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June 13, 2016

Board of Directors
Indianapolis Airport Authority
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We have reviewed the audit report prepared by BKD LLP, Independent Public Accountants, for the period January 1, 2015 to December 31, 2015. In our opinion, the audit report was prepared in accordance with the guidelines established by the State Board of Accounts. Per the Independent Public Accountants' opinion, the financial statements included in the report present fairly the financial condition of the Indianapolis Airport Authority, as of December 31, 2015 and the results of its operations for the period then ended, on the basis of accounting described in the report.

The Independent Public Accountants' report is filed with this letter in our office as a matter of public record.

Paul D. Joyce
Paul D. Joyce, CPA
State Examiner

Indianapolis Airport Authority

Independent Auditor's Report and Financial Statements

December 31, 2015 and 2014

Indianapolis Airport Authority

December 31, 2015 and 2014

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Independent Auditor's Report

To the Members of the Board
Indianapolis Airport Authority
Indianapolis, Indiana

Report on the Financial Statements

We have audited the accompanying basic financial statements of Indianapolis Airport Authority (Authority) as of and for the years ended December 31, 2015 and 2014, and the related notes to the basic financial statements, which comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Indianapolis Airport Authority as of December 31, 2015 and 2014, and the changes in its financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplementary information, including the schedule of expenditures of federal awards required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic 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 basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 7, 2016, on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

BKD, LLP

Indianapolis, Indiana
April 7, 2016

MANAGEMENT'S DISCUSSION AND ANALYSIS

December 31, 2015

(Unaudited)

The following discussion and analysis of the financial performance and activity of the Indianapolis Airport Authority (Authority) is to provide an introduction and overview that users need to interpret the financial statements of the Authority as of and for the years ended December 31, 2015 and 2014. This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

Authority Powers and Purposes

In 1962, the City Council of the City of Indianapolis (City), the Mayor of the City and the County Council of Marion County (County) created the Authority pursuant to the Authority Act as a municipal corporation, separate from the City and the County. The Authority Act authorizes the Authority to own and operate public airports. The Authority is empowered to do all things necessary or reasonably incident to carrying out the purposes of the Authority Act, including the power to: (i) acquire, establish, construct, improve, equip, maintain, control, lease and regulate municipal airports, landing fields and other air navigation facilities, either inside or outside the County; (ii) manage and operate airports, landing fields and other air navigation facilities acquired or maintained by the Authority; (iii) adopt a schedule of reasonable charges and collect them from all users of facilities and services within the County; (iv) lease all or any part of an airport, landing field or any buildings or other structures, and fix, charge and collect rentals, tolls, fees and charges to be paid for the use of the whole or a part of the airports, landing fields or other air navigation facilities by aircraft landing there and for the servicing of the aircraft; (v) make rules and regulations, consistent with laws regarding air commerce, for management and control of its airports, landing fields, air navigation facilities and other property under its control; and (vi) incur indebtedness in accordance with the Authority Act.

The operations of the Authority depend heavily on revenues received from airlines serving Indianapolis International Airport. Airlines are given the option to sign an Agreement and Lease of Premises (Airline Agreement), which sets forth rates and charges for use of Authority assets and which utilizes a residual rate-making methodology. The residual nature of the Airline Agreement essentially requires the airlines to assume certain financial risks to guarantee the Airport has sufficient revenue to cover all operating and capital borrowing costs. In return, the Authority has less autonomy over capital asset development decisions in that the airlines have the ability to veto certain proposed capital improvement projects at the Airport. As of December 31, 2015, six passenger carriers and two cargo carriers represent the Signatory Airlines.

The Authority and the Signatory Airlines negotiated a new Airline Agreement in 2015. This new Airline Agreement was approved by the Authority Board and is effective from January 1, 2016 through December 31, 2018, with two optional one-year extensions available. Airlines that sign the Airline Agreement are subject to favorable Signatory rates, as opposed to the Authority's Non-Signatory rates.

Airport Operations Activity and Financial Highlights

	2015	2014	Variance
Enplaned passengers ⁽¹⁾	4,008,256	3,686,245	8.7%
Landed weight (1,000 lb. units)			
Passenger airlines	4,676,484	4,280,224	9.3%
Cargo airlines	5,335,588	5,356,686	-0.4%
Total landed weights	10,012,072	9,636,910	3.9%
Aircraft operations	152,937	148,899	2.7%

⁽¹⁾ Includes domestic air carriers, international air carriers and air taxi/commuter flights

Airport Operations Activity

- In 2015, the number of enplaned passengers was 8.7% higher than 2014. The increase from 2014 is attributed to the continued strength of the local and domestic economy, lower fuel prices, and increased capacity to new markets from both new and existing carriers. Growing enplanements at the end of 2014 caught the attention of low cost carriers and the Indianapolis market attracted new service in 2015 from commercial airlines such as Allegiant, Frontier and Southwest. As in 2014, the robust job market and competitive airfares continued to increase air travel demand in both the business and leisure markets. Meanwhile, fuel prices remained low allowing carriers to sustain lower fares and consider new routes.
- Passenger airlines accounted for approximately 47% of total landed weight at Indianapolis International Airport (IND) in 2015, 44% in prior year; cargo airlines accounted for the other 53% during 2015 and 56% in 2014. Passenger airline landed weights increased by 9.3% in 2015 from prior year; cargo airline landed weight decreased 0.4% from prior year. The increase in passenger landed weights is a result of the above mentioned market factors and is explained further below. The overall decrease in cargo landed weights is mostly a result of FedEx shifting from older, heavier aircraft to lighter, more fuel efficient equipment. Despite the lighter aircraft, FedEx continued to represent the majority of the cargo landed weight in 2015.
- Aircraft operations represent landings and takeoffs for air carrier, air taxi and commuter, general aviation and military operations. This activity increased 2.7% over the prior year.

Financial Highlights

- The Authority experienced a decrease in total assets and deferred outflows of resources of \$49.9 million during 2015. This decrease can be attributed to a number of changes in the balance sheet, including the normal decrease in capital assets due to depreciation and a decrease in the deferred loss on refunding of debt.
- Total liabilities decreased \$54.5 million in 2015. This change is primarily attributable to the reduction of bond debt.
- The 2015 increase in net position was \$4.7 million compared to a decrease of \$5.3 million for 2014. 2015 resulted in a loss from operations of \$8.5 million, which is a \$5.2 million decrease in the loss from operations of \$13.7 million in 2014. Capital contributions, grants and charges increased by \$4.7 million, primarily due to an increase in federal and state grants of \$4.1 million from 2014.

Overview of Financial Statements

The Authority only engages in business-type activities. These are activities that are intended to recover all or a significant portion of their costs through user fee charges to external parties for goods or services. The Authority reports its business-type activities in a single enterprise fund, meaning that its activities are operated and reported like a private-sector business.

The Authority's financial report includes comparative Balance Sheets, Statements of Revenues, Expenses and Changes in Net Position and Statements of Cash Flows. Also included are notes to the financial statements that provide more detailed data. These financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB).

The net position of the Authority is comprised of these categories:

- *Net investment in capital assets* - reflects the Authority's investment in capital assets (e.g. land, buildings, machinery and equipment), less any related debt used to acquire those assets that is still outstanding. The Authority uses these capital assets to provide services to the public; consequently, these assets are not available for future spending.
- *Restricted* - represent resources that are subject to external restrictions on how they may be used.
- *Unrestricted* - represent resources that may be used to meet the Authority's ongoing obligations to the public and creditors.

Balance Sheets

The Balance Sheets present the financial position of the Authority at the end of the fiscal year and include all assets and liabilities of the Authority. The net position of the Authority represents the difference between total assets, deferred outflows of resources, and total liabilities and is an indicator of the current fiscal health of the Authority. A summarized comparison of the Authority's assets, deferred outflows of resources, liabilities and net position at December 31, 2015, 2014 and 2013 follows:

	2015	2014	2013
	(Table Amounts in Thousands)		
Current assets - unrestricted	\$ 28,660	\$ 34,045	\$ 31,260
Current assets - restricted	53,855	55,220	63,511
Noncurrent assets			
Capital assets, net	1,889,782	1,958,582	2,024,932
Other noncurrent assets	220,663	192,446	173,187
Total assets	<u>2,192,960</u>	<u>2,240,293</u>	<u>2,292,890</u>
Deferred outflows of resources	<u>54,917</u>	<u>57,452</u>	<u>47,476</u>
Total assets and deferred outflows of resources	<u>\$ 2,247,877</u>	<u>\$ 2,297,745</u>	<u>\$ 2,340,366</u>
Current liabilities - payable from unrestricted	\$ 11,319	\$ 8,169	\$ 7,956
Current liabilities - payable from restricted	82,086	80,670	86,434
Noncurrent liabilities - payable from restricted	1,105,607	1,164,718	1,196,537
Total liabilities	<u>1,199,012</u>	<u>1,253,557</u>	<u>1,290,927</u>
Net position			
Net investment in capital assets	850,120	868,463	883,951
Restricted	121,423	113,374	107,822
Unrestricted	77,322	62,351	57,666
Total net position	<u>1,048,865</u>	<u>1,044,188</u>	<u>1,049,439</u>
Total liabilities and net position	<u>\$ 2,247,877</u>	<u>\$ 2,297,745</u>	<u>\$ 2,340,366</u>

2015 to 2014 Comparative Balance Sheets

Unrestricted current assets decreased \$5.4 million, which is attributable to a decrease of \$4.1 million in grants receivable. The decrease in restricted current assets of \$1.4 million primarily reflects a \$2.1 million decrease in restricted cash and cash equivalents.

Total noncurrent assets decreased by \$40.6 million. This change is primarily attributable to a \$64.6 million decrease in depreciable capital assets, a \$4.2 million decrease in non-depreciable capital assets and a \$31.8 million increase in investments.

Total deferred outflows of resources decreased by \$2.5 million, the result of an increase in the accumulated changes in fair values of hedging derivative instruments of \$1.0 million offset by the amortization of deferred losses on the refunding of bonds of \$3.6 million.

Total current liabilities increased by \$4.6 million driven by a \$3.6 million increase in accounts payable. Total noncurrent liabilities decreased \$59.1 million, attributable to a decrease in bonds payable and other debt.

2014 to 2013 Comparative Balance Sheets

Unrestricted current assets increased \$2.8 million, which is attributable to an increase of \$2.8 million in grants receivable. The decrease in restricted current assets of \$8.3 million primarily reflects a \$9.4 million decrease in restricted cash and cash equivalents.

Total noncurrent assets decreased by \$47.1 million. This change is primarily attributable to a \$23.7 million increase in restricted investments and a \$76.4 million decrease in depreciable capital assets.

Total deferred outflows of resources increased by \$10.0 million, the result of an increase in the accumulated changes in fair values of hedging derivative instruments of \$15.4 million and the amortization of deferred losses on the refunding of bonds of \$5.4 million.

Total current liabilities decreased by \$5.6 million. The current portion of debt and accrued interest on debt decreased by \$5.5 million. Total noncurrent liabilities decreased \$31.8 million, attributable to a decrease in the value of the interest rate swap agreements of \$30.2 million and a decrease in bonds payable and other debt in the amount of \$62.0 million.

2015 to 2014 Comparative Statements of Revenues, Expenses and Changes in Net Position

The Statements of Revenues, Expenses and Changes in Net Position reflect the operating activity of the Authority for the year using the accrual basis of accounting, similar to private sector companies. The change in net position for the years ended December 31, 2015 and 2014 was \$4.7 million and \$(5.3) million, respectively. The comparative analysis below is a summary of the Statements of Revenues, Expenses and Changes in Net Position for 2015 and 2014.

	2015	2014	\$ Variance	% Variance
	(Table Amounts in Thousands)			
Total operating revenues	\$ 147,957	\$ 142,831	\$ 5,126	3.6%
Total nonoperating revenues	56,840	51,587	5,253	10.2%
Total revenues	<u>204,797</u>	<u>194,418</u>	<u>10,379</u>	<u>5.3%</u>
Total operating expenses	156,492	156,503	(11)	0.0%
Net nonoperating expenses	62,469	57,314	5,155	9.0%
Total expenses	<u>218,961</u>	<u>213,817</u>	<u>5,144</u>	<u>2.4%</u>
Loss Before Capital Contributions and Grants	(14,164)	(19,399)	5,235	-27.0%
Capital Contributions and Grants	<u>18,841</u>	<u>14,148</u>	<u>4,693</u>	<u>33.2%</u>
Increase (Decrease) in Net Position	4,677	(5,251)	9,928	-189.1%
Net Position, Beginning of Year	<u>1,044,188</u>	<u>1,049,439</u>	<u>(5,251)</u>	<u>-0.5%</u>
Net Position, End of Year	<u>\$ 1,048,865</u>	<u>\$ 1,044,188</u>	<u>\$ 4,677</u>	<u>0.4%</u>

Operating revenue in 2015 increased \$5.1 million, or 3.6% from prior year. This represents increases in activity-based revenues along with applicable rental rate adjustments reflected in airfield, increased automobile rental commissions, parking revenues, rented buildings/other and reliever revenues. This was offset by lower operating expense reimbursements related to the Indianapolis Maintenance Center.

Airfield revenue in 2015 of \$22.5 million increased from prior year by \$0.9 million or 4.0%. Total landed weights increased a net 3.9% from prior year as passenger carriers increased 9.3% and cargo carriers decreased 0.4%. The 2015 Signatory landing fee rate increased 2.1% to \$1.92 from \$1.88 in 2014. The 2015 Non-signatory landing fee rate increased to \$2.88, as compared to the 2014 rate of \$2.82. Other airfield revenues decreased \$0.1 million or 9.0% from prior year relating to lower ground handling commissions.

Terminal complex revenues of \$50.8 million increased \$1.3 million or 2.7% from prior year. Airline terminal rental rates increased in 2015 to \$95.11 per square foot compared to the prior year rate of \$91.68 per square foot. Concessionaire revenues were greater than prior year by \$0.2 million relating to an increase in food and beverage and advertising/promotional revenues. Automobile rental commissions were higher than prior year by \$0.6 million or 6.8% driven by an increase in enplaned passengers of 8.7%.

Parking revenues increased from prior year by \$3.6 million or 8.3%, resulting in \$47.1 million in 2015 parking revenue. Year-to-date enplaned passengers exceeded prior year by 8.7%, as well as product mix differences.

Revenues from Indianapolis Maintenance Center (IMC) of \$8.6 million decreased by \$0.6 million or 6.1%. This represents revenues due the Authority for reimbursement of eligible expenditures under the terms of the Settlement Agreement reached between the Authority and the trustee for the special facility revenue bonds the Authority had previously issued on behalf of United Airlines. Decrease from prior year relates to lower hangar bay utilization.

Reliever airports revenue of \$2.9 million decreased \$0.2 million or 5.7% representing a decrease in fuel sales.

Federal operating grant income of \$0.8 million decreased \$0.2 million attributable to the reimbursement received in the prior year from Federal Emergency Management Agency (FEMA) for a severe winter storm in January 2014.

Passenger facility charges (PFC) income of \$15.9 million increased \$1.3 million or 8.7%. This increase is due to an increase in passenger numbers and ticket sales as PFC revenues are earned when tickets are sold.

Customer facility charges (rental cars) income of \$6.7 million increased \$0.3 million or 4.0%. Increase is due to higher passenger enplanements and an increased number of transactions.

Investment income of \$6.7 million increased \$4.0 million. Increase was primarily attributable to an increase in the basis swap market valuation of \$2.3 million. Additionally, \$1.5 million was received as a partial termination payment of the 2015 debt service reserve investment forward delivery agreement triggered by the 2015 refunding revenue bond transaction.

Operating expenses for the years ended December 31, 2015 and 2014 totaled \$62.4 million and \$62.4 million, respectively. The following analysis explores material operating expense change by both operating expense classes and operating expenses business area.

Operating expenses (before depreciation) were flat with prior year. Total *personal services expense* increased 4.5% or \$1.2 million to \$27.4 million primarily due to annual merit increases and higher self-funded medical insurance claims. Total *contractual services expense* increased 4.4% or \$0.8 million to \$19.0 million due to higher professional fees relating to land sales, airline use agreement negotiations and Environmental, Communications & Marketing strategic initiatives, as well as greater outsourced contract services relating to elevator/escalator, baggage conveyor and grounds maintenance contracts. Total *utilities expense* of \$8.9 million decreased by \$0.6 million or 5.9% driven by lower electricity and natural gas usage and rates, and lower sewer charges related to glycol processing. Total *supplies expense* of \$3.3 million decreased by \$0.7 million or 16.9% driven by lower fuel rates and decreased usage of snow and ice chemical. Total *materials expense* increased slightly by \$0.1 million to \$2.5 million reflecting higher airfield painting materials and light replacements. Total *general expense* of \$1.2 million was lower than prior year by \$0.9 million primarily due to the recovery of previously recognized bad debt expense and expiration of the amortization of leasehold enticement costs.

Airfield expenses (before depreciation) of \$7.9 million decreased \$0.6 million, or 6.7% from the prior year. Variance attributable to a milder winter in 2015 and a decrease in snow related operations including sewage costs for glycol processing and snow & ice chemical. Current year also experienced reduced fuel costs due to lower rates and usage.

Terminal complex expenses (before depreciation) of \$15.5 million increased \$0.9 million, or 6.0% from the prior year. Variance attributable to a software upgrade for the baggage conveyor system, replacement of six terminal doors in the pedestrian bridge and movement of an airline ticket counter.

Parking expenses (before depreciation) of \$7.6 million decreased \$0.1 million, or 1.5% from the prior year. Decrease due to lower costs associated with fuel, snow and ice chemical and outsourced contract services for snow removal.

Rented buildings and other expenses (before depreciation) of \$1.4 million increased \$0.3 million or 25.8% from prior year. Current year reflects increases in professional fees related to land sales transactions.

Indianapolis Maintenance Center (IMC) expenses (before depreciation) of \$6.7 million decreased \$0.7 million, or 10.0%, primarily due to lower costs associated with management and operation of the Central Energy Plant, and expiration of the amortization of lease enticement costs during 2014.

Reliever airports expenses (before depreciation) of \$1.4 million decreased \$0.2 million, or 13.8% from prior year. Variance due to decreased fuel rates and lower demand of Av-Gas at Hendricks County Reliever and Jet Fuel at Indianapolis Heliport.

Public safety expenses (before depreciation) of \$10.2 million increased \$0.4 million, or 4.6% from prior year. Variance primarily in Personal Services attributable to annual merit increases and higher health insurance costs.

Administration costs (before depreciation) of \$11.6 million increased slightly by \$0.1 million, or 0.5% from prior year. Variance is the result of annual merit increases and higher health insurance costs offset by the recovery of bad debt expense.

Interest expense of \$54.6 million decreased \$3.3 million over the prior year, or 5.8%; a net effect of various increases and decreases of interest expense over the year. The issuance of the 2015 refunding revenue bonds increased interest expense by \$2.0 million and added \$0.4 million in costs of issuance and bond related costs. These increases were netted against \$1.0 million in savings in interest due to the amortization of debt and natural reduction in interest expense, lower interest costs on the 2010C Bonds of \$1.0 million from the remarketing in early 2015, \$4.3 million in savings from the 2014A Bonds refunding transaction executed in the fall of 2014 and savings of \$1.2 million on pass-through debt-related interest expense.

Gain (loss) on disposals of capital assets and other of \$(7.9) million decreased \$8.5 million over the prior year. The current year loss is comprised of \$(6.3) million loss on land sales and \$(1.7) million for the removal and retirement of the docking structure in hangar 1A and 1B at the Indianapolis Maintenance Center.

Capital contributions and grants of \$18.8 million increased \$4.7 million compared to prior year. Current year represents higher contributions from leased property tenant improvements as well as an increase in federal and state grant revenues due to timing of completion of projects and related funding received.

2014 to 2013 Comparative Statements of Revenues, Expenses and Changes in Net Position

The change in net position for the years ended December 31, 2014 and 2013 was \$(5.3) million and \$(2.0) million, respectively. The comparative analysis below is a summary of the Statements of Revenues, Expenses and Changes in Net Position for 2014 and 2013.

	2014	2013	\$ Variance	% Variance
	(Table Amounts in Thousands)			
Total operating revenues	\$ 142,831	\$ 139,660	\$ 3,171	2.3%
Total nonoperating revenues	51,587	53,496	(1,909)	-3.6%
Total revenues	<u>194,418</u>	<u>193,156</u>	<u>1,262</u>	<u>0.7%</u>
Total operating expenses	156,503	156,023	480	0.3%
Net nonoperating expenses	57,314	60,639	(3,325)	-5.5%
Total expenses	<u>213,817</u>	<u>216,662</u>	<u>(2,845)</u>	<u>-1.3%</u>
Loss Before Capital Contributions and Grants	(19,399)	(23,506)	4,107	-17.5%
Capital Contributions and Grants	<u>14,148</u>	<u>21,493</u>	<u>(7,345)</u>	<u>-34.2%</u>
Increase (Decrease) in Net Position	(5,251)	(2,013)	(3,238)	160.9%
Net Position, Beginning of Year	<u>1,049,439</u>	<u>1,051,452</u>	<u>(2,013)</u>	<u>-0.2%</u>
Net Position, End of Year	<u>\$ 1,044,188</u>	<u>\$ 1,049,439</u>	<u>\$ (5,251)</u>	<u>-0.5%</u>

Operating revenue in 2014 increased \$3.2 million, or 2.3% from prior year. This represents increases in activity-based revenues along with applicable rental rate adjustments reflected in airfield, increased automobile rental commissions, parking revenues, rented buildings/other and reliever revenues. This was offset by lower operating expense reimbursements related to the Indianapolis Maintenance Center.

Airfield revenue in 2014 of \$21.7 million increased from prior year by \$0.2 million or 1.0%. The 2014 Signatory landing fee rate of \$1.88 was maintained from prior year, as well as the 2014 Non-Signatory landing fee rate of \$2.82. Landing fee revenues from scheduled airlines decreased \$0.1 million or 1.4% attributable to the accrual of airline incentive plans, offset by a slight increase in passenger carrier landed weights of 0.9% from prior year. Current year cargo carrier landing fee revenues exceeded prior year by \$0.1 million attributable to an increase in cargo landed weights of 1.5%. Other airfield revenues increased \$0.2 million or 21.3% from prior year relating to higher ground handling commissions.

Terminal complex revenues of \$49.4 million were flat with prior year. Airline terminal rental rates were maintained at the prior year rate of \$91.68 per square foot, however, terminal space rental revenues decreased \$0.3 million or 1.2% due to the accrual of airline incentive plans. Automobile rental commissions were higher than prior year by \$0.3 million or 3.2% attributable to an increase in enplaned passengers of 2.4% and greater car rental usage from business travelers than prior year.

Parking revenues increased from prior year by \$2.8 million or 6.8%, resulting in \$43.5 million in 2014 parking revenue. Year-to-date enplaned passengers exceeded prior year by 2.4%, as well as product mix differences and yields higher than prior year.

Rented buildings and other revenues of \$15.9 million increased \$0.3 million or 1.8%. The increase is attributable to the new solar farm II agreement and various new and renegotiated ground lease agreements including the Airport Plaza.

Revenues from Indianapolis Maintenance Center (IMC) of \$9.2 million decreased by \$0.2 million or 2.1%. This represents revenues due the Authority for reimbursement of eligible expenditures under the terms of the Settlement Agreement reached between the Authority and the trustee for the special facility revenue bonds the Authority had previously issued on behalf of United Airlines. Decrease from prior year relates to percentage rent received in the prior year and not in 2014.

Reliever airports revenue of \$3.1 million increased \$0.1 million or 4.9% representing an increase in fuel sales and farm revenue.

Federal operating grant income of \$1.0 million increased \$0.2 million attributable to the 2014 reimbursement from Federal Emergency Management Agency (FEMA) for 75% of operating costs submitted for a 48-hour period related to a severe winter storm in January 2014.

Passenger facility charges (PFC) income of \$14.6 million increased \$0.2 million or 1.2%. This increase is due to an increase in passenger numbers and ticket sales as PFC revenues are earned when tickets are sold, and an increase in military charter activity, which are not subject to the PFC.

Customer facility charges (rental cars) income of \$6.4 million increased \$0.3 million or 5.6%. Increase is due to higher passenger enplanements and an increased number of transactions.

Investment income of \$2.7 million decreased \$2.6 million. This was attributable to the year-end GASB 53 adjustment of \$1.3 million on the basis swap market valuation. Additionally, due to partial terminations of forward delivery agreements in late 2013 and in 2014 due to lower debt service reserve requirements on two series of bonds, investment earnings were reduced.

Operating expenses for the years ended December 31, 2014 and 2013 totaled \$62.4 million and \$60.2 million, respectively. The following analysis explores material operating expense change by both operating expense classes and operating expenses business area.

Operating expenses (before depreciation) increased \$2.2 million or 3.6%. Total *personal services expense* decreased 1.0% or \$0.3 million to \$26.3 million primarily due to lower full-time staff equivalents than prior year and lower health insurance claims associated with the self-funded plan. Total *contractual services expense* increased 5.6% or \$1.0 million to \$18.2 million due to higher professional fees relating to Environmental, Parking Marketing, Air Service and Information Technology strategic initiatives, as well as greater outsourced contract services including snow removal, taxiway and runway repairs, and parking garage washing/restriping. Total *utilities expense* of \$9.4 million increased by \$1.0 million or 11.2% primarily driven by the severe weather in the first quarter of 2014 and increased usage of electricity, natural gas and sewer charges related to glycol processing. Total *supplies expense* of \$4.0 million increased slightly by \$0.1 million driven by increased usage of snow and ice chemical. Total *materials expense* increased by \$0.5 million to \$2.4 million reflecting higher airfield painting materials and light replacements as well as increased airfield vehicle and shuttle bus repairs than prior year. Total *general expense* of \$2.1 million was flat with the prior year.

Airfield expenses (before depreciation) of \$8.5 million increased \$0.7 million, or 9.1% from the prior year. Variance due to snow related operations during the severe winter weather in the first quarter of 2014 and resulting increases in sewage costs for glycol processing and snow equipment repairs and replacement parts. Current year also had an increase in outsourced contract services relating to taxiway B repairs, retexturing runway 23L & 5R touchdown area, and removal of numerous dead trees on airport property due to Ash Borer.

Terminal complex expenses (before depreciation) of \$14.6 million increased \$0.4 million, or 2.5% from the prior year. Variance attributable to higher utility costs, grease trap remediation in the retail concessionaire's area, and replacement of doors and trash receptacles in the terminal.

Parking expenses (before depreciation) of \$7.7 million increased \$0.7 million, or 10.1% from the prior year. Increase attributable to consulting, marketing and software/hardware maintenance costs in support of the parkIND Plus program, as well as shuttle bus repairs, outsourced contract services for snow removal and parking garage washing/restriping, and higher credit card fees associated with increased parking revenues.

Rented buildings and other expenses (before depreciation) of \$1.1 million remained flat with prior year. Current year reflects increases in professional fees related to property appraisals, utilities, and pavement repairs, offset by an accrual reduction for anticipated GASB 49 environmental remediation expenses as several projects closed requiring no further action.

Indianapolis Maintenance Center (IMC) expenses (before depreciation) of \$7.5 million decreased \$0.5 million, or 6.0%, primarily due to lower costs associated with management and operation of the Central Energy Plant, and expiration of the amortization of lease enticement costs during 2014.

Reliever airports expenses (before depreciation) of \$1.7 million increased \$0.2 million, or 15.7% from prior year. Variance due to snow-related operations during the severe winter weather in the first quarter of 2014 and resulting increases in outsourced contract snow removal services, utilities, snow and ice chemical, and snow equipment repairs and replacement parts, as well as garage repairs at the Indianapolis Heliport.

Public safety expenses (before depreciation) of \$9.8 million increased \$0.1 million, or 0.6% from prior year. Variance primarily related to an increase in vehicle repairs and communication equipment.

Administration costs (before depreciation) of \$11.5 million increased \$0.6 million, or 5.5% from prior year. Variance due to an increase in legal fees, professional fees relating to Air Service, Information Technology strategic initiatives, and Airline Use Agreement renewal negotiations, as well as greater Air Service print/advertising/marketing costs and bad debt expense.

Depreciation expense of \$94.1 million decreased \$1.7 million, or 1.8%, attributable to various information technology equipment associated with the new terminal now fully depreciated. This was offset by a full year of depreciation on the Comlux Hanger and various other assets that were placed into service at the end of 2013 and the first of 2014.

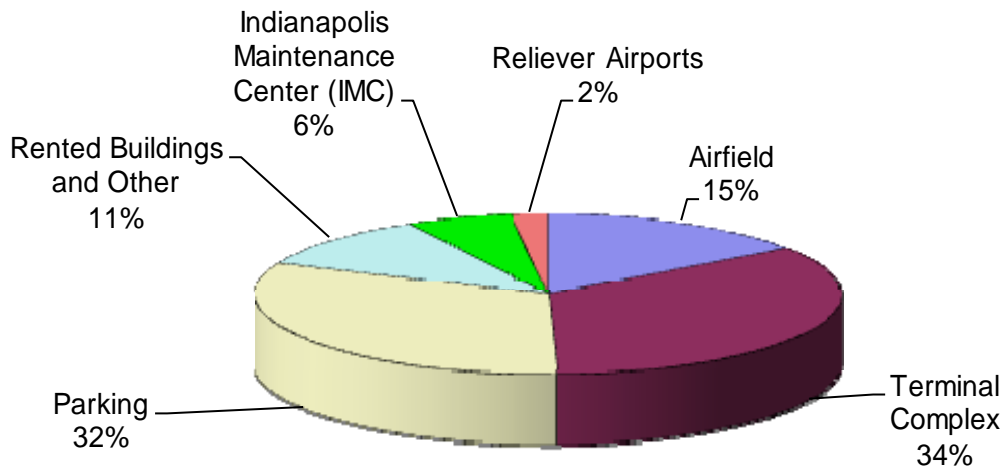
Interest expense of \$57.9 million decreased \$0.3 million over the prior year, or 0.4%; a net effect of various increases and decreases of interest expense over the year. The issuance of the 2014 refunding revenue bonds increased interest expense by \$1.8 million and added \$1.1 million in costs of issuance and bond related costs. These increases were netted against \$1.2 million in savings in interest due to the amortization of debt and natural reduction in interest expense, savings from a partial refunding of the 2006A Bonds in late 2013 of \$0.9 million and savings of \$1.1 million on noncash interest expense related to pass-through debt.

Gain (loss) on disposals of capital assets and other of \$0.6 million increased \$3.1 million over the prior year. Prior year included expensing the cost of the old terminal demolition of \$5.3 million and only \$0.1 million was expensed in 2014. Insurance claim reimbursements were also lower than prior year.

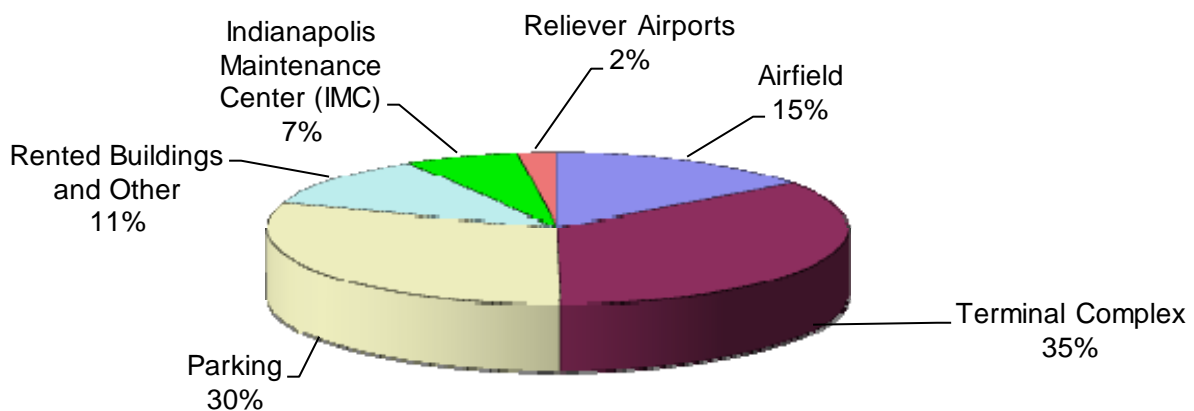
Capital contributions and grants of \$14.1 million decreased \$7.3 million compared to prior year. Prior year included higher contributions from leased property tenant improvements. This decrease was offset by higher federal and state grant revenues in 2014 due to timing of completion of projects and related funding received.

The following is a graphic illustration of operating revenues by source for the years ended December 31, 2015 and 2014:

Operating Revenues - 2015

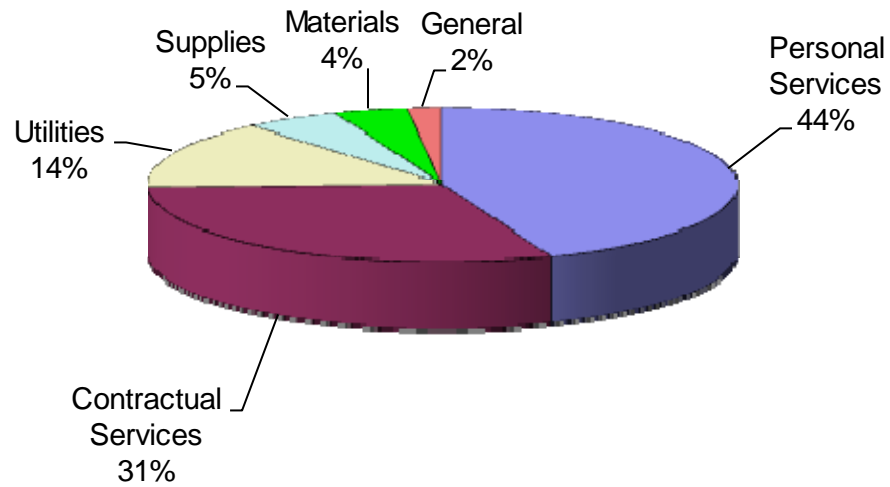


Operating Revenues - 2014

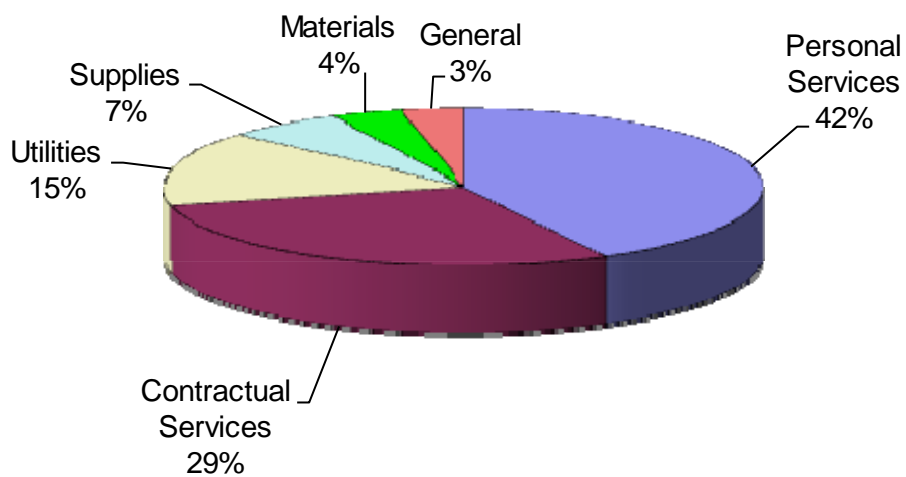


The following is a graphic illustration of the total operating expenses by source for the years ended December 31, 2015 and 2014 (excluding depreciation):

Operating Expenses (Excluding Depreciation) - 2015



Operating Expenses (Excluding Depreciation) - 2014



Capital Asset and Debt Administration

Capital Assets

During 2015, the Authority expended approximately \$37.5 million on capital activities. The capital expenditures related to multiple construction and equipment acquisition projects, including the rehabilitation of runway 5L-23R, Taxiway A, Taxiway B, phase two of the stormwater and deicing controls and capacity system expansion, and parking garage and airport roads and lots improvements.

During 2015, completed projects totaling \$33.8 million were closed from construction-in-progress to their respective capital asset accounts. The more significant of these completed projects are as follows:

Rehabilitation of Runway 5L-23R, Taxiway A and Taxiway B	\$8.2 million
Stormwater and Deicing Controls and Capacity - Phase II	\$6.3 million
Parking Garage Improvements	\$2.4 million
Rehabilitation of Airport Roads and Lots	\$1.9 million
Purchased 2 Snow Blowers	\$1.1 million

Note 4 to the financial statements provides additional information on the Authority's capital asset activity.

Long-Term Debt

Capital acquisitions are funded using a variety of financing mechanisms, including federal and state grants, passenger facility charges, public debt issues and airport operating revenues.

The Authority's Master Bond Ordinance enables it to adopt an ordinance or resolution irrevocably designating certain revenues as Dedicated Revenues (which may include, without limitation, PFC & CFC revenues, state and/or federal grants, or other identified revenues) to be used to pay debt service on Authority revenue bonds. Note 5 of the financial statements explains the details of resolutions adopted in 2014, 2015 and 2016.

As of December 31, 2015, the Authority had \$1.02 billion in outstanding senior lien bonds and no outstanding subordinate securities. The Authority, through its Master Bond Ordinance, has a covenant to maintain a debt service coverage ratio of not less than 1.25 for senior lien debt. Debt service coverage is calculated based on a formula included in the Master Ordinance and the Airline Agreements.

Historically, the Authority has maintained a coverage ratio higher than its requirement. During 2015 and 2014, respectively, the Authority's debt service coverage was 1.84 and 1.62 for senior lien debt.

Notes 5, 6, 7, 8 and 9 to the financial statements provide additional information regarding the Authority's debt activities.

Economic Factors

As noted earlier, IND experienced an 8.7% increase in the number of passenger enplanements over last year, resulting in total 2015 enplanements of 4,008,256. A strong economy, increased airline competition, lower fuel prices, and subsequent airfare deals led to stimulation in IND's passenger traffic. Eleven of twelve months in 2015 saw positive enplanement growth over 2014. The most growth occurred in the last quarter, and in fact, December passenger traffic was the highest December IND has ever experienced. High Q4 passenger levels suggest additional capacity and low fares attracted increased leisure and holiday travel. March 2015 was the only month not to exceed the prior year, however, it was less than 1% lower than March 2014, the highest enplanement month of 2014.

As the 9.3% increase in passenger landed weights might suggest, scheduled airline passenger capacity was up 9.0% over 2014. This growth is a combination of new carrier seats and increased capacity from existing carriers starting service in February 2015. IND is served by both major and national airlines operating at the majority of the domestic hubs. In addition, point-to-point service is provided to major business and leisure destinations, mainly in the Eastern and Central U.S., and improved limited coverage on the West coast. In 2015, IND added 3 new carriers and 7 new, previously unserved nonstop routes.

Allegiant Airlines entered the IND market in February 2015. Allegiant is a low cost carrier and is known for their vacation destinations and low fares. Over the course of 11 months, Allegiant carried 3.0% of the total enplaned passengers at IND and added 7 nonstop routes in 2015. Allegiant serves Fort Lauderdale (FLL), Las Vegas (LAS), Punta Gorda (PGD), Orlando - Sanford (SFB), and St. Petersburg (PIE) yearly. Allegiant also serves New Orleans (MSY) and Myrtle Beach (MYR) seasonally. Allegiant continues to invest in the IND market and has announced seasonal service to Savannah Georgia beginning early 2016.

Other low cost carriers increased capacity at IND, as well. Frontier added service to Atlanta (ATL) to go on to Miami (MIA) in March and yearly nonstop service to Orlando (MCO) in October. In September, Frontier also announced nonstop service to Southwest Florida International (RSW) to begin January 2016.

Other new 2015 IND service included seasonal service to Cancun (CUN) operated by Mexico based Volaris Airlines with bookings through Vacation Express. Vacation Express is one of the country's largest tour operators with more than 25 years of experience. They offer all-inclusive vacation packages with exclusive, nonstop flights from 18 cities as well as most U.S. cities on scheduled airlines to destinations in the Caribbean, Mexico and Costa Rica. Beginning 2016, Vacation Express will also serve Punta Cana (PUJ) seasonally.

In addition to Allegiant and Vacation Express, IND welcomed OneJet. OneJet focuses on regional business travel and offers the comfort of the Hawker 400 corporate jet, the convenience of online booking and the amenities of the Indianapolis International Airport. OneJet chose IND as their inaugural city with their first route between IND and Milwaukee (MKE) in April 2015. OneJet continued to add service throughout the year and as a result, the business traveler targeted product now serves Pittsburgh (PIT), Memphis (MEM) and Nashville (BNA). OneJet is operated as a scheduled charter.

Changes in the airline industry can also affect airport activity. The US Airways and American merger was completed in 2015. Mergers of this magnitude often have unpredictable effects on air service, however, IND saw an increase in flights post-merger. In late 2015, American (AA) announced 3 new nonstop routes to New York (LGA) beginning January 2016. AA maintained or increased capacity to most other markets served from IND.

Other industry changes with impact in 2015 include the repeal of the Wright Amendment. Prior to October 13, 2014 the Wright amendment barred nonstop flights out of Dallas Love field (DAL) beyond Texas and adjacent states. The October 2014 expiration of the federal law permitted airlines to fly nonstop to any U.S. destination from DAL. In April of 2015, IND was 1 of 9 cities to receive nonstop service to DAL from Southwest Airlines (SWA) upon the amendments repeal. Additional new SWA service added in 2015 include New York LaGuardia (LGA), Las Angeles (LAX), Boston (BOS) and service to Chicago Midway (MDW) beginning January 2016. All five new routes enhance the IND business travel experience by offering nonstop connections to critical business markets and access points to global destinations.

Such increased access to new markets and hubs are critical to the growth of IND. IND remains predominantly an Origination and Destination (O&D) airport, with approximately 95.6% of traffic generated by the population and economy of the region.

In addition to increased passenger activity, the IAA continues to benefit from sustained cargo operations, which again, is anchored by FedEx. IND's position as FedEx's second largest hub allows the airport to maintain high cargo landed weight levels, despite slowed growth in the cargo market overall. Cargo volumes were down 1.6% and landed weight levels were down slightly by less than 1.0%. Landed weight fluctuations may continue at IND as FedEx continues to transition their equipment to a newer, lighter and more efficient fleet mix.

Looking Forward

Future increases in passenger and cargo traffic at the Authority will be influenced by several key factors, which include, but are not limited to, the following:

- Economic and political conditions
- Aviation security concerns
- Financial health of the airline industry
- Capacity of national air traffic control and airport systems
- Airline consolidation and alliances
- Availability and price of aviation fuel
- Capacity of the airport
- Airline competition and airfares
- Airline service and routes

As mentioned above, fuel costs and economic conditions have a significant effect on air travel and the transportation industry as a whole. The IAA cannot predict how future air travel, enplanements, or other variables relating to airport revenues may be impacted by various aforementioned market factors.

Future passenger traffic may be impacted by the following:

- Load factors by carrier
- Average daily departures
- Scheduled seat capacity
- Average nonstop fares
- Average fares by market
- Airline communication
- Aircraft orders/retirements

Although it is not anticipated, the restructuring or liquidation of one or more of the large network airlines could also drastically affect airline service at many connecting hub airports. Additionally, present business opportunities for the remaining airlines, and evolving travel patterns throughout the U.S. aviation system will continue to play a role in how the industry performs.

Request for Information: This financial report is designed to provide a general overview of the Authority's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to Investor Relations, 7800 Col. H. Weir Cook Memorial Drive, Suite 100, Indianapolis, IN 46241-4941 or via email to INDir@indianapolisairport.com.

Indianapolis Airport Authority

Balance Sheets

December 31, 2015 and 2014

	2015	2014
Assets and Deferred Outflows of Resources		
Current Assets		
Unrestricted Assets		
Cash and cash equivalents	\$ 12,753,924	\$ 16,178,400
Accounts receivable, net of allowance of \$85,000 and \$370,000, respectively	4,441,000	2,210,182
Unbilled revenues	2,128,092	2,336,519
Grants receivable	5,924,163	10,064,914
Supplies and materials inventories	1,661,118	1,584,607
Other	1,751,425	1,670,439
Total unrestricted current assets	<u>28,659,722</u>	<u>34,045,061</u>
Restricted Assets		
Cash and cash equivalents	44,461,827	46,548,516
Cash and cash equivalents - customer deposits	701,235	684,200
Receivable - passenger facility charges	1,614,957	1,158,210
Receivable - governments and other	3,945,410	3,953,966
Receivable - reimbursable IMC expenses	3,131,401	2,875,098
Total restricted current assets	<u>53,854,830</u>	<u>55,219,990</u>
Total current assets	<u>82,514,552</u>	<u>89,265,051</u>
Noncurrent Assets		
Cash and cash equivalents, restricted	73,581,894	75,382,143
Investment securities, unrestricted	58,644,653	34,832,891
Investment securities, restricted	69,369,252	61,409,160
Investment derivatives - basis swap agreements	660,199	(365,256)
Rent receivable	1,336,100	1,642,454
Derivative instruments - forward delivery purchase agreements	17,070,659	19,545,054
Nondepreciable capital assets	310,584,351	314,776,441
Depreciable capital assets, net	1,579,197,930	1,643,805,298
Total noncurrent assets	<u>2,110,445,038</u>	<u>2,151,028,185</u>
Total assets	<u>2,192,959,590</u>	<u>2,240,293,236</u>
Deferred Outflows of Resources		
Deferred loss on refunding of debt	35,080,181	40,111,560
Accumulated decrease in fair value of hedging derivatives	19,836,882	17,340,139
Total deferred outflows of resources	<u>54,917,063</u>	<u>57,451,699</u>
Total assets and deferred outflows of resources	<u>\$ 2,247,876,653</u>	<u>\$ 2,297,744,935</u>

	2015	2014
Liabilities and Net Position		
Current Liabilities		
Payable From Unrestricted Assets		
Accounts payable	\$ 6,508,104	\$ 3,399,156
Accrued and withheld items (including compensated absences)	4,810,581	4,770,206
Total current liabilities payable from unrestricted assets	<u>11,318,685</u>	<u>8,169,362</u>
Payable From Restricted Assets		
Accounts payable	10,739,924	10,120,828
Customer deposits payable	702,235	685,200
Current portion of debt	56,546,957	54,309,282
Accrued interest on debt	14,097,179	15,554,329
Total current liabilities payable from restricted assets	<u>82,086,295</u>	<u>80,669,639</u>
Total current liabilities	<u>93,404,980</u>	<u>88,839,001</u>
Noncurrent Liabilities		
Derivative instruments - interest rate swap agreements	84,551,289	84,528,941
Bonds payable and other debt, payable from restricted assets	1,021,056,134	1,080,189,160
Total noncurrent liabilities	<u>1,105,607,423</u>	<u>1,164,718,101</u>
Total liabilities	<u>1,199,012,403</u>	<u>1,253,557,102</u>
Net Position		
Net investment in capital assets	850,119,605	868,462,597
Restricted for		
Capital projects	52,631,491	44,481,210
Debt service	65,153,056	65,294,250
Other	3,638,308	3,598,732
Total restricted net position	<u>121,422,855</u>	<u>113,374,192</u>
Unrestricted	77,321,790	62,351,044
Total net position	<u>1,048,864,250</u>	<u>1,044,187,833</u>
 Total liabilities and net position	 <u>\$ 2,247,876,653</u>	 <u>\$ 2,297,744,935</u>

Indianapolis Airport Authority

Statements of Revenues, Expenses and Changes in Net Position

Years Ended December 31, 2015 and 2014

	2015	2014
Operating Revenues		
Airfield	\$ 22,545,493	\$ 21,673,724
Terminal complex	50,767,649	49,436,370
Parking	47,055,937	43,469,204
Rented buildings and other	16,015,887	15,947,294
Indianapolis Maintenance Center (IMC)	8,642,912	9,200,391
Reliever airports	2,928,417	3,104,534
Total operating revenues	<u>147,956,295</u>	<u>142,831,517</u>
Operating Expenses		
Personal services	27,446,386	26,261,096
Contractual services	19,033,676	18,185,285
Utilities	8,874,402	9,431,004
Supplies	3,311,432	3,986,625
Materials	2,508,822	2,423,047
General	1,205,094	2,089,473
Total operating expenses	<u>62,379,812</u>	<u>62,376,530</u>
Income From Operations Before Depreciation	85,576,483	80,454,987
Depreciation expense	<u>94,112,528</u>	<u>94,126,914</u>
Loss From Operations	<u>(8,536,045)</u>	<u>(13,671,927)</u>
Nonoperating Revenues (Expenses)		
State and local appropriations	26,754,229	26,785,041
Federal operating grants	804,230	1,036,085
Passenger facility charges	15,915,760	14,645,121
Customer facility charges (rental cars)	6,702,440	6,442,212
Investment income	6,663,288	2,678,463
Interest expense, net of \$338,882 and \$185,169 interest capitalized in 2015 and 2014, respectively	(54,589,313)	(57,935,260)
Gain (loss) on disposals of capital assets and other	(7,879,447)	621,023
	<u>(5,628,813)</u>	<u>(5,727,315)</u>
Decrease in Net Position Before Capital Contributions and Grants	<u>(14,164,858)</u>	<u>(19,399,242)</u>
Capital Contributions and Grants		
Federal, state and local grants	16,441,051	12,327,394
Contributions from lessees and other	2,400,224	1,820,728
	<u>18,841,275</u>	<u>14,148,122</u>
Increase (Decrease) in Net Position	4,676,417	(5,251,120)
Net Position, Beginning of Year	<u>1,044,187,833</u>	<u>1,049,438,953</u>
Net Position, End of Year	<u><u>\$ 1,048,864,250</u></u>	<u><u>\$ 1,044,187,833</u></u>

Indianapolis Airport Authority

Statements of Cash Flows

Years Ended December 31, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Cash Flows From Operating Activities		
Cash receipts from customers and users	\$ 145,901,144	\$ 143,993,483
Cash payments to vendors for goods and services	(32,397,329)	(36,512,733)
Cash payments for employees services	(27,275,989)	(26,176,289)
Net cash provided by operating activities	<u>86,227,826</u>	<u>81,304,461</u>
Cash Flows From Noncapital Financing Activities		
Operating grants received	696,557	1,000,018
Customer facility charges received	6,702,440	6,442,212
Insurance recoveries	48,788	393,324
Net cash provided by noncapital financing activities	<u>7,447,785</u>	<u>7,835,554</u>
Cash Flows From Capital and Related Financing Activities		
Proceeds from issuance of revenue bonds	198,964,631	184,775,413
Principal paid on bonds	(226,630,000)	(221,800,000)
Bond issue costs paid	(1,582,612)	(1,236,275)
Interest paid	(51,815,506)	(54,875,388)
Acquisition and construction of capital assets	(32,020,810)	(25,992,983)
Demolition costs related to capital assets	(140,577)	(135,179)
Proceeds from sale of capital assets	2,258,754	192,492
Passenger facility charges received	15,459,013	14,715,387
Capital grants received	20,689,475	9,560,189
Net cash used in capital and related financing activities	<u>(74,817,632)</u>	<u>(94,796,344)</u>
Cash Flows From Investing Activities		
Purchase of investment securities	(61,495,265)	(188,139,399)
Proceeds from sales and maturities of investment securities	28,321,170	163,552,770
Interest received on investments and cash equivalents	7,021,737	2,215,676
Cash received from monetization of investment derivative	-	3,117,000
Net cash used in investing activities	<u>(26,152,358)</u>	<u>(19,253,953)</u>
Net Decrease in Cash and Cash Equivalents	(7,294,379)	(24,910,282)
Cash and Cash Equivalents, Beginning of Year	<u>138,793,259</u>	<u>163,703,541</u>
Cash and Cash Equivalents, End of Year	<u>\$ 131,498,880</u>	<u>\$ 138,793,259</u>

Indianapolis Airport Authority
Statements of Cash Flows (Continued)
Years Ended December 31, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Reconciliation of Loss From Operations to Net Cash Provided by Operating Activities		
Loss from operations	\$ (8,536,045)	\$ (13,671,927)
Item not requiring cash		
Depreciation of capital assets	94,112,528	94,126,914
Change in assets and liabilities		
Accounts receivable and unbilled revenues	(2,055,151)	1,161,966
Supplies and materials inventories	(76,511)	(128,462)
Other assets	(80,986)	62,052
Accounts payable	2,693,594	(330,889)
Accrued and withheld items	170,397	84,807
	<u>\$ 86,227,826</u>	<u>\$ 81,304,461</u>
Noncash Capital and Related Financing Activities		
Capital assets included in accounts payable at end of year	\$ 6,752,635	\$ 5,805,119
Capital assets contributed by lessees and other governments	2,400,224	1,820,728
State and local appropriations used to fund capital lease obligations and interest	26,750,946	26,779,302

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Note 1: Nature of Organization and Summary of Significant Accounting Policies

The Indianapolis Airport Authority (Authority) is a municipal corporation established January 1, 1962, under authority granted by Indiana statute (1961 Acts, Chapter 283, I.C. 1979 19-6-2, superseded by I.C. 8-22-3). The Authority was established for the general purpose of acquiring, maintaining, operating and financing airports and landing fields in and bordering on Marion County, Indiana. In connection therewith, the Authority is authorized, among other things, to issue general obligation and revenue bonds and to levy taxes in accordance with the provisions of the statute. The Authority administers an airport system comprised of the Indianapolis International Airport, three general aviation reliever airports, one general aviation airport and one general aviation reliever heliport. The Authority has no stockholders or equity holders and all revenue and other receipts must be disbursed in accordance with such statute.

The Authority's Board consists of nine members, five of which are appointed by the Mayor of the Consolidated City of Indianapolis-Marion County (a unified form of government commonly referred to as Unigov), one by the majority leader of the City-Council, and one each by the Hendricks, Hamilton and Hancock County Boards of Commissioners. Each member is appointed a four-year term. Also, the Board has one nonvoting, advisory board member from Morgan County.

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 and liabilities 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.

Financial Reporting Entity

The definition of the reporting entity under Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, as amended, is based primarily on the concept of financial accountability. Although the Mayor appoints a voting majority of the Authority's governing body, neither of the other two tests of financial accountability are met. Unigov is unable to impose its will on the Authority. Also, the Authority does not impose a financial burden or provide a financial benefit to Unigov. Careful review of these criteria, therefore, has resulted in the conclusion that the Authority is a separate reporting entity and is not a component of Unigov or any other government.

Basis of Accounting and Financial Reporting

The financial statements consist of a single-purpose business-type activity, which is reported on the accrual basis of accounting using the economic resources measurement focus.

The Authority prepares its financial statements in conformity with accounting principles generally accepted in the United States of America as applied to governmental units. GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Cash Equivalents

For purposes of the statements of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents.

Investment Securities

Investment securities are stated at fair value.

Unbilled Revenues

The Authority accrues revenue for rentals earned but not yet billed as of year-end.

Inventories

Inventories of supplies and materials are valued as FIFO (first-in, first-out) and consist primarily of building, vehicle and airfield maintenance parts and supplies.

Lessee-Financed Improvements

Certain leases include provisions whereby lessee-financed improvements become the property of the Authority. Prior to the adoption of GASB Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*, the Authority recorded lessee-financed improvements only upon leasehold reversion or lease termination, at which time the improvements were capitalized at fair value and recorded as a capital contribution. Upon implementation of GASB Statement No. 33, the Authority began recognizing lessee-financed improvements at cost or estimated cost upon completion of construction, or upon the asset being placed in service, whichever occurs first. However, lessee-financed improvements placed in service prior to the adoption of GASB Statement No. 33 continue to be recognized only upon leasehold reversion or lease termination.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Capital Assets

Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$2,500. Capital assets purchased by the Authority are stated at historical cost. Depreciation is computed using the straight-line method over the estimated useful lives of such assets. The estimated lives by general classification are as follows:

	<u>Years</u>
Buildings, including parking garage	20 to 50
Sewers	25 to 50
Runways, taxiways and aprons	15 to 25
Roads, ramps, parking areas, runway and apron lighting, etc.	15 to 20
Heavy equipment, furniture and fixtures and fencing	5 to 20
Vehicles, office equipment and other	3 to 10

Interest incurred during construction periods is capitalized and included in the cost of property and equipment. Maintenance and repairs are expensed as incurred. Environmental mitigation costs incurred to establish wetlands and habitats are capitalized, while costs related to maintaining wetlands and habitats are generally charged to expense as incurred. Gains and losses on disposition of capital assets are included in nonoperating revenues and expenses.

Original Issue Premiums and Discount

Original issue premiums and discounts on bonds are amortized using the interest method over the lives of the bonds to which they relate.

Employee Health Benefits

The Authority offers health benefit plans which provide employees with a choice of coverage under a Health Savings Account plan or a plan provided by a Preferred Provider Organization.

Compensated Absences

In accordance with the vesting method provided under GASB Statement No. 16, *Accounting for Compensated Absences*, accumulated vacation and personal time is accrued based on assumptions concerning the probability that certain employees will become eligible to receive these benefits in the future.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Federal and State Grants

Outlays for airport capital improvements and certain airport operating expenses, primarily those relating to airport security, are subject to reimbursement from federal grant programs. Funds are also received for airport development from the State of Indiana. Funding provided from government grants is considered earned as the related approved capital outlays or expenses are incurred. Costs claimed for reimbursement are subject to audit and acceptance by the granting agency.

From time to time, the Authority disposes of land or other assets which were originally purchased with federal assistance. In accordance with the Airport Improvement Program (AIP), the Authority must reinvest the federal government's proportionate share of the proceeds realized from the sale or exchange of such assets in approved AIP projects or return such amounts to the federal government.

Revenue and Expense and Net Position Recognition

Revenues from airlines, concessionaires, lessees, and parking are reported as operating revenues. Operating expenses include the cost of administering the airport system, including depreciation and amortization of capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses or capital contributions, grants and charges.

When both restricted and unrestricted net position are available for use, it is the Authority's policy to use restricted net position first, and then unrestricted net position as they are needed.

Passenger Facility Charges

The Authority received approval from the Federal Aviation Administration (FAA) to impose and use a passenger facility charge (PFC) of \$3.00 per eligible enplaned passenger and has imposed the PFC since September 1993. PFC's are restricted for use in the acquisition of real estate and the construction of certain airport improvements and other costs, as approved by the FAA.

During 2001, the Authority received approval from the FAA to increase the collection level from \$3.00 to \$4.50 per enplaned passenger beginning April 2002. In addition, approvals received in March 2001 and August 2003 allow the Authority to impose and use \$524,907,606 in PFC's for various capital and debt-related purposes. Included in the use approval is \$208,872,000 for principal payments on debt, \$178,668,000 for interest payments on debt and \$56,330,000 for the New Indianapolis Airport and associated program construction.

PFC's, which are recognized as earned, are included in nonoperating revenues and amounted to \$15,915,760 and \$14,645,121 for 2015 and 2014, respectively.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Customer Facility Charges (Rental Cars)

The Authority collects a customer facility charge (CFC) from all rental car concessionaires that operate facilities on the airport. The CFC, which started in 2007, was \$3.00 per rental car transaction per day, up to 14 days. The Authority increased this charge to \$4.00 per transaction in May 2010. Under the adopting ordinance, CFC's may be pledged or dedicated for the payment of airport bonds or other obligations, as defined by applicable bond documents, or other costs as agreed to by the Authority. CFC revenue totaled \$6,702,440 and \$6,442,212 for 2015 and 2014, respectively.

Rental Income

All leases wherein the Authority is the lessor are accounted for as operating leases. Rental income is generally recognized as it becomes receivable over the respective lease terms. The Authority has some leases which provide for waived rent during the initial period of the lease term and/or rental escalations throughout the lease term. In accordance with GASB Statement No. 13, *Accounting for Operating Leases with Scheduled Rent Increases*, the related rental income for leases in which the rental income stream is not systematic, if significant, is reported using the straight-line method rather than using the terms of the lease agreements. Accordingly, the Authority has recorded a receivable of \$1,336,100 and \$1,642,454 at December 31, 2015 and 2014, respectively. The current receivable will be recognized in full in 2034.

Note 2: Cash, Cash Equivalents and Investment Securities

Deposits

Custodial credit risk is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority's deposit policy for custodial credit risk requires compliance with the provisions of Indiana statutes.

The Authority's cash deposits are insured up to \$250,000 at financial institutions insured by the Federal Deposit Insurance Corporation (FDIC). Any cash deposits in excess of the \$250,000 FDIC limits are partially or fully collateralized by the depository institution and insured by the Indiana Public Deposits Insurance Fund (Fund) via the pledged collateral from the institutions securing deposits of public funds. The Fund is a multiple financial institution collateral pool as provided under Indiana Code, Section 5-13-12-1.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Investments

Indiana statutes generally authorize the Authority to invest in United States obligations and issues of federal agencies, Indiana municipal securities, secured repurchase agreements fully collateralized by U.S. Government or U.S. Government agency securities, certificates of deposit, and open end money market mutual funds.

At December 31, 2015 and 2014, the Authority had the following investment securities and maturities:

			December 31, 2015	
	Rating	Total	Less Than 1 Year	1 - 5 Years
U.S. Treasury notes	AA+/Aa1	\$ 54,385,990	\$ 6,258,585	\$ 48,127,405
U.S. Government-sponsored enterprise securities				
Federal National Mortgage Association	AA+/Aa1	11,920,359	6,390,722	5,529,637
Federal Home Loan Bank	AA+/Aa1	6,153,552	6,153,552	-
Federal Home Loan Mortgage Corporation	AA+/Aa1	6,763,182	2,194,759	4,568,423
Total U.S. Government- sponsored enterprise securities		24,837,093	14,739,033	10,098,060
Indiana municipal securities				
	AAA/Aaa	1,190,414	-	1,190,414
	AA+/Aa1	35,415,751	8,534,222	26,881,529
	AA/Aa2	3,429,957	1,019,392	2,410,565
	AA-/Aa3	363,352	160,231	203,121
	A+/A1	2,858,516	1,801,593	1,056,923
	A/A2	3,525,903	2,773,629	752,274
	A-/A3	1,368,131	491,403	876,728
	BBB+	1,023,065	-	1,023,065
	BBB	1,333,444	460,963	872,481
	Not Rated	4,755,627	2,570,879	2,184,748
Total Indiana municipal securities		55,264,160	17,812,312	37,451,848
Money market mutual funds	AAA/Aaa	109,129,346	109,129,346	-
External investment pools	Not Rated	50,498	50,498	-
		<u>\$ 243,667,087</u>	<u>\$ 147,989,774</u>	<u>\$ 95,677,313</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

	Rating	Total	December 31, 2014	
			Less Than 1 Year	1 - 5 Years
U.S. Treasury Securities	AA+/Aa1	\$ 12,533,268	\$ -	\$ 12,533,268
U.S. Government-sponsored enterprise securities				
Federal National Mortgage Association	AA+/Aa1	13,112,876	-	13,112,876
Federal Home Loan Bank	AA+/Aa1	27,912,746	21,615,410	6,297,336
Federal Home Loan Mortgage Corporation	AA+/Aa1	6,567,115	-	6,567,115
Total U.S. Government- sponsored enterprise securities		47,592,737	21,615,410	25,977,327
Indiana municipal securities				
	AAA/Aaa	1,231,375	-	1,231,375
	AA+/Aa1	34,786,265	2,519,536	32,266,729
	AA/Aa2	2,675,351	180,393	2,494,958
	AA-/Aa3	381,581	10,183	371,398
	A+/A1	5,062,581	180,955	4,881,626
	A/A2	4,682,388	1,042,862	3,639,526
	A-/A3	1,675,319	293,054	1,382,265
	BBB+	1,040,294	-	1,040,294
	BBB	1,728,087	386,095	1,341,992
	BBB-	30,863	30,863	-
	Not Rated	6,538,519	1,690,254	4,848,265
Total Indiana municipal securities		59,832,623	6,334,195	53,498,428
Money market mutual funds	AAA/Aaa	87,807,820	87,807,820	-
External investment pools	Not Rated	4,843,223	4,843,223	-
		\$ 212,609,671	\$ 120,600,648	\$ 92,009,023

Interest Rate Risk - As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority is limited to investing in municipal securities of Indiana issuers that have not defaulted within the previous 20 years and other securities with a stated maturity of not more than five years after the date of purchase or entry into a repurchase agreement, as defined by Indiana Code, Section 5-13-9-5.6. The Authority's investment policy for interest rate risk requires compliance with the provisions of Indiana statutes. The money market mutual funds and external investment pools are presented as an investment with a maturity of less than one year because they are redeemable in full immediately.

Credit Risk - Credit risk is the risk that the issuer or other counterparty to an investment will not fulfill its obligations. The Authority's investment policy for credit risk requires compliance with the provisions of Indiana statutes, and Indiana Code Section 5-13-9-2.5 requires that the Authority only invest in money market mutual funds that are rated AAAM by Standard and Poor's or Aaa by Moody's Investors Service. Other securities, including municipal securities, may be rated lower than AAAM/Aaa or may be unrated. The Authority's investment policy restricts investments in unrated or below investment grade Indiana municipal securities to five percent of its total investment portfolio.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Custodial Credit Risk - For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. At December 31, 2015 and 2014, the Authority's investments were not exposed to custodial credit risk. The Authority's investments in Indiana municipal securities and U.S. agency obligations are held by the pledging financial institution's trust department or agent in the Authority's name. Likewise, investments in repurchase agreements (which are secured by U.S. Government and U.S. Government agency obligations) are not subject to custodial credit risk as the underlying collateral was held in the Authority's name. The existence of the Authority's investment in money market mutual funds and external investment pools is not evidenced by securities that exist in physical or book entry form. The Authority's investment policy does not address how investment securities and securities underlying repurchase agreements are to be held.

Concentration of Credit Risk - The Authority places the following limits on the amount that may be invested in any one issuer: (1) no more than 50% of total investments with any one governmental agency; (2) no more than 25% in any one money market mutual fund, investment pool or certificate of deposit; and (3) no more than 15% with any one Indiana municipal issuer. No single issuer of the Indiana municipal securities in which the Authority has invested exceeded 5% of total investments. The following governmental agency investments held by the Authority are not explicitly guaranteed by the U.S. Government and are subject to concentration of credit risk:

	2015	2014
Federal National Mortgage Association	\$ 11,920,359	\$ 13,112,876
Federal Home Loan Bank	6,153,552	27,912,746
Federal Home Loan Mortgage Corporation	6,763,182	6,567,115
	<u>\$ 24,837,093</u>	<u>\$ 47,592,737</u>

Foreign Currency Risk - This risk relates to adverse effects on the fair value of an investment from changes in exchange rates. The Authority's investment policy prohibits investments in foreign investments.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Summary of Carrying Values

Cash, cash equivalents and investment securities included in the balance sheets are classified as follows:

	2015	2014
Cash and cash equivalents		
Current - unrestricted	\$ 12,753,924	\$ 16,178,400
Current - restricted	45,163,062	47,232,716
Noncurrent - restricted	73,581,894	75,382,143
Total cash and cash equivalents	<u>131,498,880</u>	<u>138,793,259</u>
Investment securities		
Noncurrent - unrestricted	58,644,653	34,832,891
Noncurrent - restricted	69,369,252	61,409,160
Total investment securities	<u>128,013,905</u>	<u>96,242,051</u>
	<u><u>\$ 259,512,785</u></u>	<u><u>\$ 235,035,310</u></u>

Investment Income

Investment income for the years ended December 31, 2015 and 2014 consisted of:

	2015	2014
Interest and dividend income	<u>\$ 6,663,288</u>	<u>\$ 2,678,463</u>

Cash, cash equivalents and investment securities are restricted as follows:

	2015	2014
Revenue Bond Interest and Principal Fund	\$ 44,075,487	\$ 45,927,127
Revenue Bond Reserve Fund	60,473,588	62,269,199
Operation and Maintenance Reserve Fund	11,299,404	11,177,156
Renewal and Replacement Fund	2,746,145	2,619,316
Capital Improvement Fund	39,533,699	34,162,608
Passenger Facility Charge Fund	11,482,835	9,160,392
Debt Service Coverage Fund	17,183,789	17,171,014
Escrow for owner controlled insurance program	165,065	400,136
Customer deposits	701,235	684,200
Air Service Task Force and other	452,961	452,871
	<u><u>\$ 188,114,208</u></u>	<u><u>\$ 184,024,019</u></u>

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

The above funds and accounts have been established in accordance with the Authority's General Ordinance No. 6-1985, the Master Bond Ordinance, as amended and restated by a Revised Master Bond Ordinance No. 4-2002, and further amended by various supplemental ordinances (collectively, the Ordinance). The Ordinance provides, among other things, that certain accounting procedures be followed and certain funds be established to provide bond holders a degree of security against certain contingencies. Brief descriptions of these funds follow.

Deposits into the Airport System Fund are disbursed in accordance with the Authority's annual budget to provide for current operations and maintenance expenses. Such deposits are also used to replenish balances in other funds to their required levels under the Ordinance. Amounts in the Airport System Fund are pledged to secure the Authority Revenue Bonds, but all current operations and maintenance expenses of the Airport System are paid prior to debt service on the Authority Revenue Bonds.

Assets included in the Revenue Bond Interest and Principal Funds and Revenue Bond Reserve Funds are used for the payment of bond principal, interest and redemption premiums, as well as any amounts due under Qualified Derivative Agreements (as defined under the Ordinance) entered into with regard to any of the Authority's Revenue Bonds. The Operation and Maintenance Reserve Fund must be maintained at a balance at least equal to one-sixth of the Authority's current operating budget as a reserve for payment of operation and maintenance expenses. Assets of the Renewal and Replacement Fund are used to pay extraordinary costs of replacing depreciable property and equipment and/or making extraordinary repairs, replacements, or renovations to the airport system. The Capital Improvement Fund can be used for any lawful airport system purpose, including payment for capital improvements and land acquisition. Finally, amounts in the Debt Service Coverage Fund are used for the purposes of establishing future coverage on outstanding Revenue Bonds.

Funds not used for these purposes are transferred into a Prepaid Airline Revenue Fund. Balances included in the Airport System Fund and Prepaid Airline Revenue Fund are classified in current unrestricted assets in the accompanying balance sheets.

The Authority has established a Customer Facility Charge Fund, which provides for a segregated account for receipt of CFC revenue. Such revenue is expended for reimbursement of capital and operating expenditures related to rental car operations on airport property, as well as to service debt associated with the financing of such capital projects. Balances in the CFC Fund are classified in current unrestricted assets in the accompanying balance sheets.

The Authority's Passenger Facility Charge Fund provides for the segregation of PFC receipts, as required by the FAA. Such revenues are to be expended only for allowable capital projects, or to repay debt issued for allowable capital projects, under a Record of Decision granted by the FAA.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Note 3: Grants Receivable

Grants receivable from government agencies represent reimbursements due from the federal government and/or the State of Indiana for allowable costs incurred on federal and state award programs. Grants receivable at December 31, 2015 and 2014 consist of:

	2015	2014
State of Indiana	\$ 12,959	\$ 162,067
Federal Aviation Administration	5,765,656	9,864,972
U.S. Department of Homeland Security	145,548	37,875
	<u>\$ 5,924,163</u>	<u>\$ 10,064,914</u>

The maximum amount of federal and state participation available for 2015 totaled \$45,464,254. At December 31, 2015, a cumulative total of \$38,111,136 has been received on these grant commitments.

Note 4: Capital Assets

A summary of changes in capital assets for the years ended December 31, 2015 and 2014 is as follows:

	Beginning Balance, January 1, 2015	2015 Transfers and Additions	2015 Transfers and Disposals	Ending Balance, December 31, 2015
Capital assets, not being depreciated:				
Land	\$ 298,852,709	\$ 57,274	\$ (7,929,765)	\$ 290,980,218
Construction in progress	15,923,732	37,475,258	(33,794,857)	19,604,133
Total capital assets, not being depreciated	<u>314,776,441</u>	<u>37,532,532</u>	<u>(41,724,622)</u>	<u>310,584,351</u>
Capital assets, being depreciated:				
Buildings	1,645,680,004	6,494,359	(3,666,666)	1,648,507,697
Runways and other airport infrastructure	969,945,944	21,049,034	-	990,994,978
Equipment, furniture and fixtures and other	236,058,890	3,535,349	(5,348,045)	234,246,194
Total capital assets, being depreciated	<u>2,851,684,838</u>	<u>31,078,742</u>	<u>(9,014,711)</u>	<u>2,873,748,869</u>
Less accumulated depreciation for:				
Buildings	(525,368,518)	(51,513,447)	2,114,219	(574,767,746)
Runways and other airport infrastructure	(508,961,954)	(33,191,169)	-	(542,153,123)
Equipment, furniture and fixtures and other	(173,549,068)	(9,407,912)	5,326,910	(177,630,070)
Total accumulated depreciation	<u>(1,207,879,540)</u>	<u>(94,112,528)</u>	<u>7,441,129</u>	<u>(1,294,550,939)</u>
Total capital assets, being depreciated, net	<u>1,643,805,298</u>	<u>(63,033,786)</u>	<u>(1,573,582)</u>	<u>1,579,197,930</u>
Capital assets, net	<u>\$ 1,958,581,739</u>	<u>\$ (25,501,254)</u>	<u>\$ (43,298,204)</u>	<u>\$ 1,889,782,281</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

	2014			
	Beginning Balance, January 1, 2014	Transfers and Additions	Transfers and Disposals	Ending Balance, December 31, 2014
Capital assets, not being depreciated:				
Land	\$ 298,310,923	\$ 614,351	\$ (72,565)	\$ 298,852,709
Construction in progress	6,368,714	31,131,822	(21,576,804)	15,923,732
Total capital assets, not being depreciated	<u>304,679,637</u>	<u>31,746,173</u>	<u>(21,649,369)</u>	<u>314,776,441</u>
Capital assets, being depreciated:				
Buildings	1,734,111,385	4,041,883	(92,473,264)	1,645,680,004
Runways and other airport infrastructure	960,295,032	10,218,778	(567,866)	969,945,944
Equipment, furniture and fixtures and other	250,855,732	3,602,483	(18,399,325)	236,058,890
Total capital assets, being depreciated	<u>2,945,262,149</u>	<u>17,863,144</u>	<u>(111,440,455)</u>	<u>2,851,684,838</u>
Less accumulated depreciation for:				
Buildings	(566,488,496)	(51,201,564)	92,321,542	(525,368,518)
Runways and other airport infrastructure	(476,086,535)	(33,421,878)	546,459	(508,961,954)
Equipment, furniture and fixtures and other	(182,434,711)	(9,503,472)	18,389,115	(173,549,068)
Total accumulated depreciation	<u>(1,225,009,742)</u>	<u>(94,126,914)</u>	<u>111,257,116</u>	<u>(1,207,879,540)</u>
Total capital assets, being depreciated, net	<u>1,720,252,407</u>	<u>(76,263,770)</u>	<u>(183,339)</u>	<u>1,643,805,298</u>
Capital assets, net	<u>\$ 2,024,932,044</u>	<u>\$ (44,517,597)</u>	<u>\$ (21,832,708)</u>	<u>\$ 1,958,581,739</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Note 5: Bonds Payable and Other Debt

Bonds and other debt outstanding at December 31, 2015 and 2014 consist of:

	2015	2014
Revenue Bonds, Series 2015A		
Serial bonds, maturing January 1, 2023 to January 1, 2033 in payments from \$6,770,000 to \$19,875,000. Interest at 4.00% to 5.00%, due semiannually on January 1 and July 1	\$ 178,690,000	\$ -
Unamortized premium	19,903,639	-
	<u>198,593,639</u>	<u>-</u>
Revenue Bonds, Series 2014A		
Serial bonds, maturing January 1, 2017 to January 1, 2034 in payments from \$1,490,000 to \$17,075,000. Interest at 3.00% to 5.00%, due semiannually on January 1 and July 1	165,340,000	165,340,000
Unamortized premium	17,656,231	19,102,067
	<u>182,996,231</u>	<u>184,442,067</u>
Revenue Bonds, Series 2013A		
Term bonds, maturing July 1, 2018. Interest is fixed at 1.800%, due semiannually on January 1 and July 1	12,135,000	12,570,000
Revenue Bonds, Series 2013B		
Term bonds, maturing July 1, 2018. Interest is fixed at 1.610%, due semiannually on January 1 and July 1	21,425,000	22,695,000
Revenue Bonds, Series 2012A		
Term bonds, maturing July 1, 2019. Interest is fixed at 1.253%, due semiannually on January 1 and July 1	29,455,000	37,285,000
Unamortized discount	(57,084)	(95,182)
	<u>29,397,916</u>	<u>37,189,818</u>
Revenue Bonds, Series 2010C		
Term bonds, maturing January 1, 2033, 2036 and 2037. Interest is variable (75% of the one-month LIBOR plus 0.520% (0.842%) at December 31, 2015), due monthly on the first business day	332,600,000	337,280,000
Revenue Bonds, Series 2010A		
Serial bonds, maturing January 1, 2016 to January 1, 2027 in payments from \$645,000 to \$1,005,000. Interest at 4.00% to 4.50%, due semiannually on January 1 and July 1	9,720,000	10,340,000
Term bonds, maturing January 1, 2028 and 2037. Interest at 4.75% and 5.00%, respectively, due semiannually on January 1 and July 1	13,155,000	13,155,000
	22,875,000	23,495,000
Unamortized discount	(167,802)	(180,935)
	<u>22,707,198</u>	<u>23,314,065</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

(Continued)	2015	2014
Revenue Bonds, Series 2006A		
Serial bonds, maturing January 1, 2016 to January 1, 2023 in payments from \$15,145,000 to \$20,390,000. Interest at 5.00%, due semiannually on January 1 and July 1	\$ 137,760,000	\$ 152,170,000
Term bonds, maturing January 1, 2027 and 2036. Interest at 4.75% and 5.00%, respectively, due semiannually on January 1 and July 1	82,235,000	82,235,000
	219,995,000	234,405,000
Unamortized premium	2,875,068	3,182,661
	222,870,068	237,587,661
Revenue Bonds, Series 2005A		
Serial bonds, maturing January 1, 2023 to January 1, 2030 in payments from \$7,735,000 to \$19,080,000. Interest at 5.125% to 5.25%, due semiannually on January 1 and July 1	-	133,970,000
Term bonds, maturing January 1, 2033. Interest at 4.75%, due semiannually on January 1 and July 1	-	63,415,000
	-	197,385,000
Unamortized premium	-	2,092,509
	-	199,477,509
Total revenue bonds	1,022,725,052	1,054,556,120
Other debt		
Obligations under capital lease	54,878,039	79,942,322
	54,878,039	79,942,322
Total bonds payable and other debt	1,077,603,091	1,134,498,442
Current portion	(56,546,957)	(54,309,282)
Long-term portion	\$ 1,021,056,134	\$ 1,080,189,160

Revenue Bonds

2015A Refunding Revenue Bonds

In October 2015, the Authority issued the 2015A Refunding Revenue Bonds in the amount of \$178,690,000 with an original issue premium of \$20,274,631. The proceeds from the 2015A Revenue Bonds, in conjunction with transfers from the debt service reserve and principal and interest funds, were used to refund the outstanding balance of the 2005A Revenue Bonds of \$197,385,000. The net present value savings resulting from this refunding were \$22,073,861, and the aggregate difference in the required debt service between the 2005A Bonds and 2015A Bonds is \$34,511,581.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

2014A Refunding Revenue Bonds

In October 2014, the Authority issued the 2014A Refunding Revenue Bonds in the amount of \$165,340,000 with an original issue premium of \$19,435,412. The proceeds from the 2014A Revenue Bonds, in conjunction with transfers from the debt service reserve and principal and interest funds, were used to refund the outstanding balance of the 2004A Revenue Bonds of \$189,400,000. The net present value savings resulting from this refunding were \$17,667,274, and the aggregate difference in the required debt service between the 2004A Bonds and 2014A Bonds is \$21,165,935.

Redemption Requirements

The Authority's Series 2006A, 2010A, 2014A and 2015A Revenue Bonds are subject to optional redemption by the Authority at various dates in the future. The 2010C Revenue Bonds are subject to optional redemption by the Authority upon notification of the bondholders.

The Series 2006A Revenue Bonds, maturing January 1, 2027 (the 2027 Term Bonds) and January 1, 2036 (the 2036 Term Bonds) are subject to redemption from mandatory sinking fund payments during 2024 to 2027 and 2034 to 2036, respectively. On December 23, 2010, the Authority repurchased and retired \$39,295,000 of the 2036 Term Bonds through a secondary market purchase.

The Series 2010A Revenue Bonds, maturing January 1, 2030 (the 2030 Term Bonds) and January 1, 2037 (the 2037 Term Bonds) are subject to redemption from mandatory sinking fund payments during 2028 to 2030 and 2031 to 2037, respectively.

The Series 2010C Revenue Bonds, maturing January 1, 2033, 2036 and 2037 are subject to redemption from mandatory sinking fund payments during 2015 to 2037.

The Series 2012A Refunding Revenue Bonds, maturing July 1, 2019, are subject to redemption from mandatory sinking fund payments during 2015 to 2019.

The Series 2013A and Series 2013B Refunding Revenue Bonds, maturing July 1, 2018, are subject to redemption from mandatory sinking fund payments during 2015 to 2018.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

The Master Bond Ordinance

The Authority's Revenue Bonds are secured under the Master Bond Ordinance (as referenced in a previous footnote) by a pledge of net revenues of the Airport System and on parity with each other, except with respect to their Revenue Bond Reserve Funds.

Pursuant to its Master Bond Ordinance, the Authority has adopted resolutions beginning in 2003 and 2006 irrevocably dedicating revenues from passenger facility charges and customer facility charges (the Dedicated Revenues), respectively, to be used exclusively to pay debt service on the Authority's Revenue Bonds. The irrevocable designation of passenger facility charges revenue in 2015 and 2014 was approximately \$13.2 million for both years. The customer facility charge revenue designation was \$6.2 million and \$6.4 million for 2015 and 2014, respectively. In 2015, a resolution was adopted irrevocably designating \$8 million of passenger facility charge revenues and \$6 million of customer facility charge revenues for 2016.

In accordance with the Rate Covenant contained in the Master Bond Ordinance, rates and fees charged by the Authority for the use of its facilities must be sufficient to provide annual net revenues when combined with moneys in the coverage fund to equal the larger of: (a) all amounts required to be deposited to the credit of the Revenue Bond Interest and Principal Fund and the Revenue Bond Reserve Fund; or (b) an amount not less than 125% of the Debt Service Requirement for all Revenue Bonds. For the purpose of complying with the Rate Covenant, the Authority includes within net revenues in any fiscal year amounts transferred from the Prepaid Airline Fund and amounts on deposit in the Debt Service Coverage Fund pursuant to the Master Bond Ordinance and excludes from interest due on Authority Revenue Bonds any interest paid from bond proceeds. The Authority can also exclude debt service to be paid from dedicated revenues from its Rate Covenant calculation.

Debt Service Requirements

Debt service requirements to maturity for all debt of the Authority, excluding any unamortized discount or premium and its capital lease agreements, are as follows at December 31, 2015:

Years Ending December 31	Revenue Bonds		Total
	Principal	Interest	
2016	\$ 30,365,000	\$ 29,769,167	\$ 60,134,167
2017	42,035,000	31,062,669	73,097,669
2018	52,050,000	29,883,901	81,933,901
2019	29,375,000	28,504,226	57,879,226
2020	31,425,000	27,335,916	58,760,916
2021 - 2025	194,535,000	115,841,855	310,376,855
2026 - 2030	266,195,000	78,144,525	344,339,525
2031 - 2035	274,355,000	32,830,769	307,185,769
2036 - 2037	62,180,000	1,277,241	63,457,241
	<u>\$ 982,515,000</u>	<u>\$ 374,650,269</u>	<u>\$ 1,357,165,269</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

The following is a summary of long-term obligation transactions for the Authority for the years ended December 31, 2015 and 2014:

	Beginning Balance	2015		Ending Balance	Current Portion
		Additions	Deductions		
Long-term obligations					
Revenue bonds payable	\$ 1,030,455,000	\$ 178,690,000	\$ (226,630,000)	\$ 982,515,000	\$ 30,365,000
Bond (discounts)/premium	24,101,120	20,274,631	(4,165,699)	40,210,052	-
Total revenue bonds payable	1,054,556,120	198,964,631	(230,795,699)	1,022,725,052	30,365,000
Obligations under capital lease	79,942,322	-	(25,064,283)	54,878,039	26,181,957
Total long-term obligations	\$ 1,134,498,442	\$ 198,964,631	\$ (255,859,982)	\$ 1,077,603,091	\$ 56,546,957

	Beginning Balance	2014		Ending Balance	Current Portion
		Additions	Deductions		
Long-term obligations					
Revenue bonds payable	\$ 1,086,915,000	\$ 165,340,000	\$ (221,800,000)	\$ 1,030,455,000	\$ 29,245,000
Bond (discounts)/premium	7,753,006	19,435,412	(3,087,298)	24,101,120	-
Total revenue bonds payable	1,094,668,006	184,775,412	(224,887,298)	1,054,556,120	29,245,000
Obligations under capital lease	103,844,418	-	(23,902,096)	79,942,322	25,064,282
Total long-term obligations	\$ 1,198,512,424	\$ 184,775,412	\$ (248,789,394)	\$ 1,134,498,442	\$ 54,309,282

Note 6: Special Facility Revenue Bonds

To provide for the construction of the FedEx Corporation Sort Facility, and the Indianapolis Maintenance Center (IMC) (formerly leased to United Air Lines, Inc.), the Authority issued separate series of Special Facility Revenue Bonds (conduit debt obligations). These bonds are special limited obligations of the Authority, payable solely from and secured by a pledge of lease rentals to be received by the Authority. The bonds do not constitute a debt or pledge of the faith and credit of the Authority, the County, the City or the State and are, therefore, not reported in the accompanying financial statements.

At December 31, 2015, the Special Facility Revenue Bonds outstanding were as follows:

Special Facility Revenue Bonds, Series 2004 (FedEx Corporation Sort Facility)	\$ 237,755,000
Special Facility Revenue Bonds, Series 1995 (Indianapolis Maintenance Center)	165,988,327
	<u>\$ 403,743,327</u>

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Note 7: Derivative Financial Instruments

Forward Delivery Purchase Agreements - Hedging Derivative Instruments

The Authority has entered into three forward delivery purchase agreements (the Forward Delivery Agreements). The Forward Delivery Agreements require the counterparties to deposit securities in the Authority's debt service reserve trust accounts and provides the Authority a guaranteed rate of return. The securities that are deposited into the debt service reserve trust accounts are required to mature prior to scheduled debt service payment dates on the bonds that are secured by the respective debt service reserve funds.

Eligible securities include (a) discount notes issued by a federal agency; and (b) securities backed by the full faith and credit of the United States Treasury or fully guaranteed by the United States of America, and issued by any of the following:

- the United States Treasury
- a federal agency
- a federal instrumentality
- a federal government-sponsored enterprise

Objective of the Forward Delivery Agreements - The Forward Delivery Agreements allow the Authority to earn a guaranteed fixed rate of return over the life of the agreement. These Agreements are utilized by the Authority to earn a rate of return in excess of a rate that would otherwise be feasible by investing in securities with a shorter term.

Terms - The general terms of each agreement are set forth in the table below:

Debt Service Fund	Date of Agreement	Termination Date	Scheduled Reserve Amount	Guaranteed Rate	Fair Value at December 31, 2015	Fair Value at December 31, 2014
Series 2006A	August 1, 2006	January 1, 2036	\$ 21,090,099	5.311%	\$ 7,584,582	\$ 8,972,089
Series 2014A	December 1, 2004	December 30, 2033	16,534,000	4.962%	5,131,436	5,033,182
Series 2015A	December 28, 2005	December 31, 2032	15,000,000	4.820%	4,354,641	5,539,783
					<u>\$ 17,070,659</u>	<u>\$ 19,545,054</u>

The forward delivery agreement associated with the Series 2004A Debt Service Reserve Fund was amended when the 2004A Bonds were refunded by the 2014A Bonds. The amended agreement now provides for the delivery of the securities into debt service reserve fund of the 2014A Bonds.

The forward delivery agreement associated with the Series 2005A Debt Service Reserve Fund was amended when the 2005A Bonds were refunded by the 2015A Bonds. The amended agreement now provides for the delivery of the securities into debt service reserve fund of the 2015A Bonds. The notional amount associated with the Series 2005A Debt Service Fund Agreement was reduced by \$4,532,425 during 2015, the result of the refunding with the 2015A Bonds.

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Notes to Financial Statements

December 31, 2015 and 2014

Fair Value - The fair values of the Forward Delivery Agreements are based on the value of the future discounted cash flows expected to be received over the life of the agreement relative to an estimate of discounted cash flows that could be received over the same term based on current market conditions. The fair values of the Forward Delivery Agreements are classified as a noncurrent asset on the balance sheets as of December 31, 2015 and 2014. As the Forward Delivery Agreements are effective hedging instruments, the offsetting balance is reflected as a deferred outflow of resources on the Authority's balance sheets. The changes in fair value of the Forward Delivery Agreements of \$(983,254) and \$14,773,107 for the years ended December 31, 2015 and 2014, respectively, are shown as an adjustment to the carrying amount of the related deferred outflows of resources on the balance sheets.

Credit Risk - Credit risk is the risk that a counterparty will not fulfill its obligations. Under the terms of the Forward Delivery Agreements, the Authority is either holding cash or an approved security within the debt service reserve funds. None of the principal amount of an investment under the Forward Delivery Agreements is at risk to the credit of the counterparty. Should the counterparty default, the Authority's maximum exposure is the positive termination value, if any, related to these agreements.

Interest Rate Risk - Interest rate risk is the risk that changes in interest rates will adversely affect the fair values of the Authority's financial instruments or cash flows. The fair market value of the Forward Delivery Agreements is expected to fluctuate over the life of the agreements in response to changes in interest rates. The Authority does not have a formally adopted policy related to interest rate risk on the Forward Delivery Agreements.

Termination Risk - The Authority or the counterparties may terminate the Forward Delivery Agreements if the other party fails to perform under the terms of the contract. In addition, the Authority has an unrestricted option to terminate the Forward Delivery Agreements. If the Forward Delivery Agreements have a negative fair value at the time of termination, the Authority would be liable to the counterparty for a payment equivalent to the fair market value of the instrument at the time of termination.

Interest Rate Swap Agreements - Hedging Derivative Instruments

The Authority is a party to four interest rate swap agreements (the Swap Agreements) that became effective on July 1, 2008, concurrent with the issuance of the 2008 Revenue Bonds. The Swap Agreements continued to hedge the 2008 Revenue Bonds until December 21, 2010, at which time the 2008 Revenue Bonds were refunded by the issuance of the 2010C Revenue Bonds. This refunding resulted in a terminating event and accordingly, the Authority included the balance of the deferred outflows associated with this hedge in its calculation of the deferred loss on refunding, which was \$47,643,748. At that same time, the Swap Agreements became a hedge of the 2010C Revenue Bonds with terms and conditions that are identical to the previous hedge of the refunded 2008 Revenue Bonds.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Objective of the Interest Rate Swaps - The Swap Agreements are used as a strategy to maintain acceptable levels of exposure to the risk of future changes in interest rates related to the Authority's existing variable rate debt. The primary intention of the Swap Agreements is to effectively convert the Authority's variable interest rates on its long-term debt to synthetic fixed rates.

Terms - The general terms of each agreement are set forth in the table below:

Notional Amount	Trade Date	Effective Date of Swap Agreement	Termination Date	Rate Authority Pays	Variable Rate Authority Receives	Fair Value at December 31, 2015	Fair Value at December 31, 2014
\$ 113,845,000	October 14, 2004	July 1, 2008	January 1, 2036	4.0325%	75% One Month LIBOR	\$ (28,360,365)	\$ (28,787,340)
68,755,000	October 14, 2004	July 1, 2008	January 1, 2037	4.1500%	75% One Month LIBOR	(18,696,130)	(18,915,953)
50,000,000	October 7, 2005	July 1, 2008	January 1, 2033	3.7860%	75% One Month LIBOR	(12,421,198)	(12,336,159)
100,000,000	July 2, 2015 *	July 1, 2015 *	January 1, 2033	3.7775%	75% One Month LIBOR	(25,073,596)	(24,489,489)
<u>\$ 332,600,000</u>						<u>\$ (84,551,289)</u>	<u>\$ (84,528,941)</u>

* During 2015, there was an exchange of counterparties from UBS to Wells Fargo. This was not considered as a terminating event.

Payments due under the Swap Agreements (excluding any termination payments) and payments on any repayment obligation will be payable from net revenues of the airport system on a parity with the Revenue Bonds. Under the Swap Agreements, the Authority pays or receives the net interest amount monthly, with the monthly settlements included in interest expense. The Swap Agreements resulted in no initial cash receipts or payments to be made by the Authority.

Fair Value - The fair values of the Swap Agreements are based on estimated discounted future cash flows determined using the counterparties' proprietary models based upon financial principles and estimates about relevant future market conditions. The fair values of the Swap Agreements are classified as a noncurrent liability on the balance sheets as of December 31, 2015 and 2014. As the Swap Agreements are effective hedging instruments, the offsetting balance is reflected as a deferred outflow of resources on the Authority's balance sheets. The changes in fair value of the Swap Agreements of \$(22,348) and \$(30,302,182) for the years ended December 31, 2015 and 2014, respectively, are shown as an adjustment to the carrying amount of the related deferred outflows of resources on the balance sheets.

Credit Risk - The fair value of each of the Swap Agreements represents the Authority's credit exposure to the counterparties as of December 31, 2015. Should the counterparties to these transactions fail to perform according to the terms of the Swap Agreements, the Authority has a maximum possible loss equivalent to the fair value at that date. As of December 31, 2015, the Authority was not exposed to credit risk because each of the swaps had a negative fair value. In order to mitigate the potential for credit risk, if any of the counterparties' credit quality rating falls below a rating threshold of Aa3 by Moody's Investors Service or AA- by Standard & Poor's, the fair value of that counterparty's swap or swaps is to be fully collateralized by the counterparty with eligible securities (as defined in the Schedule to the Master Agreement) to be held by a third-party custodian on behalf of the Authority.

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Notes to Financial Statements December 31, 2015 and 2014

The ratings of the various counterparties at December 31, 2015 are as follows:

	Ratings of the Counterparty	
	Moody's Investors Service	Standard & Poor's
JPMorgan Chase Bank, N.A., counterparty of the interest rate swaps with notional amounts of \$113,845,000 and \$68,755,000	A3	A-
Merrill Lynch Capital Services, Inc., counterparty of the interest rate swap with the notional amount of \$50,000,000	Baa1 ¹	BBB+ ¹
Wells Fargo Bank, N.A., counterparty of the interest rate swap with the notional amount of \$100,000,000 and both basis swap agreements	A2	A

¹ – The swaps are guaranteed by both Merrill Lynch & Company and Merrill Lynch Derivative Products AG. Merrill Lynch Derivative Products AG has ratings of Aa3 and A+.

Basis Risk - The Authority is not exposed to basis risk because the variable-rate payments received by the Authority under the Swap Agreements are based on an index that coincides with the interest rates the Authority pays on its 2010C Revenue Bonds. As of December 31, 2015, the interest rate on the Authority's 2010C Revenue Bonds is 0.842%, (calculated at 75% of the one-month LIBOR plus 0.520%), while the Authority receives payments under the Swap Agreements equal to 75% of the one-month LIBOR, or 0.322%.

Termination Risk - The Authority or the counterparties may terminate the Swap Agreements if the other party fails to perform under the terms of the contract. In addition, the Authority has the unilateral option to terminate the Swap Agreements. If the Swap Agreements have a negative fair value at the time of termination, the Authority would be liable to the counterparty for a payment equal to the fair value of the respective swap.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Swap Payments and Associated Debt - The variable rate bond interest payments and net swap payments will vary with changes in interest rates. Using rates as of December 31, 2015, debt service requirements of the variable rate debt and net swap payments, assuming current interest rates remain the same, for their term are set forth in the table below.

	Variable Rate Bonds		Interest Rate	
	Principal	Interest	Swaps, Net	Total
2016	\$ 4,915,000	\$ 2,783,013	\$ 11,951,525	\$ 14,734,538
2017	5,170,000	2,747,609	11,762,303	14,509,912
2018	5,430,000	2,710,397	11,563,417	14,273,814
2019	5,710,000	2,671,288	11,354,399	14,025,687
2020	6,000,000	2,630,178	11,134,686	13,764,864
2021 - 2025	58,845,000	12,218,079	51,148,710	63,366,789
2026 - 2030	117,135,000	8,101,325	34,399,265	42,500,590
2031 - 2035	111,085,000	2,524,894	11,904,784	14,429,678
2036 - 2037	18,310,000	99,491	537,401	636,892
	<u>\$ 332,600,000</u>	<u>\$ 36,486,274</u>	<u>\$ 155,756,490</u>	<u>\$ 192,242,764</u>

Basis Swaps - Investment Derivative Instruments

The Authority also entered into basis swap agreements that are associated with the \$100 million interest rate swap with a trade date of October 11, 2005. These basis swaps are considered investment derivative instruments. The general terms of these basis swaps are set forth in the table below:

Notional Amount	Trade Date	Effective Date of Swap Agreement	Termination Date	Rate Authority Pays	Variable Rate Authority Receives	Fair Value at December 31, 2015	Fair Value at December 31, 2014
\$ 100,000,000	March 15, 2011	July 1, 2019	January 1, 2033	75% One Month LIBOR	75% ISDA Ten Year Swap Rate	\$ 660,199	\$ (365,256)

The fair value of the basis swaps is classified as a noncurrent asset on the balance sheets. Changes in the fair value of the basis swaps are classified as nonoperating revenues (investment income) on the statements of revenues, expenses and changes in net position.

Interest Rate Risk - Interest rate risk is the risk that changes in interest rates will adversely affect the fair values of the Authority's financial instruments or cash flows. The fair value of the basis swaps are expected to fluctuate over the term of the agreements. The Authority does not have a policy related to interest rate risk on these basis swap agreements.

Credit Risk - Credit risk is the risk that the counterparty to an investment derivative will not fulfill its obligations. Should the counterparties to these transactions fail to perform according to the terms of the basis swap agreements, the Authority has a maximum possible loss equivalent to the fair value at that date.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Note 8: Obligations Under Capital Leases

In November 1991, the Authority entered into an agreement (the MOC-II Agreement) with the State of Indiana, the City of Indianapolis, and United Air Lines, Inc. (United) to provide a 300-acre site for United's Indianapolis Maintenance Center (IMC).

The State, the City and Hendricks County, Indiana provided the initial funding for the IMC. The State provided \$184.5 million from the proceeds of tax-exempt lease revenue bonds and a \$15.2 million grant. The City provided approximately \$111.0 million from the proceeds of tax-exempt current interest and capital appreciation bonds. Hendricks County provided \$8.0 million in the form of a grant, from the proceeds of an economic development income tax revenue bond issue.

Concurrently with the execution of the MOC-II Agreement in 1991, the Authority entered into a tenancy in common agreement and various lease agreements, which created certain leasehold interests in the IMC site and facilities and provided the framework for financing the costs of its construction. Accordingly, the Authority's leases with the State and the City for the IMC and its lease with the State for a building and related equipment ancillary to IMC, the Aviation Technology Center (ATC), have been reflected as capital lease obligations in these financial statements. The leases expire at various dates between 2016 and 2018. The gross amounts of capital assets and related accumulated depreciation recorded under these capital leases at December 31, 2015 and 2014 follow:

	2015	2014
Capital assets	\$ 343,463,530	\$ 352,111,077
Accumulated depreciation	<u>(169,890,673)</u>	<u>(175,892,332)</u>
	<u><u>\$ 173,572,857</u></u>	<u><u>\$ 176,218,745</u></u>

The present value of future minimum capital lease payments at December 31, 2015 follows:

2016	\$ 28,271,916
2017	16,643,240
2018	<u>16,115,199</u>
Total minimum lease payments	61,030,355
Amounts representing interest	<u>(6,152,316)</u>
Present value of future minimum capital lease payments	<u><u>\$ 54,878,039</u></u>

Indianapolis Airport Authority

Notes to Financial Statements

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The Authority's capital lease payments to the State are payable solely from monies to be appropriated by the Indiana General Assembly, the governing body for the State. There is no requirement that these amounts be appropriated. However, the Authority cannot be held liable, should an appropriation not be made, for the State's debt obligations relative to the IMC and ATC facilities. Assuming appropriations from the General Assembly continue, the Authority expects to receive the following future amounts to fund its capital lease obligations with the State:

2016	\$ 21,623,920
2017	22,616,806
2018	<u>20,801,713</u>
	<u>\$ 65,042,439</u>

The Authority's capital lease payments to the City are secured by an irrevocable pledge of a distributive share of Marion County Option Income Taxes (the Pledged Revenues). The City-County Council has covenanted not to repeal or rescind this tax as long as such rentals remain due. The Authority is not obligated for the debt incurred by the City with regard to the IMC facilities. Future pledged revenues to be received by the Authority to fund its capital lease obligation with the City follow:

2016	<u>\$ 14,211,750</u>
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Note 9: Indianapolis Maintenance Center

As discussed previously in these footnotes, the Authority, the State of Indiana, the City of Indianapolis and United financed the construction and equipping of the IMC. As a part of the financing of these facilities, the Authority issued \$220,705,000 in special facility revenue bonds of which \$165,988,327 remains outstanding at December 31, 2015. The Authority had, and continues to have, no obligation to make interest and principal payments on these special facility bonds. Revenues from the IMC are reserved for expense reimbursement to the Authority for operational expenses incurred. Revenue in excess of expenses are provided back to the bondholders and the Authority on a percentage basis bound by the Settlement Agreement, but not until all of the Authority expenses have been reimbursed. Previously, the interest and principal payments for the Series 1995 Special Facility Revenue Bonds were funded by rentals paid by United under its lease agreement with the Authority. On December 9, 2002, United filed for bankruptcy under Chapter 11 of the United States Bankruptcy Code. On May 9, 2003, the Bankruptcy Court made effective United's rejection of its lease of the IMC and United abandoned the IMC facilities, whereby all of the IMC assets reverted to the Authority's control.

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December 31, 2015 and 2014

In February 2004, the Authority and the Trustee of the bondholders entered into a Settlement Agreement which, among other things, provides for up to \$7.5 million in reimbursements for certain costs incurred after May 2003. The Settlement Agreement also provides for reimbursement for up to \$6.5 million of the Tenant Improvement Expenditure Reserve (TIER) fund for use of capital improvements, if certain conditions are met. On the ten year anniversary of the Settlement Agreement, all the funds accumulated in the TIER Fund to be disbursed to the bondholders with the exception of \$1 million. On February 13, 2014, these funds were disbursed.

Since 2004, the Authority has entered into various leases for certain portions of the IMC. These leases include hangar space, office areas and the backshops (which are being used primarily for the maintenance, repair and overhaul of commercial aircraft) and certain warehouse space for non-aviation related use. A new ten-year lease was entered into in December 2014 with the IMC's main tenant, AAR Aircraft Services (AAR), while a lease extension was granted to Shuttle America. These two tenants make up the leasing of all hangar space. As a part of the Settlement Agreement, rentals collected for the IMC are not considered revenue to the Authority, but instead are required to be deposited into a trust held on behalf of the United bondholders. The monies held in trust are to be used to pay ongoing operating and maintenance costs of the IMC and must be applied in a manner prescribed by the terms of the Settlement Agreement.

For the years ended December 31, 2015 and 2014, the Authority incurred approximately \$6.7 million and \$7.5 million of costs for the IMC, respectively. The Authority has received reimbursements for these costs under the Settlement Agreement aggregating approximately \$9.4 million and \$5.8 million for 2015 and 2014, respectively. In addition, as of December 31, 2015 and 2014, the Authority has accrued approximately \$3.1 million and \$2.9 million, respectively, in reimbursements from the Trustee for allowable costs incurred.

The aforementioned lease agreements historically contained a number of incentives to be provided by the Authority in the form of grants and rent credits over the terms of these leases, which currently range from six months to ten years. These grants and rental credits were designed to assist the tenants with start-up costs and the acquisition of certain capital assets, including leasehold improvements, and to encourage them to expand their operations and/or increase the amount of space they lease. Grants for start-up costs are recorded as unamortized lease costs by the Authority and amortized over the respective lease term, while grants for capital improvements result in new depreciable assets of the Authority. Success payments (for expanding operations) and other similar grants were expensed as they were earned by AAR. Currently, rental credits are being utilized in the AAR Agreement for leasehold improvements. All existing IMC capital assets, as well as those acquired by the tenants through Authority grants or otherwise, remain the property of the Authority, subject only to the tenants' rights to use such assets during their respective lease terms. As of December 31, 2015, the Authority has provided \$7.5 million in grants and \$8.8 million in rental credits to the lessees of the IMC.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Note 10: Risk Management

Risk management is the responsibility of the Authority. Operationally, the Authority is exposed to various risks of loss related to the theft of, damage to and destruction of assets, natural disasters as well as certain tort liabilities for which commercial insurance is carried. The commercial insurance policies carry deductibles ranging from \$0 to \$100,000. Insurance policies procured, including commercial general liability and commercial property damage, are inclusive of coverage for certain war casualty and acts of terrorism. Coverage terms, limits, and deductibles have each been benchmarked in comparison with those maintained at other mid-size airports and found to be within the range of our peers. Although coverage limits are significant, no assurance can be given that such coverage will continue to be available at such amounts and/or at a reasonable cost.

The Authority has a self-insured arrangement for health care benefits provided to Authority employees and has established a self-insured liability for employee medical claims. The Authority utilizes a third-party company to provide individual stop loss coverage of \$100,000 on each covered individual's health claims and \$4,205,500 on overall health care program aggregate claims. The estimated self-insurance liability is based on claim trend and consultation with an actuary. There is no significant incremental claim adjustment expense, salvage or subrogation attributable to this liability.

Note 11: Benefit Plan

The Authority provides a 401(a) defined-contribution employee retirement plan for employer contributions and a 457(b) deferred compensation plan for employee contributions. The Authority is the administrator of these plans, which are available to substantially all of its employees. Employer contributions to the 401(a) plan can range from zero up to nine percent of eligible compensation. Contributions to the plan were \$718,806 for 2015 and \$731,605 for 2014.

Note 12: Rental Income From Operating Leases

The Authority leases space in the Indianapolis International Airport terminal along with other land and buildings on a fixed fee as well as a contingent rental basis. Many of the leases provide for a periodic review and adjustment of the rental amounts. Substantially all capital assets are held by the Authority for the purpose of rental or related use.

Indianapolis Airport Authority

Notes to Financial Statements December 31, 2015 and 2014

Minimum future rentals on noncancelable operating leases to be received in each of the next five years and thereafter as of December 31, 2015 are as follows:

2016	\$ 67,045,968
2017	65,330,509
2018	60,254,502
2019	15,426,746
2020	14,275,172
Thereafter	<u>114,236,598</u>
	<u>\$ 336,569,495</u>

The Authority has entered into an Agreement and Lease of Premises (Airline Agreement) with certain passenger, charter and cargo airlines serving the airport (collectively, the Signatory Airlines). Other airlines operate under an airport use permit that generally has a term of no more than two years. The Airline Agreement's residual rate-making features are designed to ensure that the Authority's debt service and related coverage obligations, including the Rate Covenant, will be met. The Airline Agreement authorizes the Authority to implement new fees and charges as necessary. In the event of an airline bankruptcy, the Authority may adjust the rates and charges for all Signatory Airlines in the current rate period to recover the rates and charges due from the bankrupt carrier. However, there can be no assurance that such other airlines will be financially able to absorb the additional costs. Rental rates under these agreements are determined annually.

Contingent rentals and fees aggregated approximately \$44.4 million in 2015 and \$42.4 million in 2014, and are accrued in arrears.

Note 13: Commitments and Contingencies

Land Acquisition and Disposal

In 1991, the Authority updated its FAA Part 150 Noise and Land Use Compatibility Study and final recommendations were adopted by the Authority Board in April 1992. The recommendations included expanding the existing Guaranteed Purchase Program (Phase I), which is now an inactive program, to add approximately 750 additional homes. As of December 31, 2015, the Authority has spent approximately \$102.6 million (including relocation costs) under this inactive program (Phase II), substantially all of which was eligible for 80% reimbursement from the FAA. The owners of an estimated 30 homes did not participate in Phase II when it was an active program.

A five-year review and update of the Authority's noise compatibility program (Phase III) began in 1996. Final recommendations were adopted by the Authority Board in February 1998, followed by FAA approval in October 1998. The recommendations included continuation of the Guaranteed Purchase Program with respect to approximately 132 additional homes, of which 127 were acquired by the Authority when the program was active.

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Notes to Financial Statements

December 31, 2015 and 2014

The Sound Insulation Program, which is now an inactive program, paid for a home within the impacted noise area to be sound insulated with respect to doors, window treatments, etc., with no further cash outlay required by the Authority. At December 31, 2015, 316 homes were sound insulated under this program. Under the Purchase Assurance Program, which is now an inactive program, the Authority purchased the property, sound insulated the home and then resold the property on the open market. At December 31, 2015, 118 homeowners participated in the Purchase Assurance Program. Participation in either the Sound Insulation or Purchase Assurance programs required the homeowner to grant an aviation easement in favor of the Authority.

The Sales Assistance program is the third and only active program at December 31, 2015 and applied to approximately 487 homes, of which 384 requests have been completed. Sales Assistance consists of a benefit payment to homeowners adjacent to the 65DNL noise contour. The benefit payment is equal to 10% of the contract sales price between the homeowner and third-party buyer, in exchange for the inclusion of a Noise Disclosure Statement in the deed of conveyance. The estimated cost of the Phase III programs approximate \$98.5 million. These programs, excluding Sales Assistance, were eligible for reimbursement from passenger facility charges and FAA noise grants (at 80% reimbursement).

The noise mitigation land use programs described above are voluntary on the part of the homeowner as there is no legal requirement that homeowners participate in any of these programs.

The Authority has also acquired land south of Interstate 70 (I-70). With the exception of one small parcel of land, all parcels have been acquired for the future development of a third parallel runway in this area. As of December 31, 2015, the Authority has expended approximately \$13.7 million for this project.

In November 2014, the Authority Board approved and adopted Resolution No. 12-2014, establishing certain land use policies and guidelines for the implementation of a new land use initiative. The Authority owns approximately 9,000 acres of land in and around the Indianapolis International Airport, with large holdings not only in Wayne and Decatur Townships of Marion County, but also in neighboring Hendricks County. After an extensive review of its land holdings in 2014, the Authority developed this land use initiative under which more than 30 parcels of land (approximately 743 acres) would be made available for sale, and an additional six large parcels of land (470 acres) would be made available for leasing opportunities. During 2015, the Authority sold approximately 300 acres under this land use initiative for a total sales price of \$2.3 million.

With respect to the Authority's permanently protected bat and wetland habitat (containing approximately 2,000 acres), the Authority will pursue opportunities to divest itself of this land to a third party who has expertise in this area, such as a public or private conservation organization or governmental entity that has responsibility for environmental matters. As land is sold and proceeds received, the Authority will determine how those proceeds must be treated, including what amounts, if any, must be returned to the Federal Aviation Administration directly or reinvested in other AIP eligible projects pursuant to federal grant requirements.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Environmental Mitigation and Remediation

In order to comply with environmental laws, the Authority has implemented a natural resource mitigation program to create, monitor and maintain wetlands along with habitats for the endangered Indiana bat. As of December 31, 2015, the Authority had acquired approximately 1,993 acres in order to replace wetland and bat habitat areas that were removed by construction of the Indianapolis Maintenance Center and runway 5L-23R and the Midfield Terminal. The Authority will continue to maintain and monitor interim bat habitats under this program pursuant to a permit with the U.S. Fish & Wildlife Service through the year 2017 and approximately 2,000 acres of wetlands and certain associated summer bat habitats in perpetuity, or until control over such areas are transferred to an entity that will assume the responsibility. Approximately \$22.9 million has been spent under this program, of which approximately 28% was eligible for reimbursement from the FAA. The Authority's share of the costs for this conservation plan was originally estimated to be \$2.4 million, and as of December 31, 2015, the Authority has incurred \$3.0 million in costs.

The Authority is currently involved in three separate pollution remediation obligations that meet the requirements for accounting treatment under GASB Statement 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*. These obligations are related primarily to the removal and/or treatment of contaminated soil associated with underground fuel tanks. The pronouncement dictates that for each obligating event, an estimate of the expected pollution remediation outlays is required to be accrued as a liability and expensed in the current period. Re-measurement of the liability is required when new information indicates increases or decreases in estimated outlays.

The amount of the estimated liability as of December 31, 2015 and 2014 was \$190,000 and \$130,000, respectively, which represents the approximate present value of the amounts the Authority expects to pay for future remediation activities. This estimate was generated using input and guidance from internal management and professional consultants, and represents a wide array of remediation activities ranging from one-time events to longer term sustained monitoring activity.

The Authority will continue to closely monitor each of these obligations, working toward the point of ultimate resolution, and will make any necessary adjustments to the potential liability as new information becomes available.

Capital Improvements

As of December 31, 2015, the Authority had outstanding commitments for certain airport improvements aggregating approximately \$20.3 million.

Indianapolis Airport Authority

Notes to Financial Statements

December 31, 2015 and 2014

Litigation and Claims

The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business.

As of December 31, 2015, there were ten claims in litigation for alleged personal injury, property damages, constructive eviction, unjust enrichment, and/or other claims pending against the Authority. Eight of these claims were for personal injury, one was for property damage from a hangar fire, and one was from a tenant alleging overpayment of rental to the Authority; the claims for personal injury and property damage are fully insured. In addition, there were two worker's compensation claims pending as of December 31, 2015. The Authority was also aware of several claims for which legal action against the Authority might be threatened or possible in the future.

The Internal Revenue Service (IRS) has taken the position that the Authority's 2006A bonds are subject to an arbitrage rebate obligation plus interest on that amount since June 2011 and a penalty. The Authority disagrees with and has vigorously opposed the IRS's position. The Authority is in the process of settling this dispute with the IRS and has estimated the range of the settlement to be between \$0 and approximately \$3.0 million. At December 31, 2015, the Authority has accrued their best estimate of this contingent liability.

In addition to the foregoing, as of December 31, 2015, there were two claims in litigation filed by the Authority against third parties for various reasons, including breach of contract and breach of duty of good faith and fair dealing. The Authority, in these matters, is seeking the enforcement of certain provisions of a lease and insurance policy, as well as judgment and damages. No amounts have been accrued as receivable in relation to these claims filed by the Authority.

Supplementary Information

Indianapolis Airport Authority

Schedule of Governmental Awards

Year Ended December 31, 2015

Federal Grantor/ Pass-Through Grantor/ Program Title/ Grant Name	Federal CFDA Number	Federal Grant Number	State Grant Number	Total Grant Amount	Grant Reimbursements Receivable at Beginning of Year	Receipts/ Credits	Disbursements/ Expenditures	Grant Reimbursements Receivable at End of Year
U.S. Department of Transportation - Federal Aviation Administrative (FAA) Airport Improvement Program (AIP) Indianapolis International Airport								
	20.106	3-18-0038-112		\$ 6,947,140	\$ (31,428)	\$ -	\$ -	\$ (31,428)
	20.106	3-18-0038-124		926,250	350,284	325,712	24,238	48,810
	20.106	3-18-0038-125		431,250	8,488	13,042	4,554	-
	20.106	3-18-0038-126		3,500,000	349,568	134,568	(215,000)	-
	20.106	3-18-0038-129		3,620,633	1,234,492	1,236,468	1,976	-
	20.106	3-18-0038-130		1,236,000	113,569	153,976	40,407	-
	20.106	3-18-0038-131		112,500	49,150	112,500	63,350	-
	20.106	3-18-0038-132		3,447,760	1,503,542	1,098,526	-	405,016
	20.106	3-18-0038-133		820,915	317,882	291,885	56,094	82,091
	20.106	3-18-0038-134		2,761,648	1,138,007	-	49,382	1,187,389
	20.106	3-18-0038-135		710,469	618,150	618,150	-	-
	20.106	3-18-0038-136		803,117	-	803,117	803,117	-
	20.106	3-18-0038-137		543,188	-	543,188	543,188	-
	20.106	3-18-0038-138		4,632,511	494,469	4,125,388	4,034,689	403,770
	20.106	3-18-0038-140		138,475	-	-	138,475	138,475
	20.106	3-18-0038-141		3,953,250	-	578,604	1,058,484	479,880
	20.106	3-18-0038-142		7,357,224	-	6,165,241	6,515,842	350,601
Indianapolis Regional Airport	20.106	3-18-0037-14		693,609	234,226	-	(234,226)	-
	20.106	3-18-0037-15		2,628,066	2,254,518	2,321,110	309,800	243,208
	20.106	3-18-0037-16		514,454	-	318,437	514,454	196,017
Eagle Creek Airpark	20.106	3-18-0039-19		739,179	109,097	67,670	(41,427)	-
	20.106	3-18-0039-20		543,924	543,924	527,284	(16,640)	-
	20.106	3-18-0039-21		282,600	108,067	213,947	105,880	-
Indianapolis Metropolitan Airport	20.106	3-18-0040-19		518,856	8,988	8,988	-	-
	20.106	3-18-0040-21		202,140	-	153,365	185,988	32,623
	20.106	3-18-0040-22		2,655,000	-	-	2,065,303	2,065,303
Hendricks County	20.106	3-18-0093-14		150,000	16,668	16,668	-	-
	20.106	3-18-0093-15		221,576	-	169,656	183,557	13,901
Indianapolis Downtown Heliport	20.106	3-18-0118-11		187,352	143,311	187,455	44,144	-
	20.106	3-18-0118-12		300,000	300,000	345,000	45,000	-
	20.106	3-18-0118-13		150,000	-	-	150,000	150,000

Indianapolis Airport Authority

Schedule of Governmental Awards (Continued)

Year Ended December 31, 2015

Federal Grantor/ Pass-Through Grantor/ Program Title/ Grant Name	Federal CFDA Number	Federal Grant Number	State Grant Number	Total Grant Amount	Grant Reimbursements Receivable at Beginning of Year	Receipts/ Credits	Disbursements/ Expenditures	Grant Reimbursements Receivable at End of Year
U.S. Department of Homeland Security								
Transportation Security Administration								
FAA Explosives Detection Canine Team Program	97.072	HSTS0208HCAN425		\$ 181,500	\$ 37,875	\$ 112,557	\$ 151,500	\$ 76,818
Law Enforcement Officer Reimbursement Agreement Program	97.090	HST30208HSLR112		682,524	-	584,000	652,730	68,730
State of Indiana - Department of Transportation,								
Aeronautics Section								
Indianapolis Regional Airport			437013	3,329	6,216	3,156	(3,060)	-
			437014	19,267	8,194	1,688	(6,506)	-
			437015	69,160	65,386	61,082	2,096	6,400
Eagle Creek Airpark			439017	2,033	1,565	1,565	-	-
			439018	6,549	5,066	5,066	-	-
			439019	24,699	24,699	23,549	(1,150)	-
			439020	15,109	15,089	14,647	(442)	-
			439021	15,700	3,002	9,809	8,884	2,077
Indianapolis Metropolitan Airport			440019	14,413	8,213	1,226	(6,987)	-
			440020	6,903	7,257	6,134	(1,123)	-
			440021	11,230	-	5,851	10,333	4,482
			493014	5,184	5,189	5,184	(5)	-
Indianapolis Downtown Heliport			0811811	5,204	3,858	3,906	48	-
			0811812	16,667	8,333	16,667	8,334	-
					<u>\$ 10,064,914</u>	<u>\$ 21,386,032</u>	<u>\$ 17,245,281</u>	<u>\$ 5,924,163</u>

Indianapolis Airport Authority

Schedule of Expenditures of Federal Awards

Year Ended December 31, 2015

Federal Grantor/ Pass-Through Grantor/ Program or Cluster Title	Federal CFDA Number	Federal Grantor/ Pass-Through Grantor Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation - Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Indianapolis International Airport	20.106	3-18-0038-124	\$ -	\$ 24,238
	20.106	3-18-0038-125	-	4,554
	20.106	3-18-0038-126	-	(215,000)
	20.106	3-18-0038-129	-	1,976
	20.106	3-18-0038-130	-	40,407
	20.106	3-18-0038-131	-	63,350
	20.106	3-18-0038-133	-	56,094
	20.106	3-18-0038-134	-	49,382
	20.106	3-18-0038-136	-	803,117
	20.106	3-18-0038-137	-	543,188
	20.106	3-18-0038-138	-	4,034,689
	20.106	3-18-0038-140	-	138,475
	20.106	3-18-0038-141	-	1,058,484
	20.106	3-18-0038-142	-	6,515,842
Indianapolis Regional Airport	20.106	3-18-0037-14	-	(234,226)
	20.106	3-18-0037-15	-	309,800
	20.106	3-18-0037-16	-	514,454
Eagle Creek Airpark	20.106	3-18-0039-19	-	(41,427)
	20.106	3-18-0039-20	-	(16,640)
	20.106	3-18-0039-21	-	105,880
Indianapolis Metropolitan Airport	20.106	3-18-0040-21	-	185,988
	20.106	3-18-0040-22	-	2,065,303
Hendricks County	20.106	3-18-0093-15	-	183,557
Indianapolis Downtown Heliport	20.106	3-18-0118-11	-	44,144
	20.106	3-18-0118-12	-	45,000
	20.106	3-18-0118-13	-	150,000
Subtotal			-	16,430,629
U.S. Department of Homeland Security FAA Explosives Detection Canine Team Program	97.072	HSTS0208HCAN425	-	151,500
Law Enforcement Officer Reimbursement Agreement Program	97.090	HST30208HSLR112	-	652,730
Grand Total			\$ -	\$ 17,234,859

Indianapolis Airport Authority
Notes to Schedule of Expenditures of Federal Awards
Year Ended December 31, 2015

Notes to Schedule:

1. The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of the Indianapolis Airport Authority (Authority) under programs of the federal government for the year ended December 31, 2015. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Authority.
2. Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87 or the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. The Authority has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.
3. The Indianapolis Airport Authority had no federal loans that they were administering as of December 31, 2015.

Indianapolis Airport Authority

Schedule of Passenger Facility Charge Revenues and Expenditures

Year Ended December 31, 2015

Revenues	Date Approved	Amount Approved For Use	Cumulative Total - December 31, 2014	Quarter Ended				Year Ended December 31, 2015	Cumulative Total - December 31, 2015
				March 31, 2015	June 30, 2015	September 30, 2015	December 31, 2015		
Passenger facility charge revenues received			\$ 290,801,502	\$ 3,005,797	\$ 4,633,815	\$ 4,076,023	\$ 3,743,378	\$ 15,459,013	\$ 306,260,515
Interest earned			5,110,980	18,638	22,719	11,453	10,619	63,429	5,174,409
Total passenger facility charge revenue received			<u>\$ 295,912,482</u>	<u>\$ 3,024,435</u>	<u>\$ 4,656,534</u>	<u>\$ 4,087,476</u>	<u>\$ 3,753,997</u>	<u>\$ 15,522,442</u>	<u>\$ 311,434,924</u>
Expenditures									
Application 93-01	June 28, 1993	\$ 68,562,881	\$ 68,562,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,562,881
Application 96-02	December 20, 1996	12,263,018	12,263,018	-	-	-	-	-	12,263,018
Application 01-03	March 28, 2001	152,707	-	-	-	-	-	-	-
Application 03-04	August 25, 2003	443,929,000	205,931,021	-	6,600,000	-	6,600,000	13,200,000	219,131,021
Total passenger facility charge revenue expended		<u>\$ 524,907,606</u>	<u>\$ 286,756,920</u>	<u>\$ -</u>	<u>\$ 6,600,000</u>	<u>\$ -</u>	<u>\$ 6,600,000</u>	<u>\$ 13,200,000</u>	<u>\$ 299,956,920</u>

Notes to Schedule:

1. Revenues and expenditures on approved projects in the schedule above agree to the Passenger Facility Charge Quarterly Status Reports (PFC Reports) submitted by the Authority to the FAA.
2. Effective August 25, 2003, a total of \$524,513,829 has been approved to be imposed and collected on behalf of the Authority and used by the Authority. On June 18, 2007, the Authority received an additional Use Approval of \$393,777 on Application 96-02.
3. Applications 93-01 and 96-02 have been closed out.

Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of the Financial Statements Performed in Accordance With *Government Auditing Standards*

To the Members of the Board
Indianapolis Airport Authority
Indianapolis, Indiana

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of Indianapolis Airport Authority (Authority), which comprise the balance sheet as of December 31, 2015, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated April 7, 2016.

Internal Control Over Financial Reporting

Management of the Authority is responsible for establishing and maintaining effective internal control over financial reporting (internal control). In planning and performing our audit of the financial statements, we considered the Authority's internal control to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BKD, LLP

Indianapolis, Indiana
April 7, 2016

Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance

Independent Auditor's Report

To the Members of the Board
Indianapolis Airport Authority
Indianapolis, Indiana

Report on Compliance for the Major Federal Program

We have audited the Indianapolis Airport Authority's (Authority) compliance with the types of compliance requirements described in the OMB *Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended December 31, 2015. The Authority's major federal program are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, contracts and the terms and conditions of its federal program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for Authority's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on the Major Federal Program

In our opinion, Indianapolis Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2015.

Report on Internal Control Over Compliance

Management of Indianapolis Airport Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's 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 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 first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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 Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

BKD, LLP

Indianapolis, Indiana
April 7, 2016

Report on Compliance for the Passenger Facility Charge Program and Report on Internal Control Over Compliance

Independent Auditor's Report

To the Members of the Board
Indianapolis Airport Authority
Indianapolis, Indiana

Report on Compliance for the Major Federal Program

We have audited Indianapolis Airport Authority's (Authority) compliance with the types of compliance requirements described in the *Passenger Facility Audit Guide for Public Agencies* (Guide) that could have a direct and material effect on the Authority's passenger facility charge program for the year ended December 31, 2015.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, contracts and the terms and conditions of its federal awards applicable to its passenger facility charge program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the passenger facility charge program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of the Guide. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the passenger facility charge program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on the Passenger Facility Charge Program

In our opinion, Indianapolis Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended December 31, 2015.

Report on Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the passenger facility charge program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for the passenger facility charge program 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 internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's 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 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 first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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.

BKD, LLP

Indianapolis, Indiana
April 7, 2016

Indianapolis Airport Authority
Schedule of Findings and Questioned Costs
Year Ended December 31, 2015

Summary of Auditor's Results

Financial Statements

1. The type of report the auditor issued on whether the financial statements audited were prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) was (were):
☒ Unmodified ☐ Qualified ☐ Adverse ☐ Disclaimer
2. The independent auditor's report on internal control over financial reporting disclosed:
Significant deficiency(ies)? ☐ Yes ☒ None reported
Material weakness(es)? ☐ Yes ☒ No
3. Noncompliance considered material to the financial statements was disclosed by the audit? ☐ Yes ☒ No

Federal Awards

4. The independent auditor's report on internal control over compliance for major federal awards programs disclosed:
Significant deficiency(ies)? ☐ Yes ☒ None reported
Material weakness(es)? ☐ Yes ☒ No
5. The opinion(s) expressed in the independent auditor's report on compliance for major federal awards was (were):
☒ Unmodified ☐ Qualified ☐ Adverse ☐ Disclaimer
6. The audit disclosed findings required to be reported by 2 CFR 200.516(a)? ☐ Yes ☒ No
7. The Authority's major program was:

Cluster/Program	CFDA Number
Airport Improvement Program	20.106

Indianapolis Airport Authority
Schedule of Findings and Questioned Costs (Continued)
Year Ended December 31, 2015

8. The threshold used to distinguish between Type A and Type B programs was \$750,000.

9. The Authority qualified as a low-risk auditee? ☒ Yes ☐ No

Findings Required to be Reported by *Government Auditing Standards*

Reference Number	Finding
	No matters are reportable.

Findings Required to be Reported by Uniform Guidance

Reference Number	Finding
	No matters are reportable.

Indianapolis Airport Authority
Summary Schedule of Prior Audit Findings
Year Ended December 31, 2015

Reference Number	Summary of Finding	Status
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No matters are reportable.

Indianapolis Airport Authority

Passenger Facility Charge Audit Summary

Year Ended December 31, 2015

Summary of Auditor's Results

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| 1. Type of report issued on PFC financial statements. | <input checked="" type="checkbox"/> Unmodified | <input type="checkbox"/> Qualified |
| 2. Type of report on PFC compliance. | <input checked="" type="checkbox"/> Unmodified | <input type="checkbox"/> Qualified |
| 3. Quarterly revenue and disbursements reconciled with submitted quarterly reports and reported un-liquidated revenue matches actual amounts. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. PFC revenue and interest is accurately reported on FAA Form 5100-127. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. The Public Agency maintains a separate financial accounting record for each application. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Funds disbursed were for PFC eligible items as identified in the FAA decision to pay only for the allowable costs of the project. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 7. Monthly carrier receipts were reconciled with quarterly carrier reports. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 8. PFC revenues were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 9. Serving carriers were notified of PFC program actions/changes approved by the FAA. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 10. Quarterly reports were transmitted (or available via website) to remitting carriers. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 11. The Public Agency is in compliance with Assurances 5, 6, 7 and 8. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 12. Project design and implementation is carried out in accordance with Assurance 9. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 13. Program administration is carried out in accordance with Assurance 10. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> 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. | <input type="checkbox"/> Yes | <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |