-	-	-
Change in Net Assets Before Special Items	\$ (5,134,849)	\$ (1,973,010)	\$ 23,413,708	\$ 28,820,590
Special Items	-	-	-	-
Change in Net Assets	\$ (5,134,849)	\$ (1,973,010)	\$ 23,413,708	\$ 28,820,590

<sup>1</sup> With the adoption of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, some costs associated with the issuance of bonds are now required to be expensed; deferred loss on refunding is recognized as a deferred outflow of resources; and deferred gain on refunding is recognized as a deferred inflow of resources. FYE2013 has been reformatted to conform to these new requirements.

<sup>2</sup> The Fund adopted GASB 68, *Accounting and Financial Reporting for Pensions--An Amendment of GASB Statement No. 27*, and GASB 72, *Fair Value Measurement and Application* in FY2013. Previous years have not been restated.

<sup>3</sup> The Fund adopted GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, in FY2019. Previous years have not been restated.

<sup>4</sup> The Fund adopted GASB 89, *Accounting for Interest Costs Incurred before the End of a Construction Period*, in FY2019 which eliminated the requirement to capitalize interest costs.

**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Historical Revenues and Expenses**  
**For the Last Ten Fiscal Years**

FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
\$ 18,337,878	\$ 19,255,527	\$ 20,441,775	\$ 19,262,301	\$ 15,744,792	\$ 26,162,620
21,092,117	21,789,119	19,285,154	20,855,754	16,774,847	10,259,755
55,425,436	55,630,039	57,132,558	49,730,965	18,320,345	44,727,588
11,022,127	11,697,520	11,939,351	10,811,914	6,186,873	11,666,341
4,485,030	4,687,281	5,046,794	4,983,039	1,089,232	(1,491,187)
14,241,144	13,048,179	13,351,915	12,837,032	11,216,799	15,068,246
1,819,298	2,168,112	2,400,449	2,311,950	1,015,900	1,847,487
-	-	-	-	21,361,477	30,822,074
126,423,030	128,275,777	129,597,996	120,792,955	91,710,265	139,062,924
1,355,001	646,802	4,794,371	24,344,236	13,129,506	(1,482,308)
21,672,476	22,178,778	22,733,307	18,097,525	8,340,951	17,404,791
7,008,786	7,059,252	7,068,579	4,397,820	982,288	1,670,041
5,513,578	5,546,800	5,545,840	5,443,930	2,091,970	3,836,338
222,402	220,963	245,398	213,980	13,363,938	5,124,176
1,191,130	1,072,057	1,859,255	1,116,322	830,630	2,142,199
36,963,373	36,724,652	42,246,750	53,613,813	38,739,283	28,695,237
163,386,403	165,000,429	171,844,746	174,406,768	130,449,548	167,758,161
33,534,185	35,043,425	34,554,096	35,659,843	36,824,152	28,770,845
42,005,276	41,953,823	47,716,020	44,540,264	35,633,886	42,646,444
4,802,425	5,558,691	6,019,973	5,249,658	4,185,833	5,080,873
-	-	-	-	-	-
80,341,886	82,555,939	88,290,089	85,449,765	76,643,871	76,498,162
51,356,406	51,912,774	49,963,301	49,908,700	46,897,753	48,727,465
27,308	27,308	6,827	80,487	186,089	275,593
51,383,714	51,940,082	49,970,128	49,989,187	47,083,842	49,003,058
6,538,200	4,833,536	4,315,993	3,658,600	1,494,489	817,322
-	-	365,727	37,657,604	54,799,371	65,637,894
6,731,056	8,079,690	6,796,704	8,654,971	14,503,705	3,858,303
13,269,256	12,913,226	11,478,424	49,971,175	70,797,565	70,313,519
144,994,856	147,409,247	149,738,641	185,410,127	194,525,278	195,814,739
18,391,547	17,591,182	22,106,105	(11,003,359)	(64,075,730)	(28,056,578)
21,260,964	18,835,213	12,010,820	14,709,374	12,056,418	39,301,320
-	-	-	-	-	(192,164)
\$ 39,652,511	\$ 36,426,395	\$ 34,116,925	\$ 3,706,015	\$ (52,019,312)	\$ 11,052,578
-	-	-	44,817,180	-	-
\$ 39,652,511	\$ 36,426,395	\$ 34,116,925	\$ (41,111,165)	\$ (52,019,312)	\$ 11,052,578

# City of Kansas City, Missouri Department of Aviation

## Financial Trend Information

### Schedule of Statements of Cash Flows

#### For the Last Ten Fiscal Years

	FYE 2013	FYE 2014	FYE 2015	FYE 2016
<b>Cash Flows from Operating Activities</b>				
Cash received from providing services	\$ 100,971,172	\$ 101,510,677	\$ 118,202,580	\$ 121,261,554
Cash paid to employees, including benefits	(28,739,693)	(29,943,943)	(30,238,032)	(30,282,374)
Cash paid to suppliers	(41,532,637)	(44,338,062)	(39,602,400)	(44,128,969)
Cash paid for interfund services	-	-	(8,865,573)	(7,821,744)
Cash provided by Operating Activities	30,698,842	27,228,672	39,496,575	39,028,467
<b>Cash Flows from Non-Capital Financing Activities</b>				
Proceeds from operating grants	627,741	258,543	306,075	211,599
Other financial assistance	-	-	-	-
Payments of interfund receivable	-	-	-	364,501
Due other government	2,500,000	1,335,584	-	-
Transfer from Special Facility Fund	-	-	-	-
Transportation facility charges	4,771,188	4,871,428	5,274,163	5,516,760
Payment of transportation facility charges to third party	(4,771,188)	(4,871,428)	(5,274,163)	(5,516,760)
Lease buyout of MCI Air Cargo Center I & II	-	-	-	-
Refund unused tax proceeds to MDFB	-	-	-	-
Cash provided by (used in) Non-Capital Financing Activities	3,127,741	1,594,127	306,075	576,100
<b>Cash Flows from Capital and Related Financing Activities</b>				
Purchase of capital assets	(4,672,869)	(5,304,668)	(1,313,036)	(4,370,852)
Construction of capital assets	(27,331,581)	(23,157,409)	(16,498,443)	(31,635,272)
Construction contract retainage	-	-	-	-
Payments on matured coupons	-	-	-	-
Proceeds from capital debt received	-	216,882,288	-	-
Bond issue costs paid	-	-	-	-
Capital debt refunded	-	(210,370,000)	-	-
Principal paid on capital debt	(20,245,000)	(3,910,000)	(12,405,000)	(22,435,000)
Interest paid on capital debt	(14,049,252)	(12,705,250)	(11,198,710)	(10,416,659)
Fiscal Agent Fees	-	-	(1,570)	(993)
Defeasance of bond principal	-	(26,625,000)	-	-
Spec Oblig Exp for defeasance of bonds	-	(832,227)	-	-
Contribution to related party for construction of capital assets	(2,849,029)	-	-	-
Community improvement district collections	418,500	438,800	523,199	508,895
Passenger facility Charges	19,468,916	19,338,417	20,191,101	20,698,155
Customer facility charges	6,070,968	6,190,905	6,704,444	7,012,830
Proceeds from sales of capital assets	23,547	14,125	111,971	25,004
Capital grants	12,178,668	7,330,949	11,606,817	14,388,635
Cash provided by (used in) Capital and Related Financial Activities	(30,987,132)	(32,709,070)	(2,279,227)	(26,225,257)
<b>Cash Flows from Investing Activities</b>				
Purchase of investments	(102,447,465)	(100,582,963)	(122,856,447)	(149,531,385)
Proceeds from sales and maturities of investments	99,949,106	100,281,367	87,603,145	126,537,907
Proceeds from sale of investment property	-	-	-	-
Gain/Loss on disposal of investment property	-	-	-	-
Interest received	783,064	1,624,614	1,683,214	1,824,113
Loan to general fund	-	-	-	-
Cash provided by Investing Activities	(1,715,295)	1,323,018	(33,570,088)	(21,169,365)
<b>Net increase (decrease) in Cash and Cash Equivalents</b>	1,124,156	(2,563,253)	3,953,335	(7,790,055)
<b>Cash and Cash Equivalents at Beginning of Year</b>	9,618,994	10,743,150	6,825,517	10,778,852
<b>Cash and Cash Equivalents at End of Year</b>	\$ 10,743,150	\$ 8,179,897	\$ 10,778,852	\$ 2,988,797
<b>Reconciliation to Statements of Net Position</b>				
Cash and Cash Equivalents				
Unrestricted	\$ 5,437,591	\$ 3,049,052	\$ 4,545,335	\$ 1,384,056
Restricted	5,305,559	3,776,465	6,233,517	1,604,741
Cash and Cash Equivalents at End of Year	\$ 10,743,150	\$ 6,825,517	\$ 10,778,852	\$ 2,988,797

**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Statements of Cash Flows**  
**For the Last Ten Fiscal Years**

FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
\$ 124,768,975	\$ 124,922,924	\$ 129,774,574	\$ 122,736,161	\$ 68,938,543	\$ 115,485,051
(31,581,793)	(31,874,863)	(32,267,842)	(32,375,349)	(32,500,415)	(31,888,826)
(35,138,121)	(48,063,938)	(58,250,455)	(53,605,455)	(72,427,484)	(80,710,263)
(7,884,135)	(8,279,213)	(8,229,676)	(8,490,050)	(8,752,681)	(8,370,314)
50,164,926	36,704,910	31,026,601	28,265,307	(44,742,037)	(5,484,352)
222,402	220,963	245,398	213,981	174,798	170,432
-	-	-	-	34,550,616	28,856,333
1,454,053	3,042,055	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
5,513,578	5,546,800	5,545,840	5,443,930	2,091,970	3,836,338
(5,513,578)	(5,546,800)	(5,545,840)	(5,443,930)	(2,091,970)	(3,836,338)
-	-	-	-	(8,098,000)	-
-	-	(1,491,915)	-	-	-
1,676,455	3,263,018	(1,246,517)	213,981	26,627,414	29,026,765
(5,268,050)	(4,049,626)	(7,319,009)	(3,464,795)	(2,567,084)	(2,514,424)
(44,082,770)	(61,865,854)	(73,136,242)	(214,849,502)	(415,180,341)	(425,260,851)
-	-	-	-	-	-
-	-	-	-	-	-
-	-	110,970,361	1,044,714,365	687,184,780	-
-	-	-	(8,123,144)	(9,156,949)	-
-	-	-	-	(76,177,857)	(160,858)
(23,530,000)	(24,740,000)	(21,060,000)	(22,145,000)	(11,200,000)	(11,830,000)
(9,314,784)	(8,105,096)	(6,536,225)	(39,642,190)	(59,001,477)	(74,223,114)
(668)	(318)	(829,085)	(518)	(4,918)	(5,518)
-	-	(15,575,000)	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
630,748	719,190	1,074,288	1,010,740	606,771	959,986
21,672,476	23,081,114	22,696,988	18,097,525	8,340,951	17,404,791
7,008,786	7,059,252	7,068,579	4,397,820	982,288	1,670,041
107,230	80,430	30,100	7,650	88,175	112,025
19,211,595	17,135,428	15,314,958	15,156,881	9,134,418	34,937,587
(33,565,437)	(50,685,480)	32,699,713	795,159,831	133,048,757	(458,910,335)
(185,072,615)	(98,666,369)	(200,421,123)	(205,122,115)	(204,453,135)	(349,964,786)
173,137,081	101,870,171	199,500,900	192,630,556	211,113,799	287,325,222
-	-	-	14,389,942	-	-
-	-	-	(629,395)	-	-
2,116,187	2,888,332	6,887,229	24,187,781	13,467,379	(2,259,755)
(9,819,347)	6,092,134	5,967,006	25,456,768	20,128,043	(64,899,319)
8,456,597	(4,625,418)	68,446,803	849,095,887	135,062,177	(500,267,241)
2,988,797	11,445,394	6,819,976	75,266,779	924,362,666	1,059,424,843
\$ 11,445,394	\$ 6,819,976	\$ 75,266,779	\$ 924,362,666	\$ 1,059,424,843	\$ 559,157,602
\$ 4,907,489	\$ 2,655,609	\$ 39,922,288	\$ 17,547,250	\$ 2,803,509	\$ 2,405,188
6,537,905	4,164,367	71,274,551	906,815,416	1,056,621,334	556,752,414
\$ 11,445,394	\$ 6,819,976	\$ 111,196,839	\$ 924,362,666	\$ 1,059,424,843	\$ 559,157,602

**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Unrestricted and Restricted Cash and Investments**  
**For the Last Ten Fiscal Years**

	<b>FYE 2013</b>	<b>FYE 2014</b>	<b>FYE 2015</b>	<b>FYE 2016</b>
Unrestricted Cash and Investments	\$ 86,645,175	\$ 75,944,397	\$ 87,090,823	\$ 102,028,896
Restricted Passenger Facility Charge	26,074,989	31,582,672	41,422,621	41,276,198
Restricted Customer Facility Charge	4,773,735	4,593,535	5,170,056	6,462,310
Restricted DEA Forfeited Property	142,005	138,560	169,708	205,706
Restricted Richards-Gebaur	16,664	16,706	16,879	-
Restricted Airlines Operation and Maintenance	10,869,000	10,843,000	11,502,000	11,399,000
Restricted Deferred Maintenance and Replacement	-	-	-	-
Restricted Principal and Interest	15,590,251	10,181,189	16,778,381	17,337,173
Restricted Capitalized Interest with Trustee				
Restricted Bond Reserves	12,858,000	19,627,624	20,972,061	23,286,111
Restricted Construction Proceeds	9,733,229	10,153,296	19,592,639	18,010,648
Restricted Cash with Trustee	-	-	-	-
Restricted Other	7,063,022	5,925,366	5,925,366	3,670,038
Total Unrestricted and Restricted Cash and Investments	<u>\$173,766,070</u>	<u>\$ 169,006,345</u>	<u>\$208,640,534</u>	<u>\$ 223,676,080</u>



**City of Kansas City, Missouri Department of Aviation**  
**Financial Trend Information**  
**Schedule of Unrestricted and Restricted Cash and Investments**  
**For the Last Ten Fiscal Years**

<b>FYE 2017</b>	<b>FYE 2018</b>	<b>FYE 2019</b>	<b>FYE 2020</b>	<b>FYE 2021</b>	<b>FYE 2022</b>
\$ 106,850,290	\$ 103,219,713	\$ 114,985,192	\$ 150,493,368	\$ 145,799,733	\$ 194,791,489
53,266,518	48,743,839	53,008,699	62,345,199	63,538,321	64,998,348
7,795,844	9,098,481	3,399,551	9,049,559	9,977,802	8,714,864
246,526	269,572	247,602	274,226	281,133	302,895
-	-	-	-	-	-
11,992,000	12,409,000	12,917,000	12,983,000	12,983,000	12,983,000
-	-	-	-	-	-
17,947,756	18,577,277	15,700,083	153,409,675	2,134,794	2,134,766
		-	-	144,289,464	74,225,705
23,286,267	23,287,767	23,286,736	34,673,119	50,744,976	58,936,340
18,040,439	15,833,906	11,666,100	8,117,957	7,959,384	3,846,253
-	-	67,078,776	732,531,080	854,570,091	433,717,361
3,670,038	1,483,158	-	-	-	-
<b>\$ 243,095,678</b>	<b>\$ 232,922,713</b>	<b>\$ 302,289,739</b>	<b>\$ 1,163,877,184</b>	<b>\$ 1,292,278,698</b>	<b>\$ 854,651,021</b>

**City of Kansas City, Missouri Department of Aviation**  
**Revenue Capacity Information**  
**Schedule of Revenues, Expenses and Changes in Net Position by Facility**  
**For the Year Ended April 30 2022**

	<b>Kansas City International Airport</b>	<b>Charles B. Wheeler Downtown Airport</b>	<b>Total</b>
Operating Revenue			
Terminal and Aprons	\$ 26,162,620	\$ -	\$ 26,162,620
Airfield	9,542,737	717,018	10,259,755
Parking	44,727,588	-	44,727,588
Rental Car	11,631,740	34,601	11,666,341
Concessions	(1,491,187)	-	(1,491,187)
Property Rentals	10,947,486	4,120,760	15,068,246
Other	1,385,758	461,729	1,847,487
Operating Grants	30,769,529	52,545	30,822,074
Total Operating Revenue	133,676,271	5,386,653	139,062,924
Operating Expenses			
Salaries, Wages and Employee Benefits	27,522,569	1,248,276	28,770,845
Contractual Services	41,188,160	1,458,284	42,646,444
Commodities	4,385,890	694,983	5,080,873
Total Operating Expenses	73,096,619	3,401,543	76,498,162
Total Operating Income before Depreciation and Amortization	60,579,652	1,985,110	62,564,762
Non-Cash Operating Expenses			
Depreciation	48,441,131	286,334	48,727,465
Amortization	275,593	-	275,593
Total Non-Cash Operating Expenses	48,716,724	286,334	49,003,058
Total Operating Income (Loss)	11,862,928	1,698,776	13,561,704
Non-Operating Revenue			
Earnings on Cash and Investments	(1,482,308)	-	(1,482,308)
Passenger Facility Charge	17,404,791	-	17,404,791
Customer Facility Charge	1,670,041	-	1,670,041
Transportation Facility Charge	-	-	-
Grant Revenue	5,124,176	-	5,124,176
Proceeds from CID sales tax	-	-	-
Other non-operating revenue	5,978,537	-	5,978,537
Total Non-Operating Revenue	28,695,237	-	28,695,237
Non-Operating Expenses			
Interest Expense	817,322	-	817,322
Interest Expense From Bond Proceeds	65,637,894	-	65,637,894
Other Expense	4,050,467	-	4,050,467
Total Non-Operating Expenses	70,505,683	-	70,505,683
Total Non-Operating Revenues, net	(41,810,446)	-	(41,810,446)
Gain (Loss) before Capital Contribution	(29,947,518)	1,698,776	(28,248,742)
Capital Contribution	37,034,520	2,266,800	39,301,320
Changes in Net Position	\$ 7,087,002	\$ 3,965,576	\$ 11,052,578

**City of Kansas City, Missouri Department of Aviation**  
**Revenue Capacity Information**  
**Schedule of Grants**  
**For the Year Ended April 30, 2022**

Grant Number	Location	Description	Maximum Balance	FYE22 Revenue	Executed	Status
<b>Capital Grant Revenue</b>						
AIP 3-29-0040-074-2016	MCI	Rehabilitate Taxiway B - Phase 1	\$ 19,037,868	\$ (36,479)	FY17	Open
AIP 3-29-0040-075-2017	MCI	Rehabilitate Taxiway B - Phase 2	11,303,243	108,348	FY18	Open
AIP 3-29-0040-076-2018	MCI	Reconstruct Taxiway F; Install Taxiway edge lights and guidance signs	16,209,802	16,806	FY18	Open
AIP 3-29-0040-077-2020	MCI	Brite System Replacement	2,213,754	375,860	FY21	Open
AIP 3-29-0040-078-2020	MCI	Rehabilitate Taxiway C	7,907,978	2,188,849	FY21	Open
AIP 3-29-0040-079-2020	MCI	Reconstruct Runway 1L-19R, Phase 1 - Desig	3,578,720	14,313	FY21	Open
AIP 3-29-0040-081-2021	MCI	Reconstruct Runway 1L-19R, Phase 2 - Const	22,084,575	22,084,575	FY21	Open
AIP 3-29-0040-084-2021	MCI	Reconstruct Runway 1L-19R - FAA Reimb Ag	321,237	321,237	FY21	Open
AIP 3-29-0041-027-2018	MKC	Hotspot Mitigation Adjacent to Taxiway D	508,721	5,711	FY19	Open
AIP 3-29-0041-029-2021	MKC	Rehabilitate Taxiway A at MKC	2,261,089	2,261,089	FY19	Open
TSA OTA 70T04019T9CAP1057	MCI	Construction of Terminal C-AA Baggage EDS @ KCI	644,706	65,191	FY20	Open
TSA OTA 70T04021T7672N018	MCI	Electronic Baggage Screening Program - New Terminal	14,646,379	11,642,957	FY22	Open
MODOT AIR 196-106A-2	MCI	Overhaul Base Pavement Rehab - Design Only	343,778	40,080	FY20	Open
DE-EE00082621	MCI	Metropolitan Energy Center (MEC) - Accelerating Alternative Fuel Adoptions in Mid-America	212,783	212,783	FY19	Open
<b>Total Capital Grant Revenue</b>				<b>\$ 39,301,320</b>		
<b>Operating Grant Revenue</b>						
AIP 3-29-0040-080-2020	MCI	CARES Act <sup>1</sup>	\$ 43,432,969	\$ 818,679	FY21	Open
AIP 3-29-0040-082-2021	MCI	CRRSA Act - KCI <sup>2</sup>	10,949,580	10,949,580	FY21	Open
AIP 3-29-0040-083-2021	MCI	CRRSA Act - KCI Addendum <sup>4</sup>	1,233,518	1,233,518	FY21	Open
AIP 3-29-0040-086-2021	MCI	ARP Act - KCI <sup>5</sup>	37,900,124	17,758,493	FY22	Open
AIP 3-29-0040-087-2021	MCI	ARP Act - KCI Addendum <sup>7</sup>	4,934,070	4,934,070	FY22	Open
AIP 3-29-0041-030-2021	MKC	CRRSA Act - MKC <sup>3</sup>	57,000	52,546	FY22	Open
70T02020T9NNCP446	MCI	TSA-Explosives Detection K-9 Team Program	1,010,010	177,929	FY21	Open
MO0831800	MCI	DEA-Task Force Program		21,435	FY22	Open
<b>Total Operating Grant Revenue</b>				<b>\$ 35,946,250</b>		

**NOTES:**

<sup>1</sup> Coronavirus Aid, Relief, and Economic Security Act (CARES ACT)

<sup>2</sup> Coronavirus Response and Relief Supplemental Appropriations Act for Kansas City International Airport (CRRSA ACT-KCI)

<sup>3</sup> Coronavirus Response and Relief Supplemental Appropriations Act for Charles B. Wheeler Downtown Airport (CRRSA ACT-MKC)

<sup>4</sup> Coronavirus Response and Relief Supplemental Appropriations Act - Concession Relief Addendum (CRRSA ACT-Addendum)

<sup>5</sup> American Rescue Plan Act for Kansas City International Airport (ARP ACT-KCI)

<sup>6</sup> American Rescue Plan Act for Charles B. Wheeler Downtown Airport (ARP ACT-MKC)

<sup>7</sup> American Rescue Plan Act - Concession Relief Addendum (ARP ACT-Addendum)

# City of Kansas City, Missouri Department of Aviation

## Revenue Capacity Information

### Schedule of Highest Paying Customers

### For the Last Ten Fiscal Years

	FYE 2013		FYE 2014		FYE 2015		FYE 2016		FYE 2017	
	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
Southwest Airlines	1	\$ 10,309,695	1	\$ 10,525,358	1	\$ 13,454,506	1	\$ 13,842,787	1	\$ 15,042,957
American Airlines	10	2,133,037	8	2,145,696	7	2,637,266	4	4,085,813	3	6,551,089
Jet Midwest	11	1,693,109	12	1,365,842	4	3,422,367	5	3,076,588	7	2,415,521
Hertz Car Rental	6	2,331,191	9	2,040,018	10	2,397,672	9	2,382,713	9	2,278,870
Host International, Inc.	8	2,160,244	4	2,446,492	8	2,589,194	7	2,794,501	5	3,070,180
Avis Budget Group	4	2,806,291	6	2,237,312	9	2,537,056	8	2,473,536	8	2,337,253
Vanguard Car Rental	9	2,139,753	5	2,294,176	6	2,773,392	6	2,996,567	6	2,914,547
Delta Air Lines	2	5,143,024	2	5,050,591	2	6,987,393	2	7,027,829	2	7,269,418
United Airlines <sup>2</sup>	3	4,147,453	3	3,726,085	3	5,011,162	3	4,827,004	4	4,968,659
US Airways	5	2,438,105	7	2,209,499	5	3,084,630	10	1,818,792	-	-
Continental Airlines	-	-	-	-	-	-	-	-	14	1,068,598
Paradies News & Gifts	-	-	-	-	-	-	15	1,071,774	-	-
Frontier Airlines	7	2,323,513	11	1,369,290	14	1,229,828	-	-	12	1,148,245
Signature Flight Support <sup>1</sup>	13	1,283,956	-	-	12	1,333,822	-	-	10	1,605,756
Enterprise Rent A Car	12	1,303,709	10	1,393,251	11	1,455,303	11	1,594,318	13	1,074,467
VML, Inc.	15	1,058,361	15	984,138	-	-	14	1,081,295	-	-
DTAG	-	-	13	1,341,712	-	-	-	-	11	1,299,504
WireCo WorldGroup	14	1,157,239	14	1,331,056	13	1,315,742	13	1,158,430	-	-
Aviation Technical Services	-	-	-	-	15	1,218,856	12	1,437,344	15	1,059,104

	FYE 2018		FYE 2019		FYE 2020		FYE 2021		FYE 2022	
	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
Southwest Airlines	1	\$ 15,062,231	1	\$ 15,295,730	1	\$ 14,918,189	1	\$ 12,546,673	1	\$ 21,091,093
American Airlines <sup>3</sup>	3	6,396,045	3	6,244,700	3	6,586,550	2	6,349,657	3	10,998,765
Jet Midwest	9	2,112,436	9	2,308,628	7	2,550,447	6	1,906,871	10	2,256,315
Hertz Car Rental	8	2,231,410	7	2,393,336	8	2,413,468	13	1,282,014	8	2,677,324
Host International, Inc.	5	3,248,653	5	3,387,523	5	3,337,878	-	-	11	2,121,816
Avis Budget Group	7	2,352,273	8	2,322,647	10	2,111,463	12	1,375,689	6	3,384,259
Vanguard Car Rental	6	3,188,926	6	3,303,552	6	3,227,848	5	2,483,354	5	4,657,160
Delta Air Lines	2	7,145,557	2	7,621,481	2	7,925,497	3	6,290,057	2	11,364,920
United Airlines <sup>2</sup>	4	4,914,358	4	5,214,330	4	5,382,142	4	4,701,466	4	7,326,771
US Airways	-	-	-	-	-	-	-	-	-	-
Paradies News & Gifts	-	-	-	-	13	1,353,680	-	-	-	-
Frontier Airlines	-	-	-	-	-	-	14	1,030,853	-	-
Signature Flight Support <sup>1</sup>	12	1,201,789	13	1,311,399	12	1,547,140	10	1,565,447	12	1,737,467
Enterprise Rent A Car	10	1,857,167	10	1,988,578	9	2,140,306	9	1,604,564	9	2,616,699
VML, Inc.	15	1,072,622	12	1,394,073	11	1,621,440	8	1,621,440	13	1,632,250
Aviation Technical Services	13	1,104,152	11	1,407,755	-	-	-	-	15	1,457,898
Alaska Airlines	-	-	-	-	-	-	15	874,421	-	-
Federal Express	-	-	-	-	-	-	7	1,897,737	-	-
Spirit Airlines	11	1,273,177	15	1,151,409	15	1,161,573	11	1,474,041	7	3,111,172
PRG Parking Mgt. d/b/a Parking Spot	14	1,089,635	14	1,199,040	14	1,292,848	-	-	-	-
DTAG (Dollar/Thrifty)	-	-	-	-	-	-	-	-	14	1,467,176

<sup>1</sup>Executive Beechcraft changed its name to Signature Flight Support in FY 2011.

<sup>2</sup>United contains totals from Continental beginning FY2013

<sup>3</sup>American contains totals from US Airways FY2016

# City of Kansas City, Missouri Department of Aviation

## Revenue Capacity Information

### Schedule of Most Popular Destinations

#### For the Last Ten Calendar Years

Rank	City	CY2012	City	CY2013	City	CY2014	City	CY2015	City	CY2016
1	Denver	447,579	Denver	468,243	Denver	485,516	Denver	455,644	Denver	456,153
2	Chicago, Midway	331,560	Chicago, Midway	321,938	Chicago, Midway	334,623	Las Vegas	389,877	Los Angeles	426,967
3	Orlando	289,709	Atlanta	280,960	Las Vegas	314,304	Chicago, Midway	345,645	Las Vegas	402,232
4	Las Vegas	306,558	Las Vegas	278,535	Orlando	303,697	Los Angeles	325,032	Orlando	374,776
5	Atlanta	274,490	Phoenix	273,568	Atlanta	298,955	Atlanta	318,346	Atlanta	349,816
6	Los Angeles	249,205	Orlando	261,002	Phoenix	285,314	Orlando	303,199	Chicago, Midway	336,650
7	Phoenix	264,124	Los Angeles	256,274	Los Angeles	277,183	Phoenix	302,146	Phoenix	309,526
8	New York, LGA	205,801	Dallas, Love	230,000	Dallas, Love	246,110	Dallas, Love	285,024	New York, LGA	293,753
9	Chicago, O'Hare	219,080	Chicago, O'Hare	226,610	Chicago, O'Hare	239,091	New York, LGA	253,905	Washington, DCA	257,568
10	Dallas, Love	240,565	Washington, DCA	186,913	New York, LGA	205,574	Chicago, O'Hare	243,114	Dallas, Love	249,764
11	Washington, DCA	204,347	New York, LGA	184,091	Dallas/Forth Worth	205,299	Washington, DCA	238,157	Chicago, O'Hare	239,142
12	Dallas/Forth Worth	185,549	Dallas/Forth Worth	175,515	Washington, DCA	199,286	Dallas/Forth Worth	215,565	Seattle/Tacoma	202,660
13	Baltimore	149,948	Minneapolis/St. Paul	169,365	Seattle/Tacoma	178,725	Seattle/Tacoma	181,512	Dallas/Forth Worth	190,279
14	Tampa	158,669	Seattle/Tacoma	163,009	Minneapolis/St. Paul	172,594	Minneapolis/St. Paul	173,800	Detroit	181,479
15	Seattle/Tacoma	166,998	Fort Lauderdale	160,280	Baltimore	159,723	Detroit	169,543	Minneapolis/St. Paul	179,873
16	San Diego	170,849	San Diego	154,703	Boston	156,536	Boston	163,529	Philadelphia	158,072
17	Boston	135,576	Philadelphia	152,265	San Diego	154,713	Fort Lauderdale	160,065	Nashville	155,266
18	Philadelphia	140,529	Baltimore	150,797	Philadelphia	149,894	Houston, Hobby	156,358	Boston	154,496
19	Fort Lauderdale	157,161	Boston	142,665	Fort Lauderdale	148,807	Baltimore	152,791	San Diego	153,158
20	Nashville	138,473	Nashville	140,099	Nashville	144,759	San Diego	152,221	Houston, Hobby	152,795
Total Passengers, all destinations		8,562,161	Total Passengers, all destinations	8,859,503	Total Passengers, all destinations	9,130,799	Total Passengers, all destinations	9,519,022	Total Passengers, all destinations	9,912,998

Rank	City	CY2017	City	CY2018	City	CY2019	City	CY2020	City	CY2021
1	Denver	530,536	Denver	544,776	Denver	562,432	Denver	237,562	Orlando	402,486
2	Los Angeles	481,943	Los Angeles	465,379	Los Angeles	477,766	Orlando	187,879	Denver	370,634
3	Las Vegas	425,877	Las Vegas	385,778	Orlando	397,868	Phoenix	184,776	Las Vegas	326,942
4	Orlando	405,721	Orlando	381,659	Las Vegas	369,998	Los Angeles	169,508	Phoenix	303,468
5	Atlanta	367,738	Atlanta	366,388	Atlanta	352,942	Las Vegas	169,444	Los Angeles	264,254
6	Chicago, Midway	354,626	Phoenix	345,489	Phoenix	331,610	Atlanta	138,853	Atlanta	221,010
7	Phoenix	321,296	Chicago, Midway	336,515	Chicago, Midway	320,642	Dallas, Love	126,341	Tampa	181,402
8	New York, LGA	305,013	New York, LGA	287,231	New York, LGA	303,447	Chicago, Midway	100,519	Dallas, Love	172,005
9	Dallas, Love	257,568	Dallas, Love	279,028	Dallas, Love	277,816	Tampa	89,730	Dallas/Forth Worth	160,101
10	Washington, DCA	249,764	Chicago, O'Hare	245,758	Washington, DCA	244,016	Seattle	84,512	Chicago, Midway	159,903
11	Chicago, O'Hare	239,142	Washington, DCA	239,043	Chicago, O'Hare	240,107	Fort Lauderdale	82,966	Chicago, O'Hare	154,359
12	Seattle/Tacoma	202,660	Seattle/Tacoma	224,478	Seattle/Tacoma	233,828	Dallas/Forth Worth	80,551	Seattle	147,906
13	Dallas/Forth Worth	190,279	San Diego	211,607	San Diego	210,904	San Diego	73,435	Nashville	133,573
14	Detroit	181,479	Detroit	201,618	Detroit	204,266	Nashville	71,585	New York, LGA	131,954
15	Boston	179,873	Boston	199,834	Dallas/Forth Worth	196,094	Houston, Hobby	70,650	Fort Myers	129,383
16	Minneapolis/St. Paul	158,072	Dallas/Forth Worth	195,382	Minneapolis/St. Paul	189,422	Chicago, O'Hare	68,092	Fort Lauderdale	128,502
17	Philadelphia	155,266	Minneapolis/St. Paul	189,632	Fort Lauderdale	184,589	Washington, DCA	68,034	San Diego	116,101
18	San Diego	154,496	Tampa	185,864	Boston	176,882	New York, LGA	64,383	Baltimore	105,783
19	Tampa	153,158	Ft. Lauderdale	170,848	Tampa	174,989	Detroit	61,965	Detroit	102,602
20	Ft. Lauderdale	152,795	Nashville	163,130	Houston, Hobby	167,987	Baltimore	56,966	Salt Lake City	98,115
Total Passengers, all destinations		10,398,528	Total Passengers, all destinations	10,713,130	Total Passengers, all destinations	10,773,742	Total Passengers, all destinations	4,172,765	Total Passengers, all destinations	7,349,272

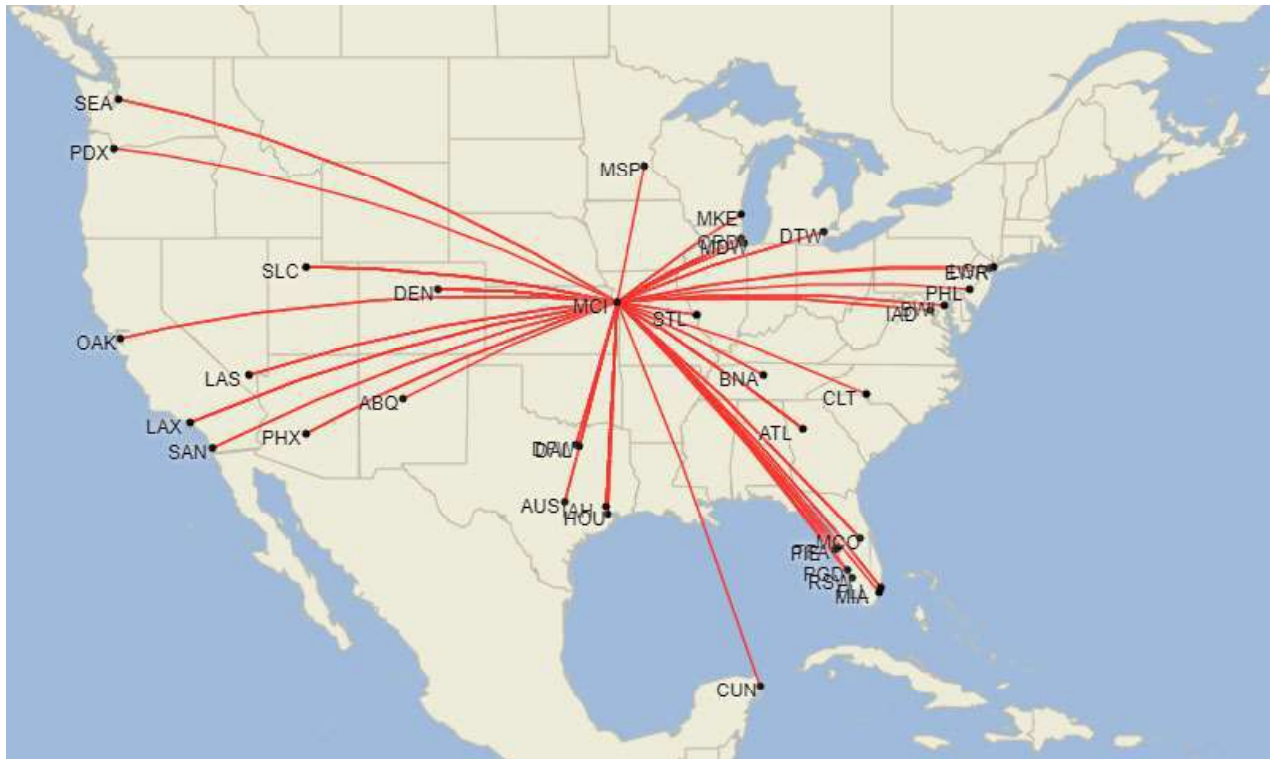
One passenger flying roundtrip is counted twice.

Source: U.S. DOT Dynamic Table Report for all Airlines between MCI and all Destinations

# City of Kansas City, Missouri Department of Aviation

## Revenue Capacity Information

### Schedule of Non-Stop Destinations



#### Non-Stop Passenger Flights from Kansas City International Airport (MCI) (number of daily flights/weekly flights)

Atlanta, GA, US (7/51)  
 Austin, TX, US (4/26)  
 Baltimore, MD, US (2/13)  
 Boston, MA, US (3/24)  
 Charlotte-Douglas, NC, US (2/16)  
 Chicago-Midway, IL, US (5/32)  
 Chicago-O'Hare, IL, US (7/49)  
 Dallas-Love, TX, US (5/34)  
 Dallas/Fort Worth, TX, US (6/43)  
 Denver, CO, US (8/58)  
 Destin-Ft Walton Beach, FL, US (0/3)  
 Detroit, MI, US (4/27)  
 Fort Lauderdale, FL, US (2/11)  
 Fort Myers, FL, US (0/2)

Houston-Hobby, TX, US (2/14)  
 Houston-Intercontinental, TX, US (4/27)  
 Las Vegas, NV, US (4/28)  
 Los Angeles, CA, US (3/20)  
 Miami, FL, US (1/8)  
 Minneapolis/St. Paul, MN, US (4/25)  
 Nashville, TN, US (3/19)  
 New Orleans, LA, US (1/6)  
 New York-JFK, NY, US (1/7)  
 New York-La Guardia, NY, US (7/51)  
 Newark, NJ, US (3/18)  
 Oakland, CA, US (1/7)  
 Orlando, FL, US (4/29)  
 Panama City, FL, US (0/1)

Pensacola, FL, US (0/1)  
 Philadelphia, PA, US (2/14)  
 Phoenix, AZ, US (5/36)  
 Punta Gorda, FL, US (0/2)  
 Salt Lake City, UT, US (3/21)  
 San Diego, CA, US (1/6)  
 Sarasota/Bradenton, FL, US (0/1)  
 Seattle, WA, US (3/21)  
 St. Louis, MO, US (3/18)  
 St. Petersburg, FL, US (0/2)  
 Tampa, FL, US (2/15)  
 Washington-Dulles, VA, US (1/7)  
 Washington-National, DC, US (4/31)

#### International Flights

Cancun, MX (1/4)

**118 peak day departures to  
 42 non-stop destinations**

# **City of Kansas City, Missouri Department of Aviation**

## **Revenue Capacity Information**

### **Schedule of Passenger and Cargo Airlines**

#### **Major/National Airlines**

Alaska Airlines  
Allegiant Airlines  
American Airlines  
Delta Airlines  
Frontier Airlines  
JetBlue Airways  
Southwest Airlines  
Spirit Airlines  
United Airlines

#### **Major/International Airline**

None

#### **Regional/Commuter Airlines**

Endeavor Air  
Envoy Air  
Mesa Airlines  
PSA Airlines  
Republic Airline  
SkyWest Airlines

#### **Cargo Carriers**

Amazon  
DHL  
FedEx  
Southern Air  
UPS

# City of Kansas City, Missouri Department of Aviation

## Revenue Capacity Information

### Schedule of Airline Service

Carrier	Non-Stop Destination	Number of Average Daily Departures	Number of Weekly Departures
Alaska Airlines	Seattle, WA, US	2	14
Allegiant Air	Destin-Ft Walton Beach, FL, US	0	2
	Punta Gorda, FL, US	0	2
	St. Petersburg, FL, US	0	2
American Airlines	Austin, TX, US	2	13
	Cancun, MX	0	0
	Charlotte-Douglas, NC, US	2	16
	Chicago-O'Hare, IL, US	3	21
	Dallas/Fort Worth, TX, US	6	43
	Miami, FL, US	1	8
	New York-La Guardia, NY, US	2	14
	Philadelphia, PA, US	2	14
	Phoenix, AZ, US	2	14
	Washington-National, DC, US	3	19
Delta Air Lines	Atlanta, GA, US	6	39
	Boston, MA, US	2	17
	Detroit, MI, US	4	27
	Los Angeles, CA, US	1	7
	Minneapolis/St. Paul, MN, US	4	25
	New York-La Guardia, NY, US	4	25
	Salt Lake City, UT, US	3	21
	Seattle, WA, US	1	7
Frontier Airlines	Cancun, MX	0	3
	Denver, CO, US	0	3
JetBlue Airways	Boston, MA, US	1	7
	New York-JFK, NY, US	1	7
Southwest Airlines	Atlanta, GA, US	2	13
	Austin, TX, US	2	13
	Baltimore, MD, US	2	13
	Cancun, MX	0	1
	Chicago-Midway, IL, US	5	32
	Dallas-Love, TX, US	5	34
	Denver, CO, US	5	34
	Destin-Ft Walton Beach, FL, US	0	1
	Fort Lauderdale, FL, US	1	8
	Fort Myers, FL, US	0	1
	Houston-Hobby, TX, US	2	14
	Las Vegas, NV, US	3	21
	Los Angeles, CA, US	1	7
	Nashville, TN, US	3	19
	New Orleans, LA, US	1	6
	New York-La Guardia, NY, US	2	13
	Oakland, CA, US	1	7
	Orlando, FL, US	3	21
	Panama City, FL, US	0	1
	Pensacola, FL, US	0	1
	Phoenix, AZ, US	3	22
	San Diego, CA, US	1	6
	Sarasota/Bradenton, FL, US	0	1
	St. Louis, MO, US	3	18
	Tampa, FL, US	2	14
	Washington-National, DC, US	2	12



**City of Kansas City, Missouri Department of Aviation**  
**Revenue Capacity Information**  
**Schedule of Airline Service**

<b>Carrier</b>	<b>Non-Stop Destination</b>	<b>Number of Average Daily Departures</b>	<b>Number of Weekly Departures</b>
Spirit Airlines	Fort Lauderdale, FL, US	0	3
	Fort Myers, FL, US	0	0
	Las Vegas, NV, US	1	7
	Los Angeles, CA, US	1	6
	Orlando, FL, US	1	8
	Tampa, FL, US	0	1
United Airlines	Chicago-O'Hare, IL, US	4	28
	Denver, CO, US	3	21
	Houston-Intercontinental, TX, US	4	27
	Newark, NJ, US	3	18
	Washington-Dulles, VA, US	1	7

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Ratios of Outstanding Debt, Debt Service and Debt Limits**  
**For the Last Ten Fiscal Years**

	FYE 2013	FYE 2014	FYE 2015	FYE 2016
Outstanding Debt by Type				
General Airport Revenue Bonds (GARBs) Non-PFC eligible <sup>1</sup>	\$ 143,145,000	\$ 114,020,000	\$ 110,880,000	\$ 98,150,000
General Airport Revenue Bonds (GARBs) PFC eligible <sup>1</sup>		83,060,000	77,860,000	72,420,000
Subordinate Bonds <sup>2</sup>	36,960,000	33,080,000	29,015,000	24,750,000
Passenger Facility Charge Bonds <sup>1</sup>	93,850,000	-	-	-
Airport Special Obligation Bonds <sup>3, 4, 5, 6</sup>	-	-	-	-
Add: Unamortized Premiums on Bonds	1,467,189	18,196,441	16,095,309	13,994,178
Less: Unamortized Discount on Bonds	(752,427)	(48,201)	(40,590)	(32,979)
Outstanding Debt	\$ 274,669,762	\$ 248,308,240	\$ 233,809,719	\$ 209,281,199
Enplaned Passengers	4,878,178	4,966,220	5,137,881	5,334,342
Outstanding Debt per Enplaned Passenger	\$ 56.31	\$ 50.00	\$ 45.51	\$ 39.23
Debt Service (in thousands)				
Principal	\$ 25,270	\$ 12,405	\$ 22,435	\$ 23,530
Interest	12,950	11,199	10,417	9,315
Total Debt Service	\$ 38,220	\$ 23,604	\$ 32,852	\$ 32,845
Ratio of Debt Service to Outstanding Debt	13.91%	9.51%	14.05%	15.69%

<sup>1</sup> Series 2013A&B Bonds refunded previously outstanding GARB bonds and outstanding Series 2001 PFC Bonds.

<sup>2</sup> Series 2005C CFC Subordinate Bonds were defeased and fully retired in FY2019.

<sup>3</sup> Series 2019A Airport Special Obligation Bonds were issued in FY2019.

<sup>4</sup> Series 2019B & 2019C Airport Special Obligation Bonds were issued in FY2020.

<sup>5</sup> Series 2020A & 2020B Airport Special Obligation Bonds, and 2020C Airport Special Obligation Refunding Bonds were issued in FY2021.

<sup>6</sup> Series 2020C Airport Special Obligation Refunding Bonds refunded Series 2013A bonds

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Ratios of Outstanding Debt, Debt Service and Debt Limits**  
**For the Last Ten Fiscal Years**

FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
\$ 84,815,000	\$ 70,790,000	\$ 56,050,000	\$ 40,550,000	\$ -	\$ -
66,700,000	60,685,000	54,365,000	47,720,000	-	-
20,275,000	15,575,000	-	-	-	-
-	-	-	-	-	-
-	-	98,460,000	984,745,000	1,616,985,000	1,605,155,000
11,893,046	9,791,914	20,159,303	172,484,341	220,664,538	212,897,227
(25,369)	(17,758)	-	-	(409,330)	(397,907)
\$ 183,657,677	\$ 156,824,156	\$ 229,034,303	\$ 1,245,499,341	\$ 1,837,240,208	\$ 1,817,654,320
5,624,895	5,784,629	5,951,776	5,171,808	1,979,356	4,410,194
\$ 32.65	\$ 27.11	\$ 38.48	\$ 240.82	\$ 928.20	\$ 412.15
\$ 24,740	\$ 25,995	\$ 22,145	\$ 11,200	\$ 11,830	\$ 11,935
8,106	6,830	9,607	53,471	74,384	74,279
\$ 32,846	\$ 32,825	\$ 31,752	\$ 64,671	\$ 86,214	\$ 86,214
17.88%	20.93%	13.86%	5.19%	4.69%	4.74%

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Historical Debt Service Coverage

### For the Last Ten Fiscal Years

	FYE13	FYE14	FYE15	FYE16
<b>Revenues:<sup>1</sup></b>				
Airfield	\$ 15,812,257	\$ 15,555,215	\$ 19,756,885	\$ 19,019,781
Terminal	14,631,794	14,873,181	22,335,243	22,527,579
Parking	47,375,785	48,086,831	49,938,478	52,578,719
Rental Cars	9,889,394	10,400,445	11,315,762	11,464,301
Aviation Services Area	4,670,210	6,575,308	7,270,646	6,886,829
Other Property Rentals	8,826,576	9,375,477	9,536,635	9,255,984
Operating Grant	627,742	258,543	306,075	211,599
Grant Revenue				
Customer Facility Charges	6,070,968	6,190,905	6,704,444	7,012,830
Transportation Facility Charge	4,771,188	4,871,428	5,274,163	5,516,760
Interest Earnings	1,278,239	274,560	1,725,487	1,208,450
<b>Total Revenues</b>	<b>\$ 113,954,153</b>	<b>\$ 116,461,892</b>	<b>\$ 134,163,819</b>	<b>\$ 135,682,833</b>
25% coverage from Coverage Deposit Account	-	832,607	2,177,044	4,491,094
<b>Total Cash Available for Debt Service</b>	<b>\$ 113,954,153</b>	<b>\$ 117,294,500</b>	<b>\$ 136,340,863</b>	<b>\$ 140,173,927</b>
<b>O&amp;M Expenses:</b>				
Salaries, Wages & Benefits	\$ 29,169,011	\$ 30,374,389	\$ 30,124,286	\$ 29,411,654
Contractual Services & TFC Expense	42,816,982	44,202,257	48,296,935	48,655,439
Commodities & Supplies	4,592,404	4,945,061	5,147,628	4,579,143
<b>Total O&amp;M Expenses</b>	<b>\$ 76,578,397</b>	<b>\$ 79,521,707</b>	<b>\$ 83,568,848</b>	<b>\$ 82,646,236</b>
<b>Net Revenues Available for Debt Service</b>	<b>\$ 37,375,757</b>	<b>\$ 37,772,793</b>	<b>\$ 52,772,015</b>	<b>\$ 57,527,691</b>
<b>General Airport Revenue Bonds (GARBs)</b>				
<b>Senior GARB Debt Service:</b>				
Series 2003A Bonds <sup>7</sup>	\$ 5,859,010	\$ -	\$ -	\$ -
Series 2003B Bonds <sup>8</sup>	2,712,013	-	-	-
Series 2004E Bonds <sup>3</sup>	7,209,406	-	-	-
Series 2005H Bonds <sup>4</sup>	-	-	-	-
Series 2008A Bonds <sup>5</sup>	2,784,400	-	-	-
Series 2013A Bonds <sup>7</sup>	-	4,287,035	15,436,300	15,431,500
Series 2013B Bonds <sup>8</sup>	-	1,472,751	2,512,750	11,773,750
<b>Senior Appropriation Obligations:</b>				
Series 2019A Bonds <sup>11</sup>	-	-	-	-
Series 2019B Bonds <sup>12</sup>	-	-	-	-
Series 2019C Bonds <sup>12</sup>	-	-	-	-
Series 2020A Bonds <sup>13</sup>	-	-	-	-
Series 2020B Bonds <sup>13</sup>	-	-	-	-
Series 2020C Bonds, GARB portion <sup>14</sup>	-	-	-	-
Series 2020C Bonds, PFC portion <sup>15</sup>	-	-	-	-
<b>Total Senior Debt Obligations:</b>	<b>\$ 18,564,829</b>	<b>\$ 5,759,786</b>	<b>\$ 17,949,050</b>	<b>\$ 27,205,250</b>
Less: Principal and Interest Serviced from Passenger Facility Charges (2013A) <sup>9</sup>		(2,429,357)	(9,240,875)	(9,240,875)
Less: Principal and Interest Serviced from Passenger Facility Charges (2020C) <sup>15</sup>	-	-	-	-
<b>Aggregate Annual Debt Service<sup>10</sup></b>	<b>\$ 18,564,829</b>	<b>\$ 3,330,429</b>	<b>\$ 8,708,175</b>	<b>\$ 17,964,375</b>
<b>Senior Debt Coverage</b>	<b>2.01</b>	<b>11.34</b>	<b>6.06</b>	<b>3.20</b>
<b>Subordinate GARB Debt Service:</b>				
Series 2005C Subordinate GARB <sup>6</sup>	5,688,035	5,668,285	5,654,660	5,646,410
<b>Total Subordinate GARB Debt Service:</b>	<b>\$ 5,688,035</b>	<b>\$ 5,668,285</b>	<b>\$ 5,654,660</b>	<b>\$ 5,646,410</b>
<b>Total Debt Service</b>	<b>\$ 24,252,864</b>	<b>\$ 8,998,714</b>	<b>\$ 14,362,835</b>	<b>\$ 23,610,785</b>
<b>Total Debt Service Coverage</b>	<b>1.54</b>	<b>4.20</b>	<b>3.67</b>	<b>2.44</b>
Less amount reimbursed by federal financial assistance	-	-	-	-
<b>Total Debt Service, net of reimbursement</b>	<b>\$ 24,252,864</b>	<b>\$ 8,998,714</b>	<b>\$ 14,362,835</b>	<b>\$ 23,610,785</b>
<b>Adjusted Debt Service Coverage after federal financial assistance</b>	<b>1.54</b>	<b>4.20</b>	<b>3.67</b>	<b>2.44</b>

<sup>1</sup> Revenues presented in accordance with the methodology set forth in the bond ordinances.

<sup>3</sup> Series 2004E GARBs were issued in part to refund the Series 1994A GARBs.

<sup>4</sup> Series 2005H GARBs were issued in part to refund the Series 1995 GARBs.

<sup>5</sup> Series 2008A GARBs were issued in part to refund the Series 1997A GARBs.

<sup>6</sup> Series 2005C Subordinate GARBs were issued in part to refund the Series 2000 Subordinate GARBs and were paid in full 7/27/19.

<sup>7</sup> Series 2013A GARBs were issued in part to refund the Series 2003A GARBs.

<sup>8</sup> Series 2013B GARBs were issued in part to refund the Series 2003B GARBs.

<sup>9</sup> Series 2013A, PFC portion GARBs were issued in part to refund the Series 2001 PFC Bonds.

<sup>10</sup> Beginning in FY2014 "Aggregate Annual Debt Service" excludes Principle and Interest amount paid from PFCs that are set aside exclusively for that purpose.

<sup>11</sup> Series 2019A Airport Special Obligation bonds were issued March 29, 2019. Debt service payments prior to FY24 are funded by bond proceeds.

<sup>12</sup> Series 2019B & 2019C Airport Special Obligation bonds were issued June 27, 2019. Debt service payments prior to FY24 are funded by bond proceeds.

<sup>13</sup> Series 2020A & 2020B Airport Special Obligation bonds were issued October 29, 2020. Debt service payments prior to FY24 are funded by bond proceeds.

<sup>14</sup> Series 2020C GARB portion Airport Special Obligation Refunding bonds were issued October 29, 2020 to refund the non-PFC eligible portion of the Series 2013A bonds.

<sup>15</sup> Series 2020C PFC portion Airport Special Obligation Refunding bonds were issued October 29, 2020 to refund the PFC-eligible portion of the 2013A bonds.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Historical Debt Service Coverage For the Last Ten Fiscal Years

FYE17	FYE18	FYE19	FYE20	FYE21	FYE22
\$ 21,092,117	\$ 21,789,119	\$ 19,285,154	\$ 20,855,754	\$ 16,834,024	\$ 10,259,755
22,822,908	23,942,808	25,488,569	24,245,340	16,774,846	24,671,433
55,425,436	55,630,039	57,132,568	49,730,965	18,320,344	44,727,588
11,022,127	11,697,520	11,939,351	10,811,914	6,186,873	11,666,341
6,971,830	6,444,205	6,916,828	6,970,406	6,385,812	10,000,509
9,088,611	8,772,086	8,835,536	8,178,576	5,846,884	6,915,224
222,402	220,963	245,398	213,981	21,361,476	30,822,074
				5,427,547	5,124,176
7,008,786	7,059,252	7,068,579	4,397,820	982,288	1,670,041
5,513,578	5,546,800	5,545,840	5,443,930	2,091,970	3,836,338
1,031,547	511,442	2,640,403	9,800,147	485,019	(7,340,402)
<b>\$ 140,199,344</b>	<b>\$ 141,614,234</b>	<b>\$ 145,098,216</b>	<b>\$ 140,648,833</b>	<b>\$ 100,697,085</b>	<b>\$ 142,353,077</b>
4,491,250	4,492,750	4,491,719	4,492,719	1,356,887	1,281,044
<b>\$ 144,690,594</b>	<b>\$ 146,106,984</b>	<b>\$ 149,589,935</b>	<b>\$ 145,141,552</b>	<b>\$ 102,053,972</b>	<b>\$ 143,634,121</b>
\$ 33,506,857	\$ 35,025,037	\$ 34,734,085	\$ 35,346,834	\$36,701,087	\$28,663,767
47,518,854	47,500,623	53,261,859	49,984,194	37,725,857	46,482,782
4,802,425	5,558,691	6,019,973	5,249,656	4,185,833	5,080,873
<b>\$ 85,828,137</b>	<b>\$ 88,084,351</b>	<b>\$ 94,015,917</b>	<b>\$ 90,580,684</b>	<b>\$ 78,612,777</b>	<b>\$80,227,422</b>
<b>\$ 58,862,457</b>	<b>\$ 58,022,633</b>	<b>\$ 55,574,018</b>	<b>\$ 54,560,868</b>	<b>\$ 23,441,195</b>	<b>\$ 63,406,699</b>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
15,434,250	15,438,875	15,434,375	15,434,625	13,456,625	-
11,772,625	11,775,625	11,772,625	11,777,250	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	170,860	5,124,176
-	-	-	-	160,834	7,684,591
<b>\$ 27,206,875</b>	<b>\$ 27,214,500</b>	<b>\$ 27,207,000</b>	<b>\$ 27,211,875</b>	<b>\$ 13,788,318</b>	<b>\$ 12,808,767</b>
(9,241,875)	(9,243,500)	(9,240,125)	(9,241,000)	(8,199,938)	-
-	-	-	-	(160,834)	(7,684,591)
<b>\$ 17,965,000</b>	<b>\$ 17,971,000</b>	<b>\$ 17,966,875</b>	<b>\$ 17,970,875</b>	<b>\$ 5,427,547</b>	<b>\$ 5,124,176</b>
3.28	3.23	3.09	3.04	4.32	12.37
5,637,910	5,630,598	-	-	-	-
<b>\$ 5,637,910</b>	<b>\$ 5,630,598</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>\$ 23,602,910</b>	<b>\$ 23,601,598</b>	<b>\$ 17,966,875</b>	<b>\$ 17,970,875</b>	<b>\$ 5,427,547</b>	<b>\$ 5,124,176</b>
2.49	2.46	3.09	3.04	4.32	12.37
-	-	-	-	(5,427,547)	(5,124,176)
<b>\$ 23,602,910</b>	<b>\$ 23,601,598</b>	<b>\$ 17,966,875</b>	<b>\$ 17,970,875</b>	<b>\$ -</b>	<b>\$ -</b>
2.49	2.46	3.09	3.04	N/A	N/A

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Annual Passenger Enplanements

Calendar Years 2012-2021

Year	Domestic		International <sup>1</sup>		Total Enplanements	
	Actual	% of Total	Actual	% of Total	Actual	% Change
2012 <sup>2</sup>	4,943,214	99.0%	50,981	1.0%	4,994,195	-1.8%
2013	4,914,321	99.5%	26,720	0.5%	4,941,041	-1.1%
2014	5,057,985	99.4%	28,525	0.6%	5,086,510	2.9%
2015	5,208,249	99.5%	28,558	0.5%	5,236,807	3.0%
2016	5,496,571	99.4%	30,685	0.6%	5,527,256	5.5%
2017	5,717,376	99.4%	33,815	0.6%	5,751,191	4.1%
2018	5,892,621	99.3%	43,024	0.7%	5,935,645	3.2%
2019	5,861,052	99.3%	39,338	0.7%	5,900,390	-0.6%
2020	2,235,820	99.6%	9,882	0.4%	2,245,702	-61.9%
2021	3,828,562	99.7%	12,611	0.3%	3,841,173	71.0%
Jan-Apr 2013	1,460,432	99.6%	6,509	0.4%	1,466,941	-7.3%
Jan-Apr 2014	1,484,952	99.5%	7,168	0.5%	1,492,120	1.7%
Jan-Apr 2015	1,536,050	99.5%	7,441	0.5%	1,543,491	3.4%
Jan-Apr 2016	1,632,406	99.5%	8,620	0.5%	1,641,026	6.3%
Jan-Apr 2017	1,725,907	99.3%	12,758	0.7%	1,738,665	5.9%
Jan-Apr 2018	1,754,124	99.0%	17,979	1.0%	1,772,103	1.9%
Jan-Apr 2019	1,772,948	99.1%	15,286	0.9%	1,788,234	0.9%
Jan-Apr 2020	1,049,114	99.0%	10,538	1.0%	1,059,652	-40.7%
Jan-Apr 2021	788,279	99.4%	5,027	0.6%	793,306	-25.1%
Jan-Apr 2022	1,350,220	99.1%	12,107	0.9%	1,362,327	71.7%

#### Average Annual Growth Rate

2012-2021	-2.80%	-	-14.38%	-	-2.87%	-
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<sup>1</sup> International enplanements by Air Canada, Air Canada Jazz, Frontier, and charter airlines.

<sup>2</sup> Starting in FY2012 and forward, enplanement calculations include non-revenue passengers.

Source: Kansas City Aviation Department records.

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Historical Airline Cost Per Enplaned Passenger**  
**For the Last Ten Fiscal Years**

Fiscal Year	Passenger Airline Payments					Enplaned Passengers <sup>2</sup>	Cost per Enplaned Passenger
	Landing Fees <sup>1</sup>	Terminal Building Rents	Terminal Apron Fees	Passenger Boarding Bridges	Total		
2013	\$14,243,037	\$8,450,472	\$1,826,567	\$844,850	\$25,364,926	4,878,178	\$5.20
2014	\$13,870,733	\$7,397,629	\$1,849,967	\$1,779,934	\$24,898,263	4,966,220	\$5.01
2015	\$17,863,360	\$14,242,753	\$2,452,290	\$1,621,329	\$36,179,732	5,137,881	\$7.04
2016	\$16,989,128	\$14,003,801	\$2,496,933	\$1,721,986	\$35,211,847	5,334,342	\$6.60
2017	\$18,846,768	\$13,500,318	\$2,511,881	\$2,325,679	\$37,184,646	5,624,895	\$6.61
2018	\$19,556,108	\$14,486,293	\$2,571,513	\$2,197,721	\$38,811,634	5,784,629	\$6.71
2019	\$17,262,201	\$15,500,518	\$2,612,163	\$2,329,094	\$37,703,976	5,951,776	\$6.33
2020	\$18,631,653	\$14,168,585	\$2,652,412	\$2,441,304	\$37,893,955	5,171,808	\$7.33
2021	\$13,515,925	\$11,217,037	\$2,091,359	\$2,436,396	\$29,260,718	1,979,356	\$14.78
2022 <sup>3</sup>	8,672,263	20,332,501	3,482,337	2,347,781	34,834,883	4,410,194	\$7.90

<sup>1</sup> Excludes airfield fees paid by cargo carriers.

<sup>2</sup> Enplanements on a fiscal year basis, annual enplanements shown on Table IV-1, which are presented on a calendar year basis.

<sup>3</sup> Reflects Use and Lease Agreement. Amounts provided are preliminary settlements amounts and are subject to change. Starting FY2013 and forward enplanement calculations include non-revenue passengers.

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Monthly Enplanements**  
**Calendar Years 2012 – 2021 and January through April of 2022**

Month	Kansas City International Airport				
	Monthly Enplanements				
	2012 <sup>1</sup>	2013	2014	2015	2016
January	368,418	347,169	350,578	349,938	383,096
February	353,311	311,403	325,254	338,233	367,669
March	450,933	408,933	416,167	428,994	451,564
April	409,108	399,436	400,121	426,326	438,697
May	459,944	464,990	465,365	482,667	510,419
June	459,051	474,867	478,568	486,329	512,759
July	470,569	476,892	492,056	509,178	529,929
August	420,927	416,517	438,693	440,165	460,466
September	387,461	391,445	418,901	431,378	469,602
October	428,496	437,803	463,157	480,843	483,141
November	398,776	386,996	411,104	431,995	463,322
December	387,201	424,590	426,546	430,761	456,592
<b>Total</b>	<b>4,994,195</b>	<b>4,941,041</b>	<b>5,086,510</b>	<b>5,236,807</b>	<b>5,527,256</b>

<sup>1</sup> Starting in FY2012 and forward, enplanement calculations include non-revenue passengers.

<sup>2</sup> The big drop in enplanements in 2020 is due to COVID-19.

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Source: Kansas City Aviation Department records.



**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Monthly Enplanements**  
**Calendar Years 2012 – 2021 and January through April of 2022**

<b>Kansas City International Airport</b>					
<b>Monthly Enplanements</b>					
<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020<sup>2</sup></b>	<b>2021</b>	<b>2022</b>
391,315	405,749	413,777	405,153	147,678	289,803
383,665	387,295	398,423	404,947	154,714	304,645
499,745	505,022	508,285	228,516	245,061	388,495
463,940	474,037	467,749	21,036	245,853	379,384
530,826	545,178	547,593	58,337	344,804	
535,270	561,454	555,272	121,991	399,322	
549,871	565,519	567,073	163,686	452,693	
494,972	508,959	501,699	159,033	365,565	
458,553	477,339	477,585	156,672	361,135	
502,624	537,476	530,468	176,164	395,702	
478,568	489,306	452,027	170,853	356,273	
461,842	478,311	480,439	179,314	372,373	
<b>5,751,191</b>	<b>5,935,645</b>	<b>5,900,390</b>	<b>2,245,702</b>	<b>3,841,173</b>	<b>1,362,327</b>

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Changes in Monthly Enplanements**  
**Calendar Years 2012 – 2021 and January through April of 2022**

<b>Kansas City International Airport Enplanements</b>											
<b>Changes in Monthly Enplanements</b>											
<b>Month</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>
January	4.6%	-5.8%	1.0%	-0.2%	9.5%	2.1%	3.7%	2.0%	-2.1%	-63.6%	96.2%
February	12.5%	-11.9%	4.4%	4.0%	8.7%	4.4%	0.9%	2.9%	1.6%	-61.8%	96.9%
March	7.9%	-9.3%	1.8%	3.1%	5.3%	10.7%	1.1%	0.6%	-55.0%	7.2%	58.5%
April	5.8%	-2.4%	0.2%	6.5%	2.9%	5.8%	2.2%	-1.3%	-95.5%	1068.7%	54.3%
May	-1.5%	1.1%	0.1%	3.7%	5.7%	4.0%	2.7%	0.4%	-89.3%	491.1%	
June	-6.6%	3.4%	0.8%	1.6%	5.4%	4.4%	4.9%	-1.1%	-78.0%	227.3%	
July	-6.7%	1.3%	3.2%	3.5%	4.1%	3.8%	2.8%	0.3%	-71.1%	176.6%	
August	-6.5%	-1.0%	5.3%	0.3%	4.6%	7.5%	2.8%	-1.4%	-68.3%	129.9%	
September	-8.8%	1.0%	7.0%	3.0%	8.9%	-2.4%	4.1%	0.1%	-67.2%	130.5%	
October	-0.4%	2.2%	5.8%	3.8%	0.5%	4.0%	6.9%	-1.3%	-66.8%	124.6%	
November	-7.4%	-3.0%	6.2%	5.1%	7.3%	3.3%	2.2%	-7.6%	-62.2%	108.5%	
December	-7.5%	9.7%	0.5%	1.0%	6.0%	1.1%	3.6%	0.4%	-62.7%	107.7%	
<b>Total</b>	<b>-1.8%</b>	<b>-1.1%</b>	<b>2.9%</b>	<b>3.0%</b>	<b>5.5%</b>	<b>4.1%</b>	<b>3.2%</b>	<b>-0.6%</b>	<b>-61.9%</b>	<b>-34.9%</b>	<b>-64.7%</b>

<sup>1</sup> Starting in FY2012 and forward, enplanement calculations include non-revenue passengers.

<sup>2</sup> The big drop in enplanements in 2020 is due to COVID-19.

Source: Kansas City Aviation Department records.

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**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Airlines Market Share**  
**Calendar Years 2012 – 2021 and January through April 2022**

Airline	Enplanements			
	2012 <sup>13</sup>	2013	2014	2015
<b>Domestic Air Carrier</b>				
AirTran	94,826	149,564	82,535	0
Alaska Airlines <sup>1</sup>	40,597	52,123	55,508	66,194
Allegiant Air <sup>2</sup>	0	0	0	5,688
American	470,125	457,856	465,701	564,954
Continental <sup>3</sup>	0	0	0	0
Delta <sup>4</sup>	909,211	886,945	896,475	905,937
Frontier	421,086	212,430	160,422	59,768
Great Lakes <sup>5</sup>	0	0	0	0
JetBlue <sup>15</sup>				
Midwest <sup>6</sup>	0	0	0	0
OneJet Airlines <sup>7</sup>	0	0	0	0
Southwest	2,063,124	2,187,479	2,384,954	2,577,863
Spirit <sup>8</sup>	0	0	63,831	164,206
United <sup>9</sup>	601,482	581,919	543,346	525,726
US Airways <sup>10</sup>	381,673	399,674	415,139	352,692
<b>Subtotal - Domestic Air Carrier</b>	<b>4,982,124</b>	<b>4,927,990</b>	<b>5,067,911</b>	<b>5,223,028</b>
<b>Foreign Air Carrier <sup>11</sup></b>	<b>10,074</b>	<b>8,556</b>	<b>12,426</b>	<b>12,115</b>
<b>Charter <sup>12</sup></b>	<b>1,997</b>	<b>4,495</b>	<b>6,173</b>	<b>1,664</b>
<b>TOTAL - ALL AIRLINES</b>	<b>4,994,195</b>	<b>4,941,041</b>	<b>5,086,510</b>	<b>5,236,807</b>

<sup>1</sup> Alaska Airlines began service at MCI in March 2012.

<sup>2</sup> Allegiant Air began scheduled service in November 2015.

<sup>3</sup> Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup> Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup> Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup> Includes enplanements by Skyway, and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup> OneJet Airlines began service at MCI in March 2018.

<sup>8</sup> Spirit began service at MCI in August 2014.

<sup>9</sup> Includes enplanements by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup> Includes enplanements by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways merged with American Airlines October 2015.

<sup>11</sup> Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup> Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup> Starting CY2012 and forward enplanement calculations include non-revenue passengers.

<sup>14</sup> The big drop in enplanements in 2020 is due to COVID-19.

<sup>15</sup> JetBlue began service at MCI in March 2022.

Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Airlines Market Share

Calendar Years 2012 – 2021 and January through April 2022

Enplanements						
2016	2017	2018	2019	2020 <sup>14</sup>	2021	Jan-Apr2022
0	0	0	0	0	0	0
105,415	114,485	142,763	161,424	48,850	91,426	22,271
47,625	73,142	62,178	39,067	23,491	31,854	12,008
918,720	895,555	825,588	864,014	394,771	700,252	256,006
0	0	0	0	0	0	0
916,060	930,944	1,016,379	1,083,732	356,622	667,108	239,669
118,879	86,459	95,908	68,600	33,332	52,935	20,185
0	0	0	0	0	0	0
						4,547
0	0	0	0	0	0	0
0	0	1,476	0	0	0	0
2,717,199	2,858,617	2,937,983	2,813,560	1,051,810	1,663,729	613,304
150,258	203,713	210,601	219,253	94,046	211,372	65,619
532,262	570,869	614,703	623,426	239,275	417,433	127,663
0	0	0	0	0	0	0
<b>5,506,418</b>	<b>5,733,784</b>	<b>5,907,579</b>	<b>5,873,076</b>	<b>2,242,197</b>	<b>3,836,109</b>	<b>1,361,272</b>
<b>19,233</b>	<b>15,589</b>	<b>23,249</b>	<b>21,748</b>	<b>2,203</b>	<b>0</b>	<b>0</b>
<b>1,605</b>	<b>1,818</b>	<b>4,817</b>	<b>5,566</b>	<b>1,302</b>	<b>5,064</b>	<b>1,055</b>
<b>5,527,256</b>	<b>5,751,191</b>	<b>5,935,645</b>	<b>5,900,390</b>	<b>2,245,702</b>	<b>3,841,173</b>	<b>1,362,327</b>

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Airlines Market Share**  
**Calendar Years 2012 – 2021 and January through April 2022**

Airline	Changes in Airline Market Share			
	2012	2013	2014	2015
<b>Domestic Air Carrier</b>				
AirTran	1.9%	3.0%	1.6%	0.0%
Alaska Airlines <sup>1</sup>	0.8%	1.1%	1.1%	1.3%
Allegiant Air <sup>2</sup>	0.0%	0.0%	0.0%	0.1%
American	9.4%	9.3%	9.2%	10.8%
Continental <sup>3</sup>	0.0%	0.0%	0.0%	0.0%
Delta <sup>4</sup>	18.2%	18.0%	17.6%	17.3%
Frontier	8.4%	4.3%	3.2%	1.1%
Great Lakes <sup>5</sup>	0.0%	0.0%	0.0%	0.0%
JetBlue <sup>15</sup>				
Midwest <sup>6</sup>	0.0%	0.0%	0.0%	0.0%
OneJet Airlines <sup>7</sup>	0.0%	0.0%	0.0%	0.0%
Southwest	41.3%	44.3%	46.9%	49.2%
Spirit <sup>8</sup>	0.0%	0.0%	1.3%	3.1%
United <sup>9</sup>	12.0%	11.8%	10.7%	10.0%
US Airways <sup>10</sup>	7.6%	8.1%	8.2%	6.7%
<b>Subtotal - Domestic Air Carrier</b>	<b>99.8%</b>	<b>99.7%</b>	<b>99.6%</b>	<b>99.7%</b>
<b>Foreign Air Carrier <sup>11</sup></b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>Charter <sup>12</sup></b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>TOTAL - ALL AIRLINES</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

<sup>1</sup> Alaska Airlines began service at MCI in March 2012.

<sup>2</sup> Allegiant Air began scheduled service in November 2015.

<sup>3</sup> Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup> Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup> Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup> Includes enplanements by Skyway, and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup> OneJet Airlines began service at MCI in March 2018.

<sup>8</sup> Spirit began service at MCI in August 2014.

<sup>9</sup> Includes enplanements by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup> Includes enplanements by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways merged with American Airlines October 2015.

<sup>11</sup> Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup> Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup> Starting CY2012 and forward enplanement calculations include non-revenue passengers.

<sup>14</sup> The big drop in enplanements in 2020 is due to COVID-19.

<sup>15</sup> JetBlue began service at MCI in March 2022.

Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Airlines Market Share

Calendar Years 2012 – 2021 and January through April 2022

Changes in Airline Market Share						
2016	2017	2018	2019	2020 <sup>14</sup>	2021	Jan-Apr2022
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1.9%	2.0%	2.4%	2.7%	2.2%	2.4%	1.6%
0.9%	1.3%	1.0%	0.7%	1.0%	0.8%	0.9%
16.6%	15.6%	13.9%	14.6%	17.6%	18.2%	18.8%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
16.6%	16.2%	17.1%	18.4%	15.9%	17.4%	17.6%
2.2%	1.5%	1.6%	1.2%	1.5%	1.4%	1.5%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
						0.3%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
49.2%	49.7%	49.5%	47.7%	46.8%	43.3%	45.0%
2.7%	3.5%	3.5%	3.7%	4.2%	5.5%	4.8%
9.6%	9.9%	10.4%	10.6%	10.7%	10.9%	9.4%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>99.6%</b>	<b>99.7%</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.8%</b>	<b>99.9%</b>	<b>99.9%</b>
<b>0.3%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>0.0</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>
<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of MCI Aircraft Operations**  
**Calendar Years 2012 – 2021**

<b>Year</b>	<b>Air Carrier <sup>1</sup></b>	<b>Commuter/ Air Taxi</b>	<b>All-Cargo <sup>2</sup></b>	<b>General Aviation <sup>3</sup></b>	<b>Military</b>	<b>TOTAL</b>
2012	98,382	30,105	2,884	3,946	763	136,080
2013	96,206	25,750	2,908	3,609	770	129,243
2014	101,712	20,254	3,364	3,702	792	129,824
2015	102,157	12,670	3,596	3,457	777	122,657
2016	110,500	8,379	4,838	3,358	607	127,682
2017	109,757	4,797	4,576	3,550	655	123,335
2018	113,197	5,303	4,422	3,609	918	127,449
2019	110,231	4,333	4,118	3,830	883	123,395
2020	61,991	2,371	4,184	4,031	1,138	73,715
2021	75,735	2,369	5,146	3,556	1,037	87,843

**Average Annual Growth Rate**

2012-2021	-2.87%	-24.61%	6.65%	-1.15%	3.47%	-4.75%
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<sup>1</sup>Includes aircraft operations by domestic air carriers, Air Canada, and charter operations.

<sup>2</sup>Cargo operations based on Table IV-8b, Commercial Aircraft Landings - Cargo.

<sup>3</sup>General Aviation includes civil itinerant and local aircraft operations.

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Source: Kansas City Aviation Department based on FAA Airport Operations Monthly Summary.



# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Enplaned Cargo (pounds in thousands)

Calendar Years 2012 – 2021 and January through April 2022

Year	Mail (000 lbs)		Air Freight (000 lbs)		TOTAL CARGO (000 lbs)
	Weight	% of Total	Weight	% of Total	
2012	2,207	2.4%	91,627	97.6%	93,834
2013	2,519	2.4%	101,999	97.6%	104,518
2014	1,767	1.8%	99,021	98.2%	100,788
2015	3,552	3.6%	96,017	96.4%	99,569
2016	2,732	2.5%	107,305	97.5%	110,037
2017	4,702	4.3%	103,863	95.7%	108,565
2018	3,508	3.2%	107,724	96.8%	111,232
2019	2,775	2.6%	104,925	97.4%	107,700
2020	1,662	1.6%	99,948	98.4%	101,610
2021	1,468	1.2%	125,362	98.8%	126,830
Jan - Apr 2012	836	2.8%	28,764	97.2%	29,600
Jan - Apr 2013	654	2.0%	32,243	98.0%	32,897
Jan - Apr 2014	1,033	3.0%	33,240	97.0%	34,273
Jan - Apr 2015	794	2.5%	30,704	97.5%	31,498
Jan - Apr 2016	649	1.8%	35,658	98.2%	36,307
Jan - Apr 2017	1,431	4.1%	33,074	95.9%	34,505
Jan - Apr 2018	1,270	3.6%	34,121	96.4%	35,391
Jan - Apr 2019	1,213	3.4%	33,958	96.6%	35,171
Jan - Apr 2020	728	2.2%	31,915	97.8%	32,643
Jan - Apr 2021	455	1.3%	33,446	98.7%	33,901
Jan - Apr 2022	829	2.0%	39,773	98.0%	40,602

#### Average Annual Growth Rate

<b>2012-2021</b>	-4.43%	-	3.54%	-	3.40%
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Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landed Weight by Airline (pounds in thousands)

Calendar Years 2012 – 2021 and January through April 2022

Airline	2012	2013	% Change	2014	% Change
<b>Domestic Air Carrier</b>					
AirTran	115,504	165,896	43.6%	89,800	-45.9%
Alaska Airlines <sup>1</sup>	42,729	53,342	0.0%	54,061	100.0%
Allegiant Air <sup>2</sup>	0	0	0.0%	0	0.0%
American	508,037	513,482	1.1%	519,082	1.1%
Continental <sup>3</sup>	82,782	0	-100.0%	0	0.0%
Delta <sup>4</sup>	1,097,550	1,105,657	0.7%	1,071,673	-3.1%
Frontier	460,839	232,982	-49.4%	183,447	-21.3%
Great Lakes Airlines <sup>5</sup>	0	0	0.0%	0	0.0%
JetBlue <sup>17</sup>					
Midwest <sup>6</sup>	0	0	0.0%	0	0.0%
OneJet Airlines <sup>7</sup>	0	0	0.0%	0	0.0%
Southwest	2,602,082	2,738,300	5.2%	2,787,190	1.8%
Spirit <sup>8</sup>	0	0	0.0%	97,094	0.0%
United <sup>9</sup>	588,058	644,965	9.7%	630,973	-2.2%
US Airways <sup>10</sup>	480,453	490,153	2.0%	509,625	4.0%
<b>Subtotal - Domestic Air Carrier</b>	<b>5,978,034</b>	<b>5,944,777</b>	<b>-0.6%</b>	<b>5,942,945</b>	<b>0.0%</b>
<b>Foreign Carrier</b>					
Air Canada Jazz	17,061	16,497	-3.3%	5,311	-67.8%
Air Georgian	0	0	0.0%	11,233	0.0%
Icelandair	0	0	0.0%	0	0.0%
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>17,061</b>	<b>16,497</b>	<b>-3.3%</b>	<b>16,544</b>	<b>0.3%</b>
<b>Charter <sup>12</sup></b>	<b>8,584</b>	<b>14,844</b>	<b>72.9%</b>	<b>1,306</b>	<b>-91.2%</b>
<b>All-Cargo Carrier</b>					
Airborne Express	272	57,417	0.0%	3,095	100.0%
Air Transport International (ATI)	0	0	0.0%	0	0.0%
Capitol Cargo/BAX Global <sup>13</sup>	41,266	0	-100.0%	0	0.0%
DHL Express	275	0	-100.0%	0	0.0%
Federal Express	251,099	283,516	12.9%	300,609	6.0%
Southern Air <sup>14</sup>	0	0	0.0%	13,068	0.0%
	0	0	0.0%	0	0.0%
UPS	127,858	134,976	5.6%	140,457	4.1%
Others <sup>15</sup>	8,707	16,784	92.8%	46,331	176.0%
<b>Subtotal - Cargo</b>	<b>429,477</b>	<b>492,693</b>	<b>14.7%</b>	<b>503,560</b>	<b>2.2%</b>
<b>TOTAL - ALL AIRLINES</b>	<b>6,433,156</b>	<b>6,468,811</b>	<b>0.6%</b>	<b>6,464,355</b>	<b>-0.1%</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup>Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup>Includes operations by Skyway and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

<sup>11</sup>Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup>Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup>Capitol Cargo replaced BAX Global reporting in January 2012.

<sup>14</sup>Southern Air began operations at MCI in July 2014.

<sup>15</sup>Cargo Others include Ameriflight, Inc., Cargo Jet, Kalitta Air, Mountain Air, Skyway Enterprise, UPS Supply Chain Solutions, Air Transport International, Northern Air, CSA Inc, and USA Jet.

<sup>16</sup>The big drop in landed weights in 2020 is due to COVID-19.

<sup>17</sup>JetBlue began service at MCI in March 2022.

Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landed Weight by Airline (pounds in thousands)

Calendar Years 2012 – 2021 and January through April 2022

Airline	2015	% Change	2016	% Change	2017	% Change
<b>Domestic Air Carrier</b>						
AirTran	0	-100.0%	0	0.0%	0	0.0%
Alaska Airlines <sup>1</sup>	63,409	17.3%	112,653	77.7%	128,599	14.2%
Allegiant Air <sup>2</sup>	6,307	0.0%	48,395	0.0%	74,876	100.0%
American	627,939	21.0%	1,149,557	83.1%	1,056,768	-8.1%
Continental <sup>3</sup>	0	0.0%	0	0.0%	0	0.0%
Delta <sup>4</sup>	1,058,932	-1.2%	1,087,804	2.7%	1,105,412	1.6%
Frontier	66,852	-63.6%	114,776	71.7%	81,415	-29.1%
Great Lakes Airlines <sup>5</sup>	0	0.0%	0	0.0%	0	0
JetBlue <sup>17</sup>						
Midwest <sup>6</sup>	0	0.0%	0	0.0%	0	0
OneJet Airlines <sup>7</sup>	0	0.0%	0	0.0%	0	0.0%
Southwest	2,833,664	1.7%	3,071,720	8.4%	3,222,896	4.9%
Spirit <sup>8</sup>	214,154	0.0%	163,908	100.0%	204,131	24.5%
United <sup>9</sup>	581,494	-7.8%	621,364	6.9%	674,383	8.5%
US Airways <sup>10</sup>	422,259	-17.1%	0	-100.0%	0	0.0%
<b>Subtotal - Domestic Air Carrier</b>	<b>5,875,010</b>	<b>-1.1%</b>	<b>6,370,177</b>	<b>8.4%</b>	<b>6,548,480</b>	<b>2.8%</b>
<b>Commuter</b>						
Air Canada Jazz	0	-100.0%	0	0.0%	0	0.0%
Air Georgian	16,497	0.0%	25,239	100.0%	22,090	-12.5%
Icelandair	0	0.0%	0	0.0%	0	0.0%
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>16,497</b>	<b>-0.3%</b>	<b>25,239</b>	<b>53.0%</b>	<b>22,090</b>	<b>-12.5%</b>
<b>Charter <sup>12</sup></b>						
	<b>10,656</b>	<b>715.9%</b>	<b>720</b>	<b>-93.2%</b>	<b>5,096</b>	<b>607.8%</b>
<b>All-Cargo Carrier</b>						
Airborne Express	1,686	-45.5%	6,017	256.9%	566	-90.6%
Air Transport International (ATI)	0	0.0%	0	0.0%	0	0.0%
Capitol Cargo/BAX Global <sup>13</sup>	0	0.0%	0	0.0%	0	0.0%
DHL Express	0	0.0%	0	0.0%	0	0.0%
Federal Express	293,616	-2.3%	368,625	25.5%	330,350	-10.4%
Southern Air <sup>14</sup>	29,365	0.0%	27,805	0.0%	32,040	15.2%
	0	0.0%	0	0.0%	0	0.0%
UPS	151,753	8.0%	189,836	25.1%	197,598	4.1%
Others <sup>15</sup>	25,805	-44.3%	30,322	17.5%	9,741	-67.9%
<b>Subtotal - Cargo</b>	<b>502,225</b>	<b>-0.3%</b>	<b>622,605</b>	<b>24.0%</b>	<b>570,295</b>	<b>-8.4%</b>
<b>TOTAL - ALL AIRLINES</b>	<b>6,404,388</b>	<b>-0.9%</b>	<b>7,018,741</b>	<b>9.6%</b>	<b>7,145,961</b>	<b>1.8%</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup>Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup>Includes operations by Skyway and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

<sup>11</sup>Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup>Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup>Capitol Cargo replaced BAX Global reporting in January 2012.

<sup>14</sup>Southern Air began operations at MCI in July 2014.

<sup>15</sup>Cargo Others include Ameriflight, Inc., Cargo Jet, Kalitta Air, Mountain Air, Skyway Enterprise, UPS Supply Chain Solutions, Air Transport International, Northern Air, CSA Inc, and USA Jet.

<sup>16</sup>The big drop in landed weights in 2020 is due to COVID-19.

<sup>17</sup>JetBlue began service at MCI in March 2022.

Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landed Weight by Airline (pounds in thousands)

Calendar Years 2012 – 2021 and January through April 2022

Airline	2018	% Change	2019	% Change	2020	% Change
<b>Domestic Air Carrier</b>						
AirTran	0	0.0%	0	0.0%	0	0.0%
Alaska Airlines <sup>1</sup>	164,843	28.2%	172,527	4.7%	90,228	-47.7%
Allegiant Air <sup>2</sup>	60,959	-18.6%	35,829	-41.2%	29,212	-18.5%
American	977,864	-7.5%	995,414	1.8%	571,175	-42.6%
Continental <sup>3</sup>	0	0.0%	0	0.0%	0	0.0%
Delta <sup>4</sup>	1,207,220	9.2%	1,255,140	4.0%	631,620	-49.7%
Frontier	101,826	25.1%	64,211	-36.9%	37,291	-41.9%
Great Lakes Airlines <sup>5</sup>	0	0.0%	0	0.0%	0	0.0%
JetBlue <sup>17</sup>						
Midwest <sup>6</sup>	0	0.0%	0	0.0%	0	0.0%
OneJet Airlines <sup>7</sup>	0	0.0%	0	0.0%	0	0.0%
Southwest	3,343,809	3.8%	3,116,581	-6.8%	1,762,304	-43.5%
Spirit <sup>8</sup>	213,194	4.4%	218,735	2.6%	118,503	-45.8%
United <sup>9</sup>	725,067	7.5%	733,736	1.2%	356,954	-51.4%
US Airways <sup>10</sup>	0	0.0%	0	0.0%	0	0.0%
<b>Subtotal - Domestic Air Carrier</b>	<b>6,794,782</b>	<b>3.8%</b>	<b>6,592,173</b>	<b>-3.0%</b>	<b>3,597,287</b>	<b>-45.4%</b>
<b>Commuter</b>						
Air Canada Jazz	0	0.0%	1,438	0.0%	3,346	0.0%
Air Georgian	22,184	0.4%	15,463	-30.3%	0	-100.0%
Icelandair	11,286	%	12,672	0.0%	0	100.0%
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>33,470</b>	<b>51.5%</b>	<b>29,573</b>	<b>-11.6%</b>	<b>3,346</b>	<b>-88.7%</b>
<b>Charter <sup>12</sup></b>	<b>6,732</b>	<b>32.1%</b>	<b>8,775</b>	<b>30.3%</b>	<b>2,108</b>	<b>-76.0%</b>
<b>All-Cargo Carrier</b>						
Airborne Express	592	4.6%	272	-54.1%	0	-100.0%
Air Transport International (ATI)	0	0.0%	0	0.0%	0	0.0%
Capitol Cargo/BAX Global <sup>13</sup>	0	0.0%	0	0.0%	0	0.0%
DHL Express	0	0.0%	0	0.0%	0	0.0%
Federal Express	331,224	0.3%	351,388	6.1%	338,544	-3.7%
Southern Air <sup>14</sup>	11,386	-64.5%	14,964	31.4%	242	-98.4%
	0	0.0%	0	0.0%	0	0.0%
UPS	186,934	-5.4%	182,849	-2.2%	220,615	20.7%
Others <sup>15</sup>	46,913	381.6%	27,121	-42.2%	39,598	46.0%
<b>Subtotal - Cargo</b>	<b>577,049</b>	<b>1.2%</b>	<b>576,594</b>	<b>-0.1%</b>	<b>598,999</b>	<b>3.9%</b>
<b>TOTAL - ALL AIRLINES</b>	<b>7,412,033</b>	<b>3.7%</b>	<b>7,207,115</b>	<b>-2.8%</b>	<b>4,201,740</b>	<b>-41.7%</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup>Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup>Includes operations by Skyway and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

<sup>11</sup>Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup>Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup>Capitol Cargo replaced BAX Global reporting in January 2012.

<sup>14</sup>Southern Air began operations at MCI in July 2014.

<sup>15</sup>Cargo Others include Ameriflight, Inc., Cargo Jet, Kalitta Air, Mountain Air, Skyway Enterprise, UPS Supply Chain Solutions, Air Transport International, Northern Air, CSA Inc, and USA Jet.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landed Weight by Airline (pounds in thousands)

#### Calendar Years 2012 – 2021 and January through April 2022

Airline	2021	% Change	Jan-Apr21 <sup>16</sup>	Jan-Apr22	% Change
<b>Domestic Air Carrier</b>					
AirTran	0	0.0%	0	0	0.0%
Alaska Airlines <sup>1</sup>	107,097	18.7%	22,378	25,692	14.8%
Allegiant Air <sup>2</sup>	33,690	15.3%	7,688	12,214	58.9%
American	857,240	50.1%	197,555	319,073	61.5%
Continental <sup>3</sup>	0	0.0%	0	0	0.0%
Delta <sup>4</sup>	874,406	38.4%	192,995	311,010	61.1%
Frontier	53,898	44.5%	21,611	22,267	3.0%
Great Lakes Airlines <sup>5</sup>	0	0.0%	0	0	0.0%
JetBlue <sup>17</sup>				8,886	n/a
Midwest <sup>6</sup>	0	0.0%	0	0	0.0%
OneJet Airlines <sup>7</sup>	0	0.0%	0	0	0.0%
Southwest	1,820,483	3.3%	463,776	680,881	46.8%
Spirit <sup>8</sup>	246,060	107.6%	48,048	73,660	53.3%
United <sup>9</sup>	500,805	40.3%	123,256	158,768	28.8%
US Airways <sup>10</sup>	0	0.0%	0	0	0.0%
<b>Subtotal - Domestic Air Carrier</b>	<b>4,493,679</b>	<b>24.9%</b>	<b>1,077,307</b>	<b>1,612,451</b>	<b>49.7%</b>
<b>Commuter</b>					
Air Canada Jazz	0	0.0%	0	0	0.0%
Air Georgian	0	0.0%	0	0	0.0%
Icelandair	0	0.0%	0	0	0.0%
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>0</b>	<b>-100.0%</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>
<b>Charter <sup>12</sup></b>	<b>7,257</b>	<b>244.3%</b>	<b>968</b>	<b>3,235</b>	<b>234.2%</b>
<b>All-Cargo Carrier</b>					
Airborne Express	1,654	100.0%	0	0	0.0%
Air Transport International (ATI)	57,868	100.0%		37,755	n/a
Capitol Cargo/BAX Global <sup>13</sup>	0	0.0%	0	0	0.0%
DHL Express	0	0.0%	0	0	0.0%
Federal Express	377,191	11.4%	119,632	109,531	-8.4%
Southern Air <sup>14</sup>	0	-100.0%	0	0	0.0%
Sun Country/Prime Air	32,479	100.0%		6,291	
UPS	180,923	-18.0%	58,572	50,480	-13.8%
Others <sup>15</sup>	44,175	11.6%	15,759	17,983	14.1%
<b>Subtotal - Cargo</b>	<b>694,290</b>	<b>15.9%</b>	<b>193,963</b>	<b>222,040</b>	<b>14.5%</b>
<b>TOTAL - ALL AIRLINES</b>	<b>5,195,226</b>	<b>23.6%</b>	<b>1,272,238</b>	<b>1,837,727</b>	<b>44.4%</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup>Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup>Includes operations by Skyway and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

<sup>11</sup>Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup>Charter Passenger category includes Miami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines, XTRA Airlines and Atlas Air.

<sup>13</sup>Capitol Cargo replaced BAX Global reporting in January 2012.

<sup>14</sup>Southern Air began operations at MCI in July 2014.

<sup>15</sup>Cargo Others include Ameriflight, Inc., Cargo Jet, Kalitta Air, Mountain Air, Skyway Enterprise, UPS Supply Chain Solutions, Air Transport International, Northern Air, CSA Inc, and USA Jet.

<sup>16</sup>The big drop in landed weights in 2020 is due to COVID-19.

<sup>17</sup>JetBlue began service at MCI in March 2022.

Source: Kansas City Aviation Department records.

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landings

#### Calendar Years 2012 – 2021 and January through April 2021 and 2022

Airline	Aircraft Landings					
	2012	2013	2014	2015	2016	2017
<b>Domestic Air Carrier</b>						
AirTran	1,103	1,594	863	0	0	0
Alaska Airlines <sup>1</sup>	296	365	366	428	905	1,077
Allegiant Air <sup>2</sup>	0	0	0	45	344	532
American	5,175	5,241	5,298	5,824	10,789	10,021
Continental <sup>3</sup>	1,830	0	0	0	0	0
Delta <sup>4</sup>	10,928	10,504	9,883	9,139	9,238	9,275
Frontier	4,110	1,953	1,408	497	800	578
Great Lakes Airlines <sup>5</sup>	0	0	0	0	0	0
JetBlue <sup>17</sup>						
Midwest <sup>6</sup>	0	0	0	0	0	0
OneJet Airlines <sup>7</sup>	0	0	0	0	0	0
Southwest	21,342	22,088	22,204	22,499	24,075	25,097
Spirit <sup>8</sup>	0	0	698	1,545	1,146	1,409
United <sup>9</sup>	10,336	11,611	10,910	8,815	7,561	7,465
US Airways <sup>10</sup>	4,579	4,739	4,704	3,812	0	0
<b>Subtotal - Domestic Air Carrier</b>	<b>59,699</b>	<b>58,095</b>	<b>56,334</b>	<b>52,604</b>	<b>54,858</b>	<b>55,454</b>
<b>Foreign Air Carrier</b>						
Air Canada Jazz	363	351	113	0	0	0
Air Georgian	0	0	239	351	537	470
Icelandair	0	0	0	0	0	0
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>363</b>	<b>351</b>	<b>352</b>	<b>351</b>	<b>537</b>	<b>470</b>
<b>Charter <sup>12</sup></b>	<b>56</b>	<b>6</b>	<b>6</b>	<b>99</b>	<b>2</b>	<b>30</b>
<b>All-Cargo Carrier</b>						
Airborne Express	1	210	11	6	22	2
Air Transport International (ATI)						
Capitol Cargo/BAX Global <sup>13</sup>	254	0	0	0	0	0
DHL Airways/DHL Express	1	0	0	0	0	0
Federal Express	807	808	896	862	1,263	1,164
Southern Air <sup>14</sup>	0	0	108	245	229	264
Sun Country/Prime Air						
UPS	288	298	354	398	609	746
Others <sup>15</sup>	91	138	313	287	296	112
<b>Subtotal - Cargo</b>	<b>1,442</b>	<b>1,454</b>	<b>1,682</b>	<b>1,798</b>	<b>2,419</b>	<b>2,288</b>
<b>TOTAL - ALL AIRLINES</b>	<b>61,560</b>	<b>59,906</b>	<b>58,374</b>	<b>54,852</b>	<b>57,816</b>	<b>58,242</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

<sup>4</sup>Includes operations by Atlantic Southeast Airlines (ASA), Chautauqua Airlines, Comair, Shuttle America, Skywest, Northwest, and Pinnacle airlines.

<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

<sup>6</sup>Includes operations by Skyway and Republic Airlines. Midwest Airlines merged their operations with Frontier Airlines in April 2010.

<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

<sup>11</sup>Air Georgian started operations on behalf of Air Canada Jazz in May 2014. Icelandair began service in May 2018.

<sup>12</sup>Charter Passenger category includes Mami Air International, Ryan International, Omni Air, Sun Country, Hawaiian Airlines,

XTRA Airlines and Atlas Air.

<sup>13</sup>Capitol Cargo replaced BAX Global reporting in January 2012.

<sup>14</sup>Southern Air began operations at MCI in July 2014.

<sup>15</sup>Cargo Others include Ameriflight, Inc., Cargo Jet, Kalitta Air, Mountain Air, Skyway Enterprise, UPS Supply Chain Solutions, Air Transport International, Northern Air, CSA Inc, and USA Jet.

<sup>16</sup>The big drop in landed weights in 2020 is due to COVID-19.

<sup>17</sup>JetBlue began service at MCI in March 2022.

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Commercial Aircraft Landings**  
**Calendar Years 2012 – 2021 and January through April 2021 and 2022**

Aircraft Landings					
2018	2019	2020	2021	Jan-Apr21	Jan-Apr22
0	0	0	0	0	0
1,561	1,561	752	783	146	169
432	253	203	233	53	86
8,924	9,186	5,649	8,365	2,077	3,014
0	0	0	0	0	0
10,330	10,744	5,908	7,326	1,675	2,695
725	437	254	334	131	137
0	0	0	0	0	0
					68
0	0	0	0	0	0
131	0	0	0	0	0
25,534	23,796	13,311	13,706	3,473	5,148
1,456	1,510	839	1,670	331	509
8,176	7,929	4,072	5,218	1,393	1,690
0	0	0	0	0	0
<b>57,269</b>	<b>55,416</b>	<b>30,988</b>	<b>37,635</b>	<b>9,279</b>	<b>13,516</b>
0	30	70	0	0	0
472	329	0	0	0	0
57	64	0	0	0	0
<b>529</b>	<b>423</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>79</b>	<b>51</b>	<b>14</b>	<b>55</b>	<b>8</b>	<b>15</b>
2	1	0	6	0	0
			179		117
0	0	0	0	0	0
0	0	0	0	0	0
1,094	1,094	1,035	1,166	375	323
94	123	2	0	0	0
			222		43
628	597	687	576	175	158
393	244	368	424	163	181
<b>2,211</b>	<b>2,059</b>	<b>2,092</b>	<b>2,573</b>	<b>713</b>	<b>822</b>
<b>60,088</b>	<b>57,949</b>	<b>33,164</b>	<b>40,263</b>	<b>10,000</b>	<b>14,353</b>

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Commercial Aircraft Landings

### Calendar Years 2012 – 2021 and January through April 2021 and 2022

Airline	Changes in Aircraft Landings				
	2011-12	2012-13	2013-14	2014-15	2015-16
<b>Domestic Air Carrier</b>					
AirTran	-9.7%	44.5%	-45.9%	-100.0%	0.0%
Alaska Airlines <sup>1</sup>	100.0%	23.3%	0.3%	16.9%	111.4%
Allegiant Air <sup>2</sup>	0.0%	0.0%	0.0%	100.0%	664.4%
American	1.5%	1.3%	1.1%	9.9%	85.3%
Continental <sup>3</sup>	-68.9%	-100.0%	0.0%	0.0%	0.0%
Delta <sup>4</sup>	-2.2%	-3.9%	-5.9%	-7.5%	1.1%
Frontier	-46.6%	-52.5%	-27.9%	-64.7%	61.0%
Great Lakes Airlines <sup>5</sup>	-100.0%	0.0%	0.0%	0.0%	0.0%
JetBlue <sup>17</sup>					
Midwest <sup>6</sup>	0.0%	0.0%	0.0%	0.0%	0.0%
OneJet Airlines <sup>7</sup>	0.0%	0.0%	0.0%	0.0%	0.0%
Southwest	0.6%	3.5%	0.5%	1.3%	7.0%
Spirit <sup>8</sup>	0.0%	0.0%	100.0%	121.3%	-25.8%
United <sup>9</sup>	60.0%	12.3%	-6.0%	-19.2%	-14.2%
US Airways <sup>10</sup>	5.8%	3.5%	-0.7%	-19.0%	-100.0%
<b>Subtotal - Domestic Air Carrier</b>	<b>-5.6%</b>	<b>-2.7%</b>	<b>-3.0%</b>	<b>-6.6%</b>	<b>4.3%</b>
<b>Foreign Air Carrier</b>					
Air Canada Jazz	1.7%	-3.3%	-67.8%	-100.0%	0.0%
Air Georgian	0.0%	0.0%	100.0%	46.9%	53.0%
Icelandair	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Subtotal - Foreign Carrier <sup>11</sup></b>	<b>1.7%</b>	<b>-3.3%</b>	<b>0.3%</b>	<b>-0.3%</b>	<b>53.0%</b>
<b>Charter <sup>12</sup></b>	<b>-15.2%</b>	<b>-89.3%</b>	<b>0.0%</b>	<b>1550.0%</b>	<b>-98.0%</b>
<b>All-Cargo Carrier</b>					
Airborne Express	100.0%	20900.0%	-94.8%	-45.5%	266.7%
Air Transport International (ATI)	0.0%	0.0%	0.0%	0.0%	0.0%
Capitol Cargo/BAX Global <sup>13</sup>	-5.2%	-100.0%	0.0%	0.0%	0.0%
DHL Airways/DHL Express	-88.9%	-100.0%	0.0%	0.0%	0.0%
Federal Express	-2.5%	0.1%	10.9%	-3.8%	46.5%
Southern Air <sup>14</sup>	0.0%	0.0%	0.0%	126.9%	-6.5%
Sun Country/Prime Air	0.0%	0.0%	0.0%	0.0%	0.0%
UPS	2.5%	3.5%	18.8%	12.4%	53.0%
Others <sup>15</sup>	62.5%	51.6%	126.8%	-8.3%	3.1%
<b>Subtotal - Cargo</b>	<b>0.0%</b>	<b>0.8%</b>	<b>15.7%</b>	<b>6.9%</b>	<b>34.5%</b>
<b>TOTAL - ALL AIRLINES</b>	<b>-5.4%</b>	<b>-2.7%</b>	<b>-2.6%</b>	<b>-6.0%</b>	<b>5.4%</b>

<sup>1</sup>Alaska Airlines began service at MCI in March 2012.

<sup>2</sup>Allegiant Air began scheduled service in November 2015.

<sup>3</sup>Includes enplanements by Chautauqua Airlines, and ExpressJet; merged with United in 2012.

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<sup>5</sup>Great Lakes Airlines began service at MCI in October 2007 and ceased operations in February 2011.

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<sup>7</sup>OneJet Airlines began service at MCI in March 2018.

<sup>8</sup>Spirit began service at MCI in August 2014.

<sup>9</sup>Includes operations by GoJet Airlines, Mesa Airlines, Shuttle America, SkyWest Airlines, and TransStates Airlines.

<sup>10</sup>Includes operations by Air Wisconsin, Mesa Airlines, PSA Airlines, and Republic Airlines. US Airways is flying under AA brand name since October 2015.

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<sup>17</sup>JetBlue began service at MCI in March 2022.



**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Commercial Aircraft Landings**  
**Calendar Years 2012 – 2021 and January through April 2021 and 2022**

Changes in Aircraft Landings					
2016-17	2017-18	2018-19	2019-20	2020-21	Jan-Apr 21-22
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
19.0%	44.9%	0.0%	-51.8%	4.1%	15.8%
54.7%	-18.8%	-41.4%	-19.8%	14.8%	62.3%
-7.1%	-10.9%	2.9%	-38.5%	48.1%	45.1%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.4%	11.4%	4.0%	-45.0%	24.0%	60.9%
-27.8%	25.4%	-39.7%	-41.9%	31.5%	4.6%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
					n/a
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
4.2%	1.7%	-6.8%	-44.1%	3.0%	48.2%
22.9%	3.3%	3.7%	-44.4%	99.0%	53.8%
-1.3%	9.5%	-3.0%	-48.6%	28.1%	21.3%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>1.1%</b>	<b>3.3%</b>	<b>-3.2%</b>	<b>-44.1%</b>	<b>21.5%</b>	<b>45.7%</b>
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
-12.5%	0.4%	-30.3%	-100.0%	0.0%	0.0%
0.0%	100.0%	12.3%	-100.0%	0.0%	0.0%
<b>-12.5%</b>	<b>12.6%</b>	<b>-20.0%</b>	<b>-83.5%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>1400.0%</b>	<b>163.3%</b>	<b>-35.4%</b>	<b>-72.5%</b>	<b>0.0%</b>	<b>87.5%</b>
-90.9%	0.0%	-50.0%	-100.0%	100.0%	0.0%
0.0%	0.0%	0.0%	0.0%	100.0%	n/a
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
-7.8%	-6.0%	0.0%	-5.4%	12.7%	-13.9%
15.3%	-64.4%	30.9%	-98.4%	-100.0%	0.0%
0.0%	0.0%	0.0%	0.0%	100.0%	n/a
22.5%	-15.8%	-4.9%	15.1%	-16.2%	-9.7%
-62.2%	250.9%	-37.9%	50.8%	15.2%	11.0%
<b>-5.4%</b>	<b>-3.4%</b>	<b>-6.9%</b>	<b>1.6%</b>	<b>23.0%</b>	<b>15.3%</b>
<b>0.7%</b>	<b>3.2%</b>	<b>-3.6%</b>	<b>-42.8%</b>	<b>21.4%</b>	<b>43.5%</b>

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Annual Parking Revenue by Facility**  
**For the Last Ten Fiscal Years**

Fiscal Year	Terminal Garages		Circle E		Economy	
	Revenue	% of Total	Revenue	% of Total	Revenue	% of Total
FY 2013*	\$22,036,947	46.5%	\$5,451,113	11.5%	\$15,343,740	32.4%
FY 2014*	\$22,208,784	46.2%	\$5,114,112	10.6%	\$16,029,274	33.3%
FY 2015*	\$23,032,114	46.1%	\$5,085,511	10.2%	\$16,800,393	33.6%
FY 2016*	\$24,656,989	46.9%	\$5,245,226	10.0%	\$17,619,010	33.5%
FY 2017*	\$25,928,954	46.8%	\$5,458,712	9.8%	\$18,716,175	33.8%
FY 2018*	\$26,226,453	47.1%	\$5,620,535	10.1%	\$18,511,441	33.3%
FY 2019*	\$27,454,572	48.1%	\$5,622,448	9.8%	\$18,626,565	32.6%
FY 2020*	\$25,168,712	50.6%	\$3,185,004	6.4%	\$16,314,687	32.8%
FY 2021*	\$9,070,402	49.5%	\$1,060,502	5.8%	\$6,170,351	33.7%
FY 2022*	\$25,094,099	56.1%	\$2,325,879	5.2%	\$13,368,955	29.9%

**Average Annual Growth Rate**

<b>2013-2022</b>	1.5%	-	-9.0%	-	-1.5%	-
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\* FYE11 Terminal Garages: A, \$7,034,097; B, \$9,828,886; C, \$4,493,706.

\* FYE12 Terminal Garages: A, \$3,582,089; B, \$12,315,055; C, \$5,968,014.

\* FYE13 Terminal Garages: A, \$3,970,013; B, \$13,652,369; C, \$4,414,565.

\* FYE14 Terminal Garages: A, \$5,491,318; B, \$11,969,536; C, \$4,747,930.

\* FYE15 Terminal Garages: B, \$16,107,089; C, \$6,925,025. Terminal A Garage is closed.

\* FYE16 Terminal Garages: B, \$17,875,748; C, \$6,781,241. Terminal A Garage is closed.

\* FYE17 Terminal Garages: B, \$18,651,902; C, \$7,277,052. Terminal A Garage is closed.

\* FYE18 Terminal Garages: B, \$19,000,975; C, \$7,235,191. Terminal A Garage is closed.

\* FYE19 Terminal Garages: B, \$19,876,222; C, \$7,578,350. Terminal A Garage is closed.

\* FYE20 Terminal Garages: B, \$17,500,756; C, \$7,667,956. Parking revenue is down due to COVID-19.

\* FYE21 Terminal Garages: B, \$6,463,498; C, \$2,606,904. Parking revenue is down due to COVID-19.

\* FYE22 Terminal Garages: B, \$17,063,459.81; C, \$8,030,639.15. Terminal A Garage is closed.

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Annual Parking Revenue by Facility**  
**For the Last Ten Fiscal Years**

Other		Total	
Other	% of Total	REVENUE	% Change
\$4,543,985	9.6%	\$47,375,785	2.6%
\$4,734,661	9.8%	\$48,086,831	1.5%
\$5,020,460	10.1%	\$49,938,478	3.9%
\$5,057,494	9.6%	\$52,578,719	5.3%
\$5,321,595	9.6%	\$55,425,436	5.4%
\$5,271,611	9.5%	\$55,630,039	0.4%
\$5,428,973	9.5%	\$57,132,558	2.7%
\$5,062,562	10.2%	\$49,730,965	-13.0%
\$2,019,088	11.0%	\$18,320,343	-63.2%
\$3,938,655	8.8%	\$44,727,588	144.1%

**Average Annual Growth Rate**

-86.1%	-	-85.4%	-
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**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Total Airport System Revenue and Expenses**  
**For the Last Ten Fiscal Years**

<b>Airport Revenues/Expenses</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenues and Expenses per GAAP</b>				
Operating Revenues	\$105,977,205	\$109,737,884	\$125,427,813	\$127,249,954
Operating Expenses	(131,444,595)	(132,353,137)	(136,832,981)	(135,681,784)
Operating Income (Loss)	(\$25,467,390)	(\$22,615,252)	(\$11,405,168)	(\$8,431,829)
Other Income (Expense) – Net	20,187,756	20,642,244	34,818,877	36,588,219
Net Income	(\$5,279,634)	(\$1,973,008)	\$23,413,709	\$28,156,390
<b>Net Revenues Available for GARB Debt Service</b>				
Total Revenues	\$113,954,153	\$116,461,892	\$134,163,819	\$135,682,833
Transfer From Coverage Deposit Account	-	832,607	\$2,177,044	\$4,491,094
Total Expenses	(76,578,397)	(79,521,707)	(83,568,848)	(82,646,236)
<b>Net Revenues</b>	<b>\$37,375,757</b>	<b>\$37,772,792</b>	<b>\$52,772,015</b>	<b>\$57,527,691</b>
<b>Net Income per GAAP</b>	(\$5,279,634)	(\$1,973,008)	\$23,413,709	\$28,156,390
Add Back <sup>1</sup> :				
Depreciation Expense	54,397,159	52,502,811	53,107,267	52,908,266
Interest Expense on Bonds	13,335,509	10,049,772	8,731,546	7,703,878
Other Post Employment Benefits <sup>2</sup>	197,152	278,156	129,558	99,973
Amortization of Bond Costs	271,886	50,463	27,308	27,308
Transfer From Coverage Deposit Account	-	832,607	2,177,044	4,491,094
Nonoperating Expense (Other)	5,557,707	3,796,864	3,009,659	(55,422)
Deduct: <sup>3</sup>				
PFC Revenue	(19,468,916)	(19,338,417)	(20,191,101)	(20,698,155)
Grant Revenue	-	-	-	-
Capital Grant Revenue	(10,032,725)	(7,402,601)	(11,832,670)	(14,055,447)
Transfer from Special Facility fund	-	-	-	-
Interest Income on PFCs and Bond Accounts <sup>4</sup>	(263,969)	(109,563)	(522,696)	(393,140)
Other Adjustments	-	-	-	-
Other Nonoperating Revenue (Incl TFCs)	(1,338,414)	(914,291)	(5,277,608)	(657,053)
Richards-Gebaur operating Revenues	-	-	-	-
<b>Net Revenues Available for Debt Service</b>	<b>\$37,375,757</b>	<b>\$37,772,792</b>	<b>\$52,772,015</b>	<b>\$57,527,691</b>

<sup>1</sup>Included in expenses presented pursuant to GAAP, but not included in expenses for operating and maintaining the airports pursuant to the bond ordinances.

<sup>2</sup> FY2008 data incorporates a change in reporting methodology.

<sup>3</sup>Included in revenues presented pursuant to GAAP, but not included in revenues available to pay debt service on GARBs pursuant to the bond ordinances.

<sup>4</sup>Interest income on unspent PFC funds and the balances in the accounts established pursuant to the bond ordinances.

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Total Airport System Revenue and Expenses**  
**For the Last Ten Fiscal Years**

2017	2018	2019	2020	2021	2022
\$131,936,609	\$128,275,777	\$129,597,996	\$120,792,955	\$91,710,265	\$139,062,924
(137,239,179)	(134,496,021)	(138,260,217)	(85,449,763)	(76,643,871)	(76,498,162)
(\$5,302,570)	(\$6,220,244)	(\$8,662,221)	\$35,343,192	\$15,066,394	\$62,564,762
44,955,082	42,646,639	42,779,146	(31,637,177)	(67,085,706)	(\$51,512,184)
\$39,652,512	\$36,426,395	\$34,116,925	\$3,706,015	(\$52,019,312)	\$11,052,578
\$140,199,344	\$141,614,234	\$145,098,216	\$140,648,833	\$100,697,085	\$142,353,078
4,491,250	4,492,750	4,491,719	4,492,719	\$4,301,356	\$1,281,044
(85,828,137)	(88,084,351)	(94,015,918)	(90,580,684)	(78,612,777)	(\$80,227,422)
<b>\$58,862,457</b>	<b>\$58,022,633</b>	<b>\$55,574,017</b>	<b>\$54,560,868</b>	<b>\$26,385,664</b>	<b>\$63,406,700</b>
\$39,652,512	\$36,426,395	\$34,116,925	\$3,706,015	(\$52,019,312)	\$11,052,578
51,356,406	51,912,774	49,963,301	49,908,699	46,897,753	\$48,727,465
6,538,200	4,833,536	4,681,720	41,316,204	56,293,860	\$66,455,216
27,328	18,388	(179,989)	313,009	123,064	\$107,078
27,308	27,308	6,827	80,487	186,089	\$275,593
4,491,250	4,492,750	4,491,719	4,492,719	4,301,356	\$1,281,044
1,217,477	8,079,690	6,796,704	8,654,971	14,503,704	\$4,050,467
(21,672,476)	(22,178,778)	(22,733,307)	(18,097,525)	(8,340,951)	(\$17,404,791)
-	-	-	-	(7,936,393)	\$0
(21,260,964)	(18,835,213)	(12,010,820)	(14,709,374)	(12,056,418)	(\$39,301,320)
-	-	-	-	-	\$0
(323,453)	(135,360)	(2,153,968)	(14,544,089)	(12,644,486)	(\$5,858,094)
-	-	-	-	-	-
(1,191,130)	(6,618,857)	(7,405,095)	(6,560,248)	(2,922,603)	(\$5,978,537)
-	-	-	-	-	\$0
<b>\$58,862,457</b>	<b>\$58,022,633</b>	<b>\$55,574,017</b>	<b>\$54,560,868</b>	<b>\$26,385,663</b>	<b>\$63,406,699</b>

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Historical Operating and Maintenance Expenses**  
**For the Last Ten Fiscal Years**

	2013	2014	2015 <sup>2</sup>	2016
<b>BY EXPENSE CATEGORY</b>				
Salaries, Wages, & Benefits	\$29,169,011	\$30,374,389	\$30,124,286	\$29,411,654
Contractual Services & TFC Expense	42,816,982	44,202,257	48,296,935	48,655,439
Utilities	-	-	-	-
Commodities and Supplies	4,592,404	4,945,061	5,147,628	4,579,143
Property and Liability Insurance	-	-	-	-
<b>Total O&amp;M Expenses</b>	<b>\$76,578,397</b>	<b>\$79,521,707</b>	<b>\$83,568,848</b>	<b>\$82,646,236</b>
<b>BY COST CENTER</b>				
<b>Airline Cost Centers</b>				
<b>Direct</b>				
Runways and Taxiways	\$12,781,429	\$12,633,043	\$11,893,000	\$11,048,990
Terminal Buildings	21,599,669	20,542,146	17,164,000	17,419,780
Terminal Aprons	1,478,620	1,479,519	1,362,000	1,296,410
Passenger Boarding Bridges	951,813	1,622,244	1,205,000	1,234,680
<b>Total - Airline Cost Centers</b>	<b>\$36,811,531</b>	<b>\$36,276,952</b>	<b>\$31,624,000</b>	<b>\$30,999,860</b>
<b>Non-Airline Cost Centers <sup>1</sup></b>	<b>39,766,866</b>	<b>43,244,755</b>	<b>51,944,848</b>	<b>51,646,376</b>
<b>Total O&amp;M Expenses</b>	<b>\$76,578,397</b>	<b>\$79,521,707</b>	<b>\$83,568,848</b>	<b>\$82,646,236</b>

<sup>1</sup> O&M Expenses for the following facilities are not charged to the airlines: public parking lots, public parking garage, employee parking facilities, general aviation areas, taxicab shelters, and other miscellaneous non-airline facilities.

<sup>2</sup> The modified Use and Lease Agreement became effective on May 1, 2014 (through April 30, 2020).

**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Historical Operating and Maintenance Expenses**  
**For the Last Ten Fiscal Years**

<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
\$33,506,857	\$35,025,037	\$34,734,085	\$35,346,834	\$36,701,087	\$28,663,767
47,518,854	47,500,623	53,261,859	49,984,194	37,725,857	46,482,782
-	-	-	-	-	-
4,802,425	5,558,691	6,019,973	5,249,656	4,185,833	5,080,873
-	-	-	-	-	-
<b>\$85,828,137</b>	<b>\$88,084,351</b>	<b>\$94,015,918</b>	<b>\$90,580,684</b>	<b>\$78,612,777</b>	<b>\$80,227,422</b>
\$13,809,000	\$15,292,000	\$15,056,000	\$15,633,000	\$13,581,000	\$12,378,000
20,579,000	22,274,000	24,140,000	22,590,000	17,128,000	15,404,000
1,541,000	1,709,000	1,774,000	1,916,000	1,579,000	1,406,000
1,534,000	1,923,000	2,336	2,319,000	2,132,000	2,335,000
\$37,463,000	\$41,198,000	\$40,972,336	\$42,458,000	\$34,420,000	\$31,523,000
48,365,137	46,886,351	53,043,582	48,122,684	44,192,777	48,704,422
<b>\$85,828,137</b>	<b>\$88,084,351</b>	<b>\$94,015,918</b>	<b>\$90,580,684</b>	<b>\$78,612,777</b>	<b>\$80,227,422</b>

# City of Kansas City, Missouri Department of Aviation

## Debt Capacity Information

### Schedule of Historical Revenues<sup>(1)</sup>

#### For the Last Ten Fiscal Years

	2013	2014	2015	2016	2017
Airfield:					
Landing Fees (MCI & MKC)	\$15,370,047	\$15,080,351	\$19,211,748	\$18,483,090	\$20,600,772
Fuel Flowage Fees	442,210	474,865	545,137	536,691	491,346
Total Airfield	15,812,257	15,555,215	19,756,885	19,019,781	21,092,117
Terminal:					
Terminal Building Rents:					
Airline Terminal	\$8,450,472	\$7,397,629	\$14,242,753	\$14,003,801	\$13,500,318
Other Terminal	844,850	1,779,934	1,621,329	1,721,986	2,325,679
Concessions:					
Food and Beverage	1,972,644	2,214,000	2,372,175	2,556,198	2,815,925
News and Gifts	825,272	849,516	889,785	1,024,102	1,002,254
Other Concessions	711,989	782,135	756,912	724,559	666,851
Terminal Apron Area	1,826,567	1,849,967	2,452,290	2,496,933	2,511,881
Total Terminal Revenues	\$14,631,794	\$14,873,181	\$22,335,243	\$22,527,579	\$22,822,908
Parking Revenue	47,375,785	48,086,831	49,938,478	52,578,719	55,425,436
Rental Car Revenue	9,889,394	10,400,445	11,315,762	11,464,301	11,022,127
Aviation Services Area	4,670,210	6,575,308	7,270,646	6,886,829	6,971,830
Other Property Revenue	8,826,576	9,375,477	9,536,635	9,255,984	9,088,611
Operating Grant	627,742	258,543	306,075	211,599	222,402
Grant Revenue	0	0	0	0	0
Customer Facility Charge	6,070,968	6,190,905	6,704,444	7,012,830	7,008,786
Transportation Facility Charge	4,771,188	4,871,428	5,274,163	5,516,760	5,513,578
Interest Revenue	1,278,239	274,560	1,725,487	1,208,450	1,031,547
<b>Total Revenues</b>	<b>\$113,954,153</b>	<b>\$116,461,892</b>	<b>\$134,163,819</b>	<b>\$135,682,833</b>	<b>\$140,199,344</b>

<sup>1</sup>Revenues presented in accordance with the methodology set forth in the bond ordinances.



**City of Kansas City, Missouri Department of Aviation**  
**Debt Capacity Information**  
**Schedule of Historical Revenues<sup>(1)</sup>**  
**For the Last Ten Fiscal Years**

		Actual			% Change	Avg. Annual Inc.
2018	2019	2020	2021	2022	FY21-22	FY13-22
\$21,235,851	\$18,722,645	\$20,338,656	\$16,355,195	\$9,464,895	-42.1%	-5.2%
553,268	562,509	517,098	419,651	794,860	89.4%	6.7%
21,789,119	19,285,154	20,855,754	16,774,846	10,259,755	-38.8%	-4.7%
\$14,486,293	\$15,500,518	\$14,168,585	\$11,217,037	\$20,332,501	81.3%	10.2%
2,197,721	2,329,094	2,441,304	2,436,396	2,347,781	-3.6%	12.0%
2,972,623	3,135,310	3,053,250	468,155	2,059,976	340.0%	0.5%
1,044,053	1,131,216	1,205,007	384,457	933,192	142.7%	1.4%
670,604	780,268	724,783	236,620	(4,484,355)	-1995.2%	0.0%
2,571,513	2,612,163	2,652,412	2,091,359	3,482,337	66.5%	7.4%
\$23,942,808	\$25,488,569	\$24,245,341	\$16,834,024	\$24,671,433	46.6%	6.0%
55,630,039	57,132,558	49,730,965	18,320,344	44,727,588	144.1%	-0.6%
11,697,520	11,939,351	10,811,914	6,186,873	11,666,341	88.6%	1.9%
6,444,205	6,916,828	6,970,406	6,385,812	10,000,509	56.6%	8.8%
8,772,086	8,835,536	8,178,576	5,846,884	6,915,224	18.3%	-2.7%
220,963	245,398	213,981	21,361,476	30,822,074	44.3%	54.1%
0	0	0	5,427,547	5,124,176	0.0%	0.0%
7,059,252	7,068,579	4,397,820	982,288	1,670,041	70.0%	-13.4%
5,546,800	5,545,840	5,443,930	2,091,970	3,836,338	83.4%	-2.4%
511,442	2,640,403	9,800,147	485,019	(7,340,402)	-1613.4%	0.0%
<b>\$141,614,234</b>	<b>\$145,098,216</b>	<b>\$140,648,833</b>	<b>\$100,697,085</b>	<b>\$142,353,078</b>	<b>41.4%</b>	<b>2.5%</b>

# City of Kansas City, Missouri Department of Aviation

## Demographic and Economic Information

### Schedule of Population

#### Kansas City Metropolitan Area and Air Service Area

<b>Metropolitan Statistical Area (MSA):</b>	<b>Square Miles</b>	<b>1980 Population</b>	<b>1990 Population</b>	<b>2000 Population</b>	<b>2010 Population</b>	<b>2021 Population Estimate</b>
<u>Missouri</u>						
Bates	837	15,873	15,025	16,653	17,049	16,105
Caldwell	426	8,660	8,380	8,969	9,424	8,897
Cass	697	51,029	63,808	82,092	99,478	109,638
Clay	397	136,488	153,411	184,006	221,939	255,518
Clinton	419	15,916	16,595	18,979	20,743	21,287
Jackson	604	629,266	633,232	654,880	674,158	716,862
LaFayette	628	29,931	31,107	32,960	33,381	32,817
Platte	420	46,341	57,867	73,781	89,322	108,569
Ray	569	21,378	21,971	23,354	23,494	23,008
<u>Kansas</u>						
Johnson	473	270,269	355,054	451,086	544,179	613,219
Leavenworth	463	54,809	64,371	68,691	76,227	82,184
Linn	594	8,234	8,254	9,570	9,656	9,747
Miami	576	21,618	23,466	28,351	32,787	34,593
Wyandotte	152	172,335	161,993	157,882	157,505	167,046
<b>Total MSA</b>	<b>7,256</b>	<b>1,482,147</b>	<b>1,614,534</b>	<b>1,811,254</b>	<b>2,009,342</b>	<b>2,199,490</b>
<b>Air Service Area (ASA):</b>	<b>Square Miles</b>	<b>1980 Population</b>	<b>1990 Population</b>	<b>2000 Population</b>	<b>2010 Population</b>	<b>2021 Population Estimate</b>
<u>Missouri</u>						
Buchanan	410	87,888	83,083	85,998	89,201	83,853
<u>Kansas</u>						
Douglas	465	67,640	81,798	99,962	110,826	119,363
<b>Total ASA</b>	<b>875</b>	<b>155,528</b>	<b>164,881</b>	<b>185,960</b>	<b>200,027</b>	<b>203,216</b>
<b>Total Area</b>	<b>8,131</b>	<b>1,637,675</b>	<b>1,779,415</b>	<b>1,997,214</b>	<b>2,209,369</b>	<b>2,402,706</b>

Source: [www.census.gov](http://www.census.gov)

U.S. Census Bureau, 2021 population estimate

**City of Kansas City, Missouri Department of Aviation**  
**Demographic and Economic Information**  
**Schedule of Principal Employers**  
**Kansas City Metropolitan Area**

<b>Employer <sup>(1)</sup></b>	<b>2022</b>	
	<b>Number of Employees</b>	<b>Percentage of Total Employment</b>
Public School System <sup>(3)</sup>	44,234	4.07%
Federal Government	31,986	2.94%
State/County/City Government <sup>(2)</sup>	26,017	2.39%
Cerner Corp.	11,900	1.09%
The University of Kansas Hospital	11,255	1.04%
HCA Midwest Health System	10,202	0.94%
Saint Luke's Health System	9,724	0.89%
Children's Mercy	7,322	0.67%
Ford Motor Co. Kansas City Assembly Plant	7,100	0.65%
Amazon	5,875	0.54%
<b>Total employment Kansas City MSA <sup>(4)</sup></b>	<b>1,087,400</b>	<b>15.23%</b>

<b>Employer</b>	<b>2013</b>	
	<b>Number of Employees</b>	<b>Percentage of Total Employment</b>
State/County/City Government <sup>(2)</sup>	28,065	2.81%
Federal Government	27,500	2.75%
Public School System <sup>(3)</sup>	26,528	2.65%
HCA Midwest Health System	9,367	0.94%
Cerner Corp.	8,300	0.83%
Sprint Nextel Corp.	7,600	0.76%
Saint Luke's Health System	7,080	0.71%
Children's Mercy Hospitals and Clinics	5,423	0.54%
The University of Kansas Hospital	5,369	0.54%
DST Systems, Inc. <sup>(4)</sup>	4,402	0.44%
<b>Total employment Kansas City MSA</b>	<b>999,500</b>	<b>12.97%</b>

**Sources:**

- (1) Size as determined by full-time equivalents (FTE), not number of employees.
- (2) The number of local employees for the State/County/City Government is made up of eleven (11) employers for 2022.
- (3) The number of local employees for the public school systems is made up of thirty (30) public school systems and school districts for 2022 and sixteen (16) for 2013.
- (4) Data was taken from U.S Bureau of Labor Statistics Non-farm Employment Kansas City MSA - July 2022.

\*\* The information presented in this table speaks only as of the date indicated in the source. Layoffs or developments after this date are not presented, and they can render some information in the table to be inaccurate. In general, job losses have occurred across most major industry sectors.

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Rates and Charges**  
**For the Last Ten Fiscal Years**

User Fees	Unit Charged	FYE13	FYE14	FYE15	FYE16	FYE17
Landing fee, signatory <sup>(1)</sup>	per 1,000 lbs.	\$ 2.42	\$ 2.28	\$ 2.93	\$ 2.77	\$ 2.79
Terminal aircraft apron <sup>(1)</sup>	per lineal foot	232.45	226.67	427.53	367.73	399.84
Terminal building <sup>(1)</sup>	per square foot	31.62	29.51	56.72	55.85	57.07
Passenger boarding bridge <sup>(1)</sup>	per bridge/month	2,738.00	4,964.00	5,352.00	4,587.00	6,636.00
Passenger facility charge	per enplanement	4.50	4.50	4.50	4.50	4.50
Customer facility fees	per contract day	3.00	3.00	3.00	3.00	3.00
Transportation facility charge	per transaction day	2.36	2.36	2.36	2.36	2.36
Remaining overnight apron fee	per plane/night	159.00	164.00	169.00	169.00	174.00
FIS Custom facility use fee	per passenger	2.50	2.50	2.50	2.50	2.50
Employee parking fee	per month	40.00	40.00	40.00	40.00	40.00
Tenant terminal parking fee	per month	60.00	60.00	60.00	60.00	60.00
Taxicab/limousine fee	per pickup	3.00	3.00	3.00	3.00	3.00
Shuttle fee (\$30 min/mo)	per trip	1.50	1.50	1.50	1.50	1.50
Fuel flowage fee	per gallon	0.080	0.080	0.080	0.080	0.080

User Fees	Unit Charged	FYE18	FYE19	FYE20	FYE21	FYE22
Landing fee, signatory <sup>(1)</sup>	per 1,000 lbs.	\$ 2.81	\$ 2.62	\$ 2.66	2.68	3.54
Terminal aircraft apron <sup>(1)</sup>	per lineal foot	404.39	410.09	382.75	386.08	563.03
Terminal building <sup>(1)</sup>	per square foot	56.09	61.16	57.20	57.02	73.73
Passenger boarding bridge <sup>(1)</sup>	per bridge/month	5,571.00	6,811.00	6,592.50	6,644.17	5,394.17
Passenger facility charge	per enplanement	4.50	4.50	4.50	4.50	4.50
Customer facility fees	per contract day	3.00	3.00	1.00	1.00	1.00
Transportation facility charge	per transaction day	2.36	2.36	2.36	2.36	2.36
Remaining overnight apron fee	per plane/night	174.00	179.00	184.00	190.00	195.70
FIS Custom facility use fee	per passenger	2.50	2.50	2.50	2.50	2.50
Employee parking fee	per month	40.00	40.00	40.00	40.00	40.00
Tenant terminal parking fee	per month	60.00	60.00	60.00	60.00	60.00
Taxicab/limousine fee	per pickup	3.00	3.00	3.00	3.00	3.00
Shuttle fee (\$30 min/mo)	per trip	1.50	1.50	1.50	1.50	1.50
Fuel flowage fee	per gallon	0.080	0.080	0.080	0.080	0.080

<sup>(1)</sup> Rates for FYE22 are projected settlement rates.

# City of Kansas City, Missouri Department of Aviation

## Operating Information

### Schedule of Parking Rates

#### For the Last Ten Fiscal Years

Parking Fees	Time Period	FYE13	FYE14	FYE15	FYE16	FYE17
Terminal parking (Lots A, B, C)	0 - 1/2 hour	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
	1/2 - 1 hour	3.00	3.00	3.00	3.00	\$ 3.00
	1 - 2 hours	6.00	6.00	6.00	6.00	\$ 6.00
	2 - 3 hours	9.00	9.00	9.00	9.00	\$ 9.00
	3 - 4 hours	12.00	12.00	12.00	12.00	\$ 12.00
	4 - 5 hours	15.00	15.00	15.00	15.00	\$ 15.00
	5 - 6 hours	18.00	18.00	18.00	18.00	\$ 18.00
	6 - 7 hours	22.00	22.00	22.00	22.00	\$ 21.00
	7 - 8 hours	22.00	22.00	22.00	22.00	\$ 23.00
	8 - 9 hours	22.00	22.00	22.00	22.00	\$ 23.00
	daily maximum	22.00	22.00	22.00	22.00	\$ 23.00
Circle parking (Lot E)	0 - 1/2 hour	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
	1/2 - 1 hour	3.00	3.00	3.00	3.00	\$ 3.00
	1 - 2 hours	6.00	6.00	6.00	6.00	\$ 6.00
	2 - 3 hours	9.00	9.00	9.00	9.00	\$ 9.00
	3 - 4 hours	12.00	12.00	12.00	12.00	\$ 12.00
	4 - 5 hours	15.00	15.00	15.00	15.00	\$ 15.50
	daily maximum	15.00	15.00	15.00	15.00	\$ 15.50
Economy parking lot	0 - 1/2 hour	Free	Free	Free	Free	Free
	daily maximum	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.50
Valet Parking	0 - 4 hours	\$ -	\$ -	\$ 12.00	\$ 12.00	\$ 12.00
	4 - 5 hours	-	-	15.00	15.00	\$ 15.00
	5 - 6 hours	-	-	18.00	18.00	\$ 18.00
	6 - 7 hours	-	-	21.00	21.00	\$ 21.00
	7 - 8 hours	-	-	24.00	24.00	\$ 24.00
	daily maximum	-	-	27.00	27.00	\$ 27.00

Parking Fees	Time Period	FYE18	FYE19	FYE20	FYE21	FYE22
Terminal parking (Lots A, B, C)	0 - 1/2 hour	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
	1/2 - 1 hour	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
	1 - 2 hours	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00
	2 - 3 hours	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00
	3 - 4 hours	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00
	4 - 5 hours	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
	5 - 6 hours	\$ 18.00	\$ 18.00	\$ 18.00	\$ 18.00	\$ 18.00
	6 - 7 hours	\$ 21.00	\$ 21.00	\$ 21.00	\$ 21.00	\$ 21.00
	7 - 8 hours	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00
	8 - 9 hours	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00
	daily maximum	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00	\$ 23.00
Circle parking (Lot E)	0 - 1/2 hour	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
	1/2 - 1 hour	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
	1 - 2 hours	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00
	2 - 3 hours	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00
	3 - 4 hours	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00
	4 - 5 hours	\$ 15.50	\$ 15.50	\$ 15.50	\$ 15.50	\$ 15.50
	daily maximum	\$ 15.50	\$ 15.50	\$ 15.50	\$ 15.50	\$ 15.50
Economy parking lot	0 - 1/2 hour	Free	Free	Free	Free	Free
	daily maximum	\$ 7.50	\$ 7.50	\$ 7.50	\$ 7.50	\$ 7.50
Valet Parking	0 - 4 hours	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00
	4 - 5 hours	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
	5 - 6 hours	\$ 18.00	\$ 18.00	\$ 18.00	\$ 18.00	\$ 18.00
	6 - 7 hours	\$ 21.00	\$ 21.00	\$ 21.00	\$ 21.00	\$ 21.00
	7 - 8 hours	\$ 24.00	\$ 24.00	\$ 24.00	\$ 24.00	\$ 24.00
	daily maximum	\$ 27.00	\$ 27.00	\$ 27.00	\$ 27.00	\$ 27.00

# City of Kansas City, Missouri Department of Aviation

## Operating Information

### Schedule of Facility Information

#### Kansas City International Airport

<u>Runways</u>	<u>Airport code</u>	MCI
1L/19R 10,801' x 150'	<u>Size</u>	10,654 acres
1R/19L 9,500' x 150'	<u>Elevation</u>	1,026.9 feet
9/27 9,501' x 150'	<u>Terminal Square Feet</u> <b>B</b>	379,363 sq.ft.
	<b>C</b>	354,315 sq.ft.

<b>KCI Terminal Information</b>	<b>Terminal A<sup>1</sup></b>	<b>Terminal B</b>	<b>Terminal C</b>	<b>Totals</b>
Boarding gates	0	19	21	40
Passenger boarding bridges	0	17	20	37
Food and beverage areas *	0	15	16	31
News/gift areas	0	4	3	7
Business traveler service areas	0	20	16	36

<sup>1</sup>In January 2014, the passenger airlines were consolidated into two terminals and Terminal A was deactivated.

\* Includes 4 Byte Coolers –B, and 7 Byte Coolers – C

#### KCI Parking Information (number of parking spaces)

<b>Curbside Valet<sup>2</sup></b>	<b>Terminal B</b>	<b>Terminal C</b>	<b>Circle Lot E</b>	<b>Economy Lot A</b>	<b>Economy Lot B</b>	<b>Economy Lot C</b>	<b>Park Air Express</b>	<b>Total public spaces</b>
900	2,006	2,258	321	3,734	5,917	5,612	1,100	21,848

<sup>2</sup>Curbside Valet Parking service commenced operations during fiscal year 2015.

**Employee Parking Lot** 1,500 spaces

#### Charles B. Wheeler Downtown Airport

<u>Runways</u>	<u>Airport code</u>	MKC
1/19 6,827' x 150'	<u>Size</u>	587 acres
3/21 5,050' x 100'	<u>Elevation</u>	756.8 feet
	<u>Terminal Square feet</u>	109,789 sq.ft.

#### Downtown Operations (number of flights) for the last ten calendar years

<b>Calendar Year</b>	<b>Domestic Air Carrier</b>	<b>Commuter Air Taxi</b>	<b>General Aviation</b>	<b>Military</b>	<b>Total</b>
2011	172	17,897	58,242	1,424	77,735
2012	252	15,115	58,348	1,329	75,044
2013	176	14,233	52,806	719	67,934
2014	203	15,231	52,902	1,256	69,592
2015	189	14,684	54,754	1,468	71,095
2016	188	12,376	51,359	1,194	65,117
2017	232	15,163	57,617	983	73,995
2018	191	15,747	54,546	1,111	71,595
2019	214	16,303	61,808	1,197	79,522
2020	176	15,075	57,328	900	73,479
2021	332	23,228	87,371	1,117	112,048

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Operating Expenditures by Division**  
**For the Last Ten Fiscal Years**

**SALARIES, WAGES AND EMPLOYEE BENEFITS**

<b>Division</b>	<b>FYE13</b>	<b>FYE14</b>	<b>FYE15</b>	<b>FYE16</b>	<b>FYE17</b>	<b>FYE18</b>	<b>FYE19</b>	<b>FYE20</b>	<b>FYE21</b>	<b>FYE22</b>
Administration	\$ 775,483	\$ 964,676	\$ 1,012,994	\$ 958,360	\$ 795,415	\$ 971,347	\$ 1,137,207	\$ 882,458	\$ 1,091,481	\$ 682,522
Accounting & Finance	1,308,851	1,502,246	1,465,777	1,492,066	1,518,182	1,691,292	1,693,800	1,572,193	1,458,025	1,262,490
Information Technology	833,842	1,092,259	1,069,555	1,009,002	998,608	1,043,440	1,184,514	1,521,785	1,547,564	1,153,453
Engineering	1,054,289	1,195,903	1,215,358	1,291,642	1,457,898	1,322,136	1,196,185	1,264,347	1,294,969	1,032,384
Human Resources	254,593	396,779	328,588	279,732	306,901	387,695	385,924	653,049	601,509	535,145
Marketing	446,394	374,271	411,618	475,186	477,653	570,115	618,626	604,857	694,853	593,842
Economic Development	838,132	929,770	969,800	1,049,263	1,050,187	1,035,318	900,196	1,166,531	1,230,948	843,399
Parking Operations	89,703	94,630	107,815	105,253	115,903	124,853	133,497	139,448	156,863	132,529
11500 Parking	-	-	-	-	-	-	-	-	-	-
CBW Downtown Airport	1,183,360	1,007,059	1,210,324	1,145,290	1,117,578	1,437,423	1,764,374	1,721,564	1,942,530	1,248,276
Richards-Gebaur	-	-	-	-	-	-	-	-	-	-
Ambassador Building	-	-	-	-	-	-	-	-	-	-
Air Cargo Centers	-	-	-	-	-	-	-	-	-	-
Operations	1,286,483	1,481,547	1,301,001	1,109,994	1,426,781	1,468,238	1,424,613	1,656,454	1,783,457	1,396,217
Airport Police	5,937,764	6,104,786	6,400,242	6,166,795	6,818,224	6,959,876	6,745,269	6,852,805	7,080,242	4,712,408
Field Maintenance	3,977,039	3,834,720	3,634,480	3,970,554	4,464,608	4,347,995	4,367,768	4,540,863	4,550,499	3,881,476
Fleet Maintenance	1,322,850	1,505,010	1,319,708	1,271,168	1,411,005	1,632,281	1,658,469	1,632,479	1,564,723	1,285,049
Facilities Custodial	3,840,677	3,935,335	3,888,265	3,640,716	4,261,216	4,549,492	4,573,066	4,292,720	4,620,075	4,672,620
Facilities Structural	2,010,423	1,924,496	1,836,212	1,927,237	3,123,907	3,275,615	3,072,827	3,059,291	3,037,974	2,209,546
Bus Operations	3,759,947	3,771,971	3,558,136	3,248,866	3,661,172	3,672,522	3,148,694	3,502,233	3,491,224	2,576,718
Parking & Bus	-	-	-	-	-	-	-	-	-	-
Environmental Mgmt.	346,422	367,324	359,904	353,676	379,231	396,174	373,208	402,159	469,356	373,536
Safety	99,911	169,763	164,066	16,827	149,716	157,613	175,859	194,607	207,860	179,235
Art & Aesthetics	-	-	-	-	-	-	-	-	-	-
Youth Program	-	-	-	-	-	-	-	-	-	-
Maintenance Projects	-	-	-	-	-	-	-	-	-	-
<b>Totals</b>	<b>\$ 29,366,163</b>	<b>\$ 30,652,545</b>	<b>\$ 30,253,844</b>	<b>\$ 29,511,627</b>	<b>\$ 33,534,185</b>	<b>\$ 35,043,425</b>	<b>\$ 34,554,096</b>	<b>\$ 35,659,843</b>	<b>\$ 36,824,152</b>	<b>\$ 28,770,845</b>

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Operating Expenditures by Division**  
**For the Last Ten Fiscal Years**

**CONTRACTUAL SERVICES**

<b>Division</b>	<b>FYE13</b>	<b>FYE14</b>	<b>FYE15</b>	<b>FYE16</b>	<b>FYE17</b>	<b>FYE18</b>	<b>FYE19</b>	<b>FYE20</b>	<b>FYE21</b>	<b>FYE22</b>
Administration	\$ 824,159	\$ 1,140,611	\$ 878,916	\$ 447,153	\$ 252,324	\$ 504,101	\$ 549,407	\$ 406,410	\$ 63,062	\$ 1,414,564
Accounting & Finance	419,395	382,171	386,785	436,654	381,948	354,752	405,636	548,806	85,199	279,570
Information Technology	1,388,835	1,446,381	1,270,933	1,255,117	1,062,345	1,000,993	1,617,753	1,750,055	1,194,865	1,976,778
Engineering	188,477	188,321	215,649	175,654	174,935	182,974	250,535	236,702	148,875	65,700
Human Resources	82,034	78,614	90,506	110,246	118,135	106,075	110,820	84,646	83,194	123,316
Marketing	985,861	1,042,029	1,218,471	1,355,832	1,310,190	1,530,477	2,054,644	2,080,396	690,930	1,354,475
Economic Development	465,371	765,062	1,239,581	1,098,671	1,238,356	1,241,868	1,290,164	1,428,068	1,339,765	1,261,121
Parking Operations	5,943,628	6,225,837	6,871,222	7,263,651	7,501,110	8,363,078	8,691,204	8,920,572	5,531,598	6,534,180
11500 Parking	2,052,109	2,054,557	2,415,118	2,456,428	2,912,315	3,019,449	2,778,200	3,074,577	1,933,855	2,482,642
CBW Downtown Airport	1,152,547	1,066,424	1,142,712	1,144,286	1,470,479	1,559,656	1,499,917	2,446,987	1,243,261	1,458,284
Richards-Gebaur	1,923	2,258	1,393	1,200	600	-	-	-	-	-
Ambassador Building	1,035,244	982,985	1,020,275	1,066,633	1,171,751	1,070,413	1,028,793	647,816	-	-
Air Cargo Centers	-	-	-	-	-	-	-	-	74,598	125,252
Operations	3,568,449	3,218,104	5,036,288	4,414,395	4,424,537	4,554,131	4,828,878	5,340,322	5,674,392	5,746,100
Airport Police	2,381,827	2,310,852	2,019,771	2,351,166	2,362,361	1,606,472	3,002,371	2,109,363	2,049,370	1,974,634
Field Maintenance	539,168	482,280	742,271	730,996	659,920	637,972	595,722	713,159	523,620	506,695
Fleet Maintenance	606,033	508,924	684,326	655,129	875,480	711,974	856,734	660,746	586,118	786,783
Facilities Custodial	763,319	773,005	698,800	654,637	694,169	647,623	661,707	626,326	621,188	644,642
Facilities Structural	13,959,985	14,637,187	14,447,280	15,239,182	13,478,634	13,044,919	15,075,973	12,106,956	12,369,848	14,082,648
Bus Operations	766,486	939,987	851,614	883,419	856,010	874,504	826,315	776,771	601,456	354,094
Parking & Bus	-	-	-	-	-	-	-	-	-	-
Environmental Mgmt.	289,481	274,039	405,858	365,762	335,172	250,554	659,722	264,658	689,942	244,457
Safety	102,348	115,398	123,341	100,091	128,051	96,000	94,184	119,109	105,430	103,661
Art & Aesthetics	-	-	-	-	-	-	-	-	-	-
Youth Program	-	-	-	-	-	-	-	-	-	-
Maintenance Projects	529,115	695,803	1,261,660	932,377	596,454	595,838	837,341	197,819	23,320	1,126,848
Totals	\$ 38,045,794	\$ 39,330,829	\$ 43,022,772	\$ 43,138,679	\$ 42,005,276	\$ 41,953,823	\$ 47,716,020	\$ 44,540,264	\$ 35,633,886	\$ 42,646,444



**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Operating Expenditures by Division**  
**For the Last Ten Fiscal Years**

**COMMODITIES**

<u>Division</u>	<u>FYE13</u>	<u>FYE14</u>	<u>FYE15</u>	<u>FYE16</u>	<u>FYE17</u>	<u>FYE18</u>	<u>FYE19</u>	<u>FYE20</u>	<u>FYE21</u>	<u>FYE22</u>
Administration	\$ 24,845	\$ 27,529	\$ 33,594	\$ 23,791	\$ 23,679	\$ 21,770	\$ 16,670	\$ 14,869	\$ 11,466	\$ 11,718
Accounting & Finance	28,967	39,095	32,119	28,113	18,844	18,473	21,234	27,955	56,568	17,054
Information Technology	269,153	227,199	197,132	219,292	126,754	502,195	343,256	136,843	210,684	170,754
Engineering	9,951	9,941	14,381	13,327	9,877	12,022	20,359	13,464	12,140	7,483
Human Resources	5,594	5,901	4,462	7,803	9,238	8,659	12,698	14,154	4,537	12,533
Marketing	14,245	8,566	20,315	54,682	13,057	10,865	11,414	15,473	5,309	10,400
Economic Development	153,901	159,223	159,021	166,875	157,897	208,811	161,379	156,465	173,686	187,484
Parking Operations	131,786	124,727	140,005	90,917	88,175	110,005	150,428	141,786	65,461	160,347
11500 Parking	171,309	170,286	151,080	93,177	82,983	100,764	104,592	81,777	37,898	90,588
CBW Downtown Airport	796,132	762,521	715,017	498,904	546,020	682,096	648,044	709,433	519,136	694,984
Richards-Gebaur	-	-	-	-	-	-	-	-	-	-
Ambassador Building	20,138	116,164	143,030	165,930	60,031	60,685	51,987	37,364	-	-
Air Cargo Centers	-	-	-	-	-	-	-	-	12,726	-
Operations	43,506	47,170	42,489	33,363	37,221	41,184	117,538	40,570	47,258	46,376
Airport Police	293,081	280,855	324,630	236,929	264,547	212,352	224,615	319,489	166,403	188,480
Field Maintenance	897,670	1,190,137	1,370,373	1,220,954	1,401,358	1,741,480	1,450,870	1,446,484	1,245,170	1,327,855
Fleet Maintenance	988,016	1,117,508	996,200	974,123	1,011,090	980,030	1,480,019	1,240,611	1,105,613	1,304,404
Facilities Custodial	383,171	368,354	401,110	397,029	403,148	368,385	505,674	436,787	265,812	392,768
Facilities Structural	342,074	270,366	385,631	338,911	516,896	461,811	682,675	394,617	220,346	432,099
Bus Operations	15,627	12,259	12,776	12,712	15,108	15,255	9,745	18,924	25,233	23,331
Parking & Bus	-	-	-	-	-	-	-	-	-	-
Environmental Mgmt.	953	3,011	1,681	1,150	737	760	4,626	1,063	215	333
Safety	2,286	4,248	2,582	1,161	15,765	1,089	2,150	1,528	172	1,882
Art & Aesthetics	-	-	-	-	-	-	-	-	-	-
Youth Program	-	-	-	-	-	-	-	-	-	-
Maintenance Projects	-	-	-	-	-	-	-	-	-	-
Totals	\$ 4,592,404	\$ 4,945,061	\$ 5,147,628	\$ 4,579,143	\$ 4,802,425	\$ 5,558,691	\$ 6,019,973	\$ 5,249,656	\$ 4,185,833	\$ 5,080,873

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Operating Expenditures by Division**  
**For the Last Ten Fiscal Years**

**TOTAL OPERATING EXPENSES**

<b>Division</b>	<b>FYE13</b>	<b>FYE14</b>	<b>FYE15</b>	<b>FYE16</b>	<b>FYE17</b>	<b>FYE18</b>	<b>FYE19</b>	<b>FYE20</b>	<b>FYE21</b>	<b>FYE22</b>
Administration	\$ 1,624,487	\$ 2,132,815	\$ 1,925,505	\$ 1,429,304	\$ 1,071,418	\$ 1,497,218	\$ 1,703,284	\$ 1,303,737	\$ 1,166,009	\$ 2,108,804
Accounting & Finance	1,757,214	1,923,512	1,884,680	1,956,833	1,918,974	2,064,517	2,120,670	2,148,954	1,599,792	1,559,114
Information Technology	2,491,830	2,765,839	2,537,620	2,483,411	2,187,707	2,546,628	3,145,523	3,408,683	2,953,113	3,300,985
Engineering	1,252,717	1,394,165	1,445,389	1,480,623	1,642,710	1,517,132	1,467,079	1,514,513	1,455,984	1,105,567
Human Resources	342,221	481,294	423,556	397,781	434,274	502,429	509,442	751,849	689,240	670,994
Marketing	1,446,500	1,424,866	1,650,404	1,885,700	1,800,900	2,111,457	2,684,684	2,700,726	1,391,092	1,958,717
Economic Development	1,457,403	1,854,055	2,368,403	2,314,809	2,446,440	2,485,997	2,351,739	2,751,064	2,744,399	2,292,004
Parking Operations	6,165,117	6,445,195	7,119,042	7,459,821	7,705,188	8,597,936	8,975,129	9,201,806	5,753,922	6,827,056
11500 Parking	2,223,417	2,224,843	2,566,198	2,549,605	2,995,298	3,120,213	2,882,792	3,156,354	1,971,753	2,573,230
CBW Downtown Airport	3,132,040	2,836,005	3,068,053	2,788,480	3,134,077	3,679,175	3,912,335	4,877,984	3,704,927	3,401,544
Richards-Gebaur	1,923	2,258	1,393	1,200	600	-	-	-	-	-
Ambassador Building	1,055,383	1,099,149	1,163,305	1,232,563	1,231,782	1,131,098	1,080,780	685,180	-	-
Air Cargo Centers	-	-	-	-	-	-	-	-	87,324	125,252
Operations	4,898,438	4,746,821	6,379,778	5,557,752	5,888,539	6,063,553	6,371,029	7,037,346	7,505,107	7,188,693
Airport Police	8,612,672	8,696,493	8,744,643	8,754,890	9,445,132	8,778,700	9,972,255	9,281,657	9,296,015	6,875,522
Field Maintenance	5,413,877	5,507,137	5,747,124	5,922,504	6,525,886	6,727,447	6,414,360	6,700,506	6,319,289	5,716,026
Fleet Maintenance	2,916,898	3,131,441	3,000,233	2,900,420	3,297,575	3,324,285	3,995,222	3,533,836	3,256,454	3,376,236
Facilities Custodial	4,987,167	5,076,695	4,988,176	4,692,382	5,358,533	5,565,500	5,740,447	5,355,833	5,507,075	5,710,030
Facilities Structural	16,312,481	16,832,049	16,669,123	17,505,330	17,119,437	16,782,345	18,831,475	15,560,864	15,628,168	16,724,293
Bus Operations	4,542,060	4,724,217	4,422,527	4,144,997	4,532,290	4,562,281	3,984,754	4,297,928	4,117,913	2,954,143
Parking & Bus	-	-	-	-	-	-	-	-	-	-
Environmental Mgmt.	636,855	644,375	767,443	720,588	715,140	647,488	1,037,556	667,880	1,159,513	618,326
Safety	204,545	289,409	289,990	118,079	293,532	254,702	272,193	315,244	313,462	284,778
Art & Aesthetics	-	-	-	-	-	-	-	-	-	-
Youth Program	-	-	-	-	-	-	-	-	-	-
Maintenance Projects	529,115	695,803	1,261,660	932,377	596,454	595,838	837,341	197,819	23,320	1,126,848
Totals	\$ 72,004,361	\$ 74,928,435	\$ 78,424,243	\$ 77,229,449	\$ 80,341,886	\$ 82,555,939	\$ 88,290,089	\$ 85,449,763	\$ 76,643,871	\$ 76,498,162

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Full-Time and Equivalent Employees by Division**  
**For the Last Ten Fiscal Years**

Division	FYE13	FYE14	FYE15	FYE16	FYE17	FYE18	FYE19	FYE20	FYE21	FYE22
Administration	4	5	5	4	2	4	3	4	3	3
Accounting & Finance	19	20	21	21	20	20	19	17	16	11
Information Technology	9	11	11	11	9	10	13	13	12	12
Engineering	11	12	12	13	11	11	12	10	10	9
Human Resources	5	5	5	4	5	5	5	6	6	4
Marketing	5	4	3	5	5	5	5	5	4	4
Economic Development	9	9	10	9	9	8	8	8	8	8
Parking Operations	1	1	1	1	1	1	1	1	1	1
CBW Downtown Airport	16	15	17	15	15	19	18	19	20	16
Operations	17	16	16	14	17	15	16	15	15	11
Airport Police	89	97	102	102	96	94	98	89	81	63
Field Maintenance	56	50	56	61	59	55	60	56	55	51
Fleet Maintenance	17	18	18	16	17	18	17	16	16	19
Facilities Custodial	67	66	67	69	66	72	71	64	63	67
Facilities Structural	27	27	26	25	29	28	23	27	23	19
Central Utilities Plant (622355)	-	-	-	6	11	12	9	10	10	10
Bus Operations (Includes Part-Time)	58	63	59	59	65	55	49	50	51	37
Environmental Management	3	3	3	3	3	3	3	3	3	3
Safety	1	2	1	1	2	2	2	2	2	2
	<b>414</b>	<b>424</b>	<b>433</b>	<b>439</b>	<b>442</b>	<b>437</b>	<b>432</b>	<b>415</b>	<b>399</b>	<b>350</b>

Source: Kansas City Aviation Department records.

**City of Kansas City, Missouri Department of Aviation**  
**Operating Information**  
**Schedule of Assets Capitalized**  
**For the Year Ended April 30, 2022**

**Buildings and building improvements:**

Mexico City Ave. Improvement	\$ 1,599,399
Tenant Improvements	1,926,989
OHB - Super Hangar Freight Elevator	398,017
Super Hangar POD Roof Repair, additional costs	17,766
Terminal C AA Baggage EDS	165,542
<b>Total buildings and building improvements</b>	<b><u>4,107,713</u></b>

**Infrastructure:**

Decommissioning of the VOR/DME	719,015
Redesign Post Gates 1 & 28	2,709,477
Removal of Taxiway D (DTA)	549,713
Fiber Optic Connections	1,318,194
Computer System Upgrades	936,726
Commerce Center Development, Phase 3	78,761
Replace Relief Wells Phase 2	48,776
Rehabilitate Brasilia and Rome	77,745
Rehabilitate Ottawa Ave, additional costs	137
<b>Total infrastructure</b>	<b><u>6,438,544</u></b>

**Machinery and equipment:**

2021 Ford F-150 Crew Cab	31,122
2020 Eldorado EZ-Rider II Bus (4)	1,803,844
John Deere Z930R Ztrak Mower	13,003
2022 Ford Explorer 4x4 (4)	109,956
2022 Ford Utility PI AWD (3)	105,837
2022 Ford F-150 Crew Cab 4x4 (2)	64,230
2022 John Deere 332G Skid Steer	63,646
FLIR Camera & JCU Kit (ARFF) (5)	176,357
JCI SP-EMP6011C InterClean Pump	25,856
HP DesignJet T7200 Plotter	15,879
2021 Crafcro Crack Sealer - DTA	74,936
Shop-Tek Model #ST1509RD	15,455
70-ton Hydraulic Electric Press	14,303
<b>Total machinery and equipment</b>	<b><u>2,514,424</u></b>

<b>Total assets capitalized</b>	<b><u>\$ 13,060,681</u></b>
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# City of Kansas City, Missouri Department of Aviation

## Operating Information

### Schedule of Construction in Progress

### For the Year Ended April 30, 2022

Projects	Project Description	FYE21	Additions	Adjustments	Expensed	Capitalized	FYE22
62000000	Aviation Capital Budget Accruals	\$ 50,638,391	\$ (11,882,890)				\$ 38,755,501
62080331	Relief Well System Rehab.	466,628	148,379				615,007
62110365	Taxiway Pavement Rehab	-	27,577	(27,577)			-
62110368	Aviation Facility Development	-	58,821		(58,821)		-
62120406	Airfield Pavement Rehab	-	2,995	(2,995)			-
62140439	Runway 1-19 Repairs @ DTA	-	4,018	2,995	(7,013)		-
62150444	Terminal Finance Plan	1,428,878	11,310				1,440,188
62150444	Terminal Finance Plan	778,474	1,135,233				1,913,707
62150444	Terminal Finance Plan	58,704					58,704
62150445	Terminal Development Planning	-	114,258				114,258
62150445	Terminal Development Planning	160,925					160,925
62150445	Terminal Development Planning	237,701					237,701
62150448	Decommissioning of the VOR/DME	810,720	(91,705)			(719,015)	-
62160460	Broadway Bridge and airport roads	4,000,000					4,000,000
62160465	Redesign Post Gates 1 & 28	1,393,299	16,178			(1,409,477)	-
62160465	Redesign Post Gates 1 & 28	1,300,000				(1,300,000)	-
62160468	Rehab Landside Pavement	1,389,487	90,174				1,479,661
62170476	Renovate Customs FIS Facility	-	(101,009)			101,009	-
62170476	Renovate Customs FIS Facility	-	101,009			(101,009)	-
62170481	Trammell Crow Dev Ph 3	-	78,761			(78,761)	-
62170483	Replace Relief Wells Ph 2	-	48,776			(48,776)	-
62170486	Airport Facility Development	-	243,950	(191,560)	(52,390)		-
62170487	Super Hangar POD Roof Repair	-	17,766			(17,766)	-
62180496	Removal of Taxiway D (DTA)	468,949	(2,348)	2,625		(469,226)	-
62180496	Removal of Taxiway D (DTA)	75,389	5,098			(80,487)	-
62180497	Consolidated Terminal Project	59,900					59,900
62180497	Consolidated Terminal Project	72,085,211	992,341				73,077,552
62180497	Consolidated Terminal Project	541,332,540	168,083,864				709,416,404
62180497	Consolidated Terminal Project	27,334,879	23,488,382				50,823,261
62180497	Consolidated Terminal Project	-	227,255,030				227,255,030
62180498	Owners Representative -New KCI	400,000					400,000.00
62180498	Owners Representative -New KCI	11,900,000					11,900,000
62180498	Owners Representative -New KCI	13,612,387	12,085,959				25,698,346
62180503	Rehab Taxiway F	15,448,085	(979,823)				14,468,262
62180503	Rehab Taxiway F	4,777,340	2,070,168				6,847,508
62180504	Reimbursable Agreement FAA-KCI	(3,629)	(304,858)				(308,487)
62180504	Reimbursable Agreement FAA-KCI	819,522					819,522
62190506	Terminal C A A Baggage EDS	-	156,799	8,743		(165,542)	-
62190507	Rehab Ottawa ave.	-	(2,649,437)			2,649,437	-
62190507	Rehab Ottawa ave.	-	2,649,573			(2,649,573)	-
62190508	Rehabilitate Taxiway A at MKC	165,006	2,638,880	24,951			2,828,837
62190509	Reconstruct Runway 1L-19R	3,698,727	21,591,442				25,290,169
62190513	Rehabilitate Brasilia and Rome	-	77,745			(77,745)	-
62190517	Overhaul Base Pavement Rehab	3,551,697	112,478				3,664,175
62200520	KCPD Hangar 5B Upgrade	284,443			(284,443)		-
62200521	Fiber Optic Connections	1,318,194				(1,318,194)	-
62200522	Mexico City Ave. Improvement	23,404	3,489			(26,893)	-
62200522	Mexico City Ave. Improvement	1,572,506				(1,572,506)	-
62200524	Brite System Replacement	1,619,710	412,280				2,031,990
62200525	Rehabilitate Taxiway C	3,602,488	4,314,736				7,917,224
62200526	Rehabilitate Ottawa Ave, Ph2	1,214,640	2,358,561				3,573,201
62200527	Commerce Center Development, Ph4	2,619,781	4,698,331				7,318,112
62200528	Landside Pavement Design	151,333	628,166				779,499
62200529	Airfield and Landside Design	177,968	166,222				344,190
62200531	Park Air Parking Lot Expansion	307,649	4,007,817	182,817			4,498,283
62200532	Airfield Pavement Repairs MKC	303,961	-		(303,961)		-
62210534	Repave Economy Lot C	-	2,323,055				2,323,055
62210535	Rehabilitate London and Madrid	-	2,446,338				2,446,338
62210536	New Terminal Boarding Bridges	-	222,738				222,738
62210537	Cyber Security Back Up	374,275	18,420			(392,695)	-
62210539	Storm Sewer Rehabilitation	-	554,176				554,176
62210542	Palo Alto Project (from exp 621015-616200)	529,893	14,138			(544,031)	-
62210543	Rehab Relief Wells Ph3	-	800,594				800,594
62210544	New Terminal Art Program	-	5,525,482				5,525,482
62210545	Virtual Ramp Control System	-	1,641,106				1,641,106
62220554	Westside Solar Array at KCI	-	75,000				75,000
62C-ADMIN	PFC Development Project	-	(44,290)				(44,290)
62C-ADMIN	PFC Development Project	-	44,290				44,290
62TENIMP	Tenant Improvements	-	1,180,848	(1,152,471)	(28,375)		2
62TENIMP	TI - Central Warehouse improvements	169,883		232,314	(402,197)		-
62TENIMP	TI - Southwest GSE at MCI Air Cargo Center 1	435,717		40,766		(476,483)	-
62TENIMP	TI - TUG/Textron GSE at MCI Air Cargo Center 1	324,703		14,952		(339,655)	-
62TENIMP	TI - PrimeFlight (Amazon) at MCI Air Cargo Center 1	240,407		563,157		(803,564)	-
62TENIMP	TI - Worldwide Flight Services at MCI Air Cargo Center 1	298,963		8,325		(307,288)	-
62TENIMP	TI - Evergy (Jade)	5,448		292,958			298,406
622355-616040	OHB - Super Hangar Freight Elevator	316,199	81,818			(398,017)	-
622355-616040	OHB - Deluge Valves, Bldg#1	-	410,764				410,764
622355-616040	OHB - Replace Engine#3, S. Pump House	-	491,995				491,995
622355-616040	OHB - Pump#8, S. Pump House	-	255,578				255,578
<b>Grand Total</b>		<b>\$ 774,280,775</b>	<b>\$ 479,926,546</b>	<b>\$ -</b>	<b>\$ (1,137,200)</b>	<b>\$ (10,546,257)</b>	<b>\$ 1,242,523,864</b>

# Glass Boarding Bridges Arrive



April 22, 2022 - The 39 glass-sided Passenger Boarding Bridges (PBBs) recently began to arrive for the Kansas City International Airport's new terminal. Used to board and deplane passengers on aircraft, the bridges are manufactured in the United States and are utilized at airports worldwide. These climate-controlled bridges will give passengers a unique perspective by offering views of the aircraft, the pilots on the flight deck, as well as other airfield activity, while eliminating the claustrophobic experience of the boarding process.



(Photos from [www.BuildKCI.com](http://www.BuildKCI.com))

## **C. COMPLIANCE SECTION**

**THIS SECTION CONTAINS THE FOLLOWING SCHEDULES:**

### **INDEPENDENT AUDITOR'S REPORT**

**OPINION LETTER FROM INDEPENDENT AUDITOR REGARDING THE PASSENGER FACILITY CHARGE (PFC) PROGRAM REPORT CONTAINED IN THIS ANNUAL COMPREHENSIVE FINANCIAL REPORT**

### **SCHEDULE OF PFC FUNDS REVENUES AND EXPENSES**

**SCHEDULE SHOWING PASSENGER FACILITY CHARGE (PFC) FUNDS REVENUES AND EXPENSES  
FOR THE CURRENT FISCAL YEAR**

### **NOTES TO SCHEDULE OF PFC FUNDS REVENUES AND EXPENSES**

**NARRATIVE EXPLANATION REGARDING ITEMS IN THE PASSENGER FACILITY CHARGE (PFC) REPORT**

REPORT ON COMPLIANCE FOR THE PASSENGER FACILITY CHARGE PROGRAM;  
REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON SCHEDULE OF  
PASSENGER FACILITY CHARGES REVENUES AND EXPENSES

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The Honorable Mayor and  
Members of the City Council  
**City of Kansas City, Missouri**

**Report on Compliance**

***Opinion on the Passenger Facility Charge Program***

We have audited the City of Kansas City, Missouri Department of Aviation's (Department), an enterprise fund of the City of Kansas City, Missouri (City), compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (Guide) issued by the Federal Aviation Administration, that could have a direct and material effect on its passenger facility charge program for the year ended April 30, 2022.

In our opinion, the Department complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended April 30, 2022.

***Basis for Opinion on the Passenger Facility Charge Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guide. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Department and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Department's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions applicable to the Department's passenger facility charge program.



## ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Department's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Department's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Department's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Department's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

## **Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not

identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

### **Report on Schedule of Passenger Facility Charges Revenues and Expenditures**

We have audited the financial statements of the Department, an enterprise fund of the City, as of and for the year ended April 30, 2022 and have issued our report thereon dated October 28, 2022, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of passenger facility charges revenues and expenditures is presented for purposes of additional analysis as required by the Guide and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of passenger facility charges revenues and expenditures is fairly stated in all material respects in relation to the basic financial statements as a whole.

*Allen, Gibbs & Houlik, L.C.*  
CERTIFIED PUBLIC ACCOUNTANTS

Overland Park, KS  
October 28, 2022

# City of Kansas City, Missouri Department of Aviation

## Passenger Facility Charge (PFC) Program

### Schedule of PFC Revenues and Expenses

#### For the Year Ended April 30, 2022

PFC Project	Description	Approved for	Project Authorized Amount	Cumulative PFC Funds Expended
Project 1.1	Paving of Runway 1R/19L & Connecting Taxiway	Collection and use	\$ 8,409,781	\$ 8,409,781
Project 1.2	Terminal Improvements- Design Phase	Collection and use	14,355,950	14,355,950
Project 1.3	Taxiway D Rehabilitation	Collection and use	426,763	426,763
Project 1.4	Aircraft Rescue and Firefighting Vehicles	Collection and use	264,944	264,944
Project 1.5	Overlay Runway 1L/19R, Taxiway A, A1-A9	Collection and use	9,081,326	9,081,326
Project 1.6	Terminal Apron Rehabilitation, Phase II - VII	Collection and use	14,556,288	14,556,288
Project 1.7	Land Acquisition	Collection and use	10,766,850	10,766,850
Project 1.8	Terminal Apron Lights	Collection and use	630,529	630,529
Project 1.9	Overlay Runway 9/27 & Taxiway C (between C1 - C9)	Collection and use	4,549,975	4,549,975
Project 1.10	Expanded General Aviation Apron	Collection and use	-	-
Project 1.11	Construct Federal Inspection Services Facility	Collection and use	4,099,525	4,099,525
Project 1.12	Taxiway B Rehabilitation	Collection and use	5,753,074	5,753,074
Project 1.13	Terminal Improvements - Construction Phase	Collection and use	190,114,208	190,114,208
Project 2.1	Airfield Storm Drainage - MKC	Collection and use	-	-
Project 2.2	Construction Hold Apron West -Term. B	Collection and use	3,944,000	3,944,000
Project 2.3	Automated Access Control System-New	Collection and use	2,322,855	2,322,855
Project 2.4	Reconstruct Taxiway D { Between C-6 & F}	Collection and use	-	-
Project 2.5	PFC Development & Administration	Collection and use	474,389	474,389
Project 3.1	Terminal Equipment	Collection and use	57,111,513	57,111,513
Project 3.2	Airfield Lighting Generator	Collection and use	512,599	512,599
Project 3.3	Relocate Airfield Generator-MKC	Collection and use	576,509	576,509
Project 3.4	Overlay Runway 1/19-MKC	Collection and use	-	-
Project 4.1	Reconstruct Runway 1/19-MKC	Collection and use	2,809,515	2,809,515
Project 5.1	Two New ARFF Vehicles	Collection and use	345,831	345,831
Project 5.2	Taxiway B & D Extension	Collection and use	2,006,646	2,006,646
Project 5.3	Taxiway M & L Rehabilitation	Collection and use	3,282,304	3,282,304
Project 5.4	Airport Master Plan & Part 150 Update	Collection and use	1,229,570	1,229,570
Project 5.5	New ARFF Facility Construction	Collection and use	1,918,433	1,918,433
Project 5.6	Inline Baggage Screening	Collection and use	5,196,645	5,196,645
Project 5.7	Taxiway D Rehabilitation	Collection and use	1,766,481	1,766,481
Project 5.8	Airfield Lighting Rehabilitation	Collection and use	3,312,875	3,312,875
Project 5.9	Perimeter Fencing Replacement - MKC	Collection and use	349,525	349,525
Project 5.10	Terminal Improvements - Holdrooms	Collection and use	5,869,950	5,869,950
Project 5.11	Upgrade Glycol Collection System	Collection and use	2,983,188	2,983,188
Project 5.12	Airfield Snow Removal Equipment Building	Collection and use	-	-
Project 5.15	Fuel Farm Relocation - MKC	Collection and use	-	-
Project 6.01	Airfield Sand and Deicing Facility	Collection and use	3,966,944	3,966,944
Project 6.02	Terminal chilled water line and cooling tower replacement	Collection and use	5,654,976	5,654,976
Project 6.03	Snow removal equipment/ARFF vehicle maintenance facility	Collection and use	3,363,220	3,363,220
Project 6.04	Airfield pavement rehabilitation	Collection and use	4,426,816	4,426,816
Project 6.05	New snow removal equipment	Collection and use	770,500	770,500
Project 6.07	Runway 1/19 Safety Area Extensions - MKC	Collection and use	1,127,635	1,127,635
Project 6.08	Cargo apron rehabilitation	Collection and use	367,451	367,451
Project 6.09	Airfield Snow Removal Equipment Building	Collection and use	7,739,051	7,739,051
Project 8.01	Airfield Pavement Rehabilitation Phase II	Collection and use	3,622,196	3,622,196
Project 8.02	New Terminal Advance Planning	Collection and use	1,125,000	1,125,000
Project 8.03	MKC Taxiway Rehabilitations	Collection and use	1,250,000	1,250,000
Project 8.04	Reconstruct Airfield Service Roads	Collection and use	1,800,000	1,800,000
Project 8.05	Aircraft Rescue and Firefighting Vehicles	Collection and use	350,538	350,538
Project 8.06	Terminal Access Roads Rehabilitation and Improvements	Collection and use	7,200,000	7,200,000
Project 8.07	New snow Removal Equipment	Collection and use	4,291,940	4,291,940
Project 9.01	Rehabilitate Runway 1R/19L	Collection and use	9,827,878	9,827,878
Project 9.02	Terminal Holdroom Reconfiguration	Collection and use	4,388,734	4,388,734
Project 9.04	Two New Snow Plow Trucks	Collection and use	200,000	200,000
Project 9.06	Westside Taxiway System Rehabilitation	Collection and use	8,510,678	8,510,678
Project 10.01	Taxiway System Rehabilitation ph 3	Collection and use	17,000,000	17,000,000
Project 10.02	Runway 9/27 Rehabilitation	Collection and use	1,835,338	1,835,338
Project 10.03	Terminal C Improvements	Collection and use	5,275,000	5,275,000
Project 10.04	Taxiway B Drainage Improvements	Collection and use	871,065	871,065
Project 10.05	Airport Service road Improvement	Collection and use	4,222,553	4,222,553
Project 10.06	Replace And Upgrade Post Gate 11-12	Collection and use	501,633	501,633
Project 11.01	FIS Facility Renovation and Expansion	Collection and use	10,582,683	10,582,683
Project 11.02	Rehabilitate Taxiway C	Collection and use	2,150,000	2,150,000
Project 11.03	Post Gate 28 upgrades	Collection and use	1,300,000	1,300,000
Project 11.04	SMS System at KCI	Collection and use	1,100,000	1,100,000
Project 11.05	Reconstruct Taxiway D @CBW	Collection and use	85,000	85,000
Project 11.06	Runway Protection Zone Obstruction Removal	Collection and use	1,100,000	1,100,000
Project 12.01	Terminal Modernization Program - Design	Collection and use	62,838,482	62,838,482
Project 13.01	Reconstruct Runway 1L - 19R (phase II)	Collection and use	5,796,569	5,796,569
Project 13.02	PFC Administration	Collection and use	44,290	44,290
<b>Total Authority</b>			<b>\$ 543,708,211</b>	<b>\$ 543,708,211</b>
			<b>Current Period</b>	<b>Cumulative</b>
PFC Revenue Collected			\$ 16,129,288	\$ 475,899,259
Interest Earned			1,183,846	28,075,095
Total - PFC Revenue			<b>\$ 17,313,134</b>	<b>\$ 503,974,354</b>
Expenditures on Approved Use PFC Projects			<b>\$ 14,287,490</b>	<b>\$ 436,985,277</b>

(See Notes to Schedule of PFC Funds  
Revenues and Expenses)

# City of Kansas City, Missouri Department of Aviation

## Passenger Facility Charge (PFC) Program

### Notes to Schedule of PFC Funds Revenues and Expenses

For the Year Ended April 30, 2022

#### 1. General

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized the local imposition of passenger facility charges (PFCs) and use of PFC revenues on Federal Aviation Administration (FAA) approved projects. On August 8, 2006, the FAA approved a \$4.50 PFC collection at Kansas City International Airport (MCI). The total approved amount of net PFC revenue plus interest that MCI is allowed to collect is \$543,708,211.

#### 2. Schedule of Passenger Facility Charge Revenues and Expenses

The accompanying schedule of Passenger Facility Charge Revenues and Expenses presents the revenues received from PFC and expenses incurred on approved projects on the cash basis of accounting, wherein revenues are recorded when received and expenses are recorded when paid. Revenue received and expenses made on approved projects in the accompanying schedule agree to the PFC quarterly status reports submitted by MCI to the FAA.

#### 3. PFC Bonds

Passenger Facility Charge (PFC) Revenue Bonds were issued on August 1, 2001, by the City of Kansas City, Missouri Aviation Fund in the amount of \$140,000,000. These bonds were issued for the purpose of financing the design and construction costs of terminal improvements at the Kansas City International Airport and were backed by the PFCs collected on ticketed passengers that pass through the Airport. These bonds were refunded in July 2013 by the PFC-Eligible Portion of the 2013A General Airport Revenue Bonds (GARBs).

On October 29, 2020, Airport Special Obligation Refunding Bonds, Series 2020C, were issued. The PFC portion of these bonds refunded the outstanding PFC-eligible portion of the 2013A General Airport Revenue Bonds (GARBs) in the amount of \$40,735,000. The outstanding PFC-portion of the 2020C Airport Special Obligation Refunding Bonds and the interest thereon are payable from revenues derived from airport operations and from PFC revenues. The outstanding balance of the PFC-portion of the 2020C Airport Special Obligation Refunding Bonds at April 30, 2021 was \$ 29,620,000.

#### 4. PFC Funds Collected

PFC funds collected during the year ended April 30, 2022 were as follows:

PFC Collections	\$ 16,129,288
Interest Earned on PFC collections	<u>1,183,846</u>
Total PFC Revenue in FYE22	<u><u>\$ 17,313,134</u></u>

**City of Kansas City, Missouri Department of Aviation**  
**Passenger Facility Charge (PFC) Program**  
**Notes to Schedule of PFC Funds Revenues and Expenses**  
**For the Year Ended April 30, 2022**

Cumulative PFC funds collected through April 30, 2022 were as follows:

Total PFC Collections	\$ 475,899,259
Total Interest Earned on PFC Collections	<u>28,075,095</u>
Total PFC Revenue through April 30, 2022	<u><u>\$ 503,974,354</u></u>

**5. PFC Funds Expended**

PFC funds expended during the year ended April 30, 2022 were as follows:

Funds Expended by Reporting Period	
Period ending July 31, 2021	\$ 2,427,334
Period ending October 31, 2021	4,675,545
Period ending January 31, 2022	-
Period ending April 30, 2022	<u>7,184,611</u>
Total PFC Funds Expended in FYE 22	<u><u>\$ 14,287,490</u></u>

Cumulative PFC funds expended through April 30, 2022 totaled \$436,985,277.



**City of Kansas City, Missouri Department of Aviation**  
**Passenger Facility Charge (PFC) Program**  
**Summary of Auditor's Results**  
**April 30, 2022**

***Summary of Auditor's Results***

- |  |                     |              |              |
|--|---------------------|--------------|--------------|
| 1. Type of report issued on supplementary schedule of passenger facility charges (PFC) revenues and expenditures.  | <u>X</u> Unmodified | ___ Modified |              |
| 2. Type of report on PFC compliance.   | <u>X</u> Unmodified | ___ Modified |              |
| 3. Quarterly revenues and expenditures reconcile with submitted quarterly reports, and reported unliquidated revenue matches actual amounts.                       | <u>X</u> Yes        | ___ No       |              |
| 4. The public agency maintains a separate financial accounting record for each application.  | <u>X</u> Yes        | ___ No       |              |
| 5. Funds disbursed were for PFC-eligible items as identified in the FAA decision to pay only for the allowable costs of the project.                               | <u>X</u> Yes        | ___ No       |              |
| 6. Monthly carrier receipts were reconciled with quarterly carrier reports.  | <u>X</u> Yes        | ___ No       |              |
| 7. PFC cash balances were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds.          | <u>X</u> Yes        | ___ No       |              |
| 8. Serving carriers were notified of PFC program actions/changes approved by the FAA.  | <u>X</u> Yes        | ___ No       |              |
| 9. Quarterly reports were transmitted (or available via website) to remitting carriers.  | <u>X</u> Yes        | ___ No       |              |
| 10. Regarding Assurances 5, 6, and 7, the audit identified that portions of PFC-funded facilities were being leased to air carriers under preferential use leases. | <u>X</u> Yes        | ___ No       |              |
| 11. The public agency is in compliance with Assurance 8.   | <u>X</u> Yes        | ___ No       |              |
| 12. Regarding Assurance 9, the audit identified that the public agency has in its records, or access to, the list of current advisory circulars.                   | <u>X</u> Yes        | ___ No       |              |
| 13. Program administration is carried out in accordance with Assurance 10.   | <u>X</u> Yes        | ___ No       |              |
| 14. For those public agencies with excess revenue, a plan for the use of this revenue has been submitted to the FAA for review and concurrence.                    | ___ Yes             | ___ No       | <u>X</u> N/A |

***Findings Required to be Reported by the Guide***

No matters are reportable.





KANSAS CITY  
AVIATION DEPARTMENT

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