Indianapolis Airport Authority

Independent Auditor's Report and Financial Statements

December 31, 2016 and 2015

Indianapolis Airport Authority
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Contents

BKD LLP
CPAs & Advisors

201 N. Illinois Street, Suite 700 // P.O. Box 44998 // Indianapolis, IN 46244-0998
317.383.4000 // fax 317.383.4200 // bkd.com

Independent Auditor's Report

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

We have audited the accompanying financial statements of Indianapolis Airport Authority (Authority), which are comprised of statements of net position as of December 31, 2016 and 2015, and the related statements of revenues, expenses and changes in net position and of cash flows for the year then ended and the related notes to the 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. 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.

Praxity MEMBER
GLOBAL ALLIANCE OF INDEPENDENT FIRMS

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, 2016 and 2015, and the changes in its financial position and its cash flows for the year 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.

Other 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 Schedules of Net Position Information, Schedules of Revenues, Expenses and Changes in Net Position Information, Schedules of Operating Revenues, Schedule of Operating Expenses and Schedule of Bond Debt Service Requirements to Maturity 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.

The Schedules of Net Position Information, Schedules of Revenues, Expenses and Changes in Net Position Information, Schedules of Operating Revenues, Schedule of Operating Expenses and Schedule of Bond Debt Service Requirements to Maturity 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. Such 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 Schedules of Net Position Information, Schedules of Revenues, Expenses and Changes in Net Position Information, Schedules of Operating Revenues, Schedule of Operating Expenses and Schedule of Bond Debt Service Requirements to Maturity information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

BKD, LLP

Indianapolis, Indiana
April 6, 2017

MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2016
(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, 2016 and 2015. 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 must approve certain proposed capital improvement projects at the Airport. As of December 31, 2016, 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

	2016	2015	Variance
Enplaned passengers [1]	4,239,828	4,008,256	5.8%
Landed weight (1,000 lb. units)			
Passenger airlines	5,088,062	4,676,484	8.8%
Cargo airlines	5,334,670	5,335,588	0.0%
Total landed weights	10,422,732	10,012,072	4.1%
Aircraft operations	162,211	152,937	6.1%

[1] Includes domestic air carriers, international air carriers and air taxi/commuter flights

Airport Operations Activity

- In 2016, the number of enplaned passengers was 5.8% higher than 2015. The increase from 2015 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. As in 2015, the robust job market and competitive airfares continued to increase air travel demand in both the business and leisure markets. Meanwhile, fuel prices remained lower allowing carriers to sustain lower fares and consider new routes from medium sized airports. New nonstop destinations that were announced in 2016 include: LGA New York La Guardia (American); PHL Philadelphia, Pennsylvania (Frontier); PUJ Punta Cana, Dominican Republic (Vacation Express); RSW Fort Myers, Florida (Frontier); SAV Savannah/Hilton Head, Georgia (Allegiant); JAX Jacksonville, Florida (Allegiant); MSY New Orleans, Louisiana (Southwest); MDW Chicago, Illinois (Southwest) and SEA Seattle, Washington (Alaska Airlines).

- Passenger airlines accounted for approximately 49% of total landed weight at Indianapolis International Airport (IND) in 2016, 47% in prior year; cargo airlines accounted for the other 51% during 2016 and 53% in 2015. Passenger airline landed weights increased by 8.8% in 2016 from prior year; cargo airline landed weight was primarily flat with prior year. The increase in passenger landed weights is a result of the above mentioned market factors and is explained further in the Economic Factors section. FedEx continued to represent the majority of the cargo landed weights in 2016.

- Aircraft operations represent landings and takeoffs for air carrier (passenger and cargo), air taxi and commuter, general aviation and military operations. This activity increased 6.1% over the prior year.

Financial Highlights

- The Authority experienced a decrease in total assets and deferred outflows of resources of $77.9 million during 2016. This decrease can be attributed to a number of changes in the statement of net position, including the normal decrease in capital assets due to depreciation and a decrease in the fair value of the Authority's derivative instruments.

- Total liabilities decreased $86.7 million in 2016. This change is primarily attributable to the reduction of bonds payable and other debt.

- The 2016 increase in net position was $10.7 million compared to an increase of $4.7 million for 2015. 2016 resulted in a loss from operations of $2.8 million, which is a $5.7 million decrease in the loss from operations of $8.5 million in 2015. 2016 net nonoperating revenues (expenses) of $(1.8) million increased $3.9 million from prior year driven by an increase in passenger facility charges, a decrease in interest expense, decrease in investment income and an increase in loss on disposal of assets. Capital contributions decreased $3.6 million to $15.2 million in 2016 compared to $18.8 million in the prior year, primarily due to a decrease in federal and state grants of $4.5 million and an increase in contributions from lessees of $0.9 million from 2015.

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 Statements of Net Position, 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.

Statements of Net Position

The Statements of Net Position 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 plus deferred outflows of resources, and total liabilities plus deferred inflows of resources and is an indicator of the current net value of the Authority. A summarized comparison of the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position at December 31, 2016, 2015 and 2014 follows:

	2016	2015	2014
	(Table Amounts in Thousands)		
Current assets - unrestricted	$ 34,760	$ 28,660	$ 34,045
Current assets - restricted	43,001	53,855	55,220
Noncurrent assets			
Capital assets, net	1,821,200	1,889,782	1,958,582
Other noncurrent assets	231,768	220,663	192,446
Total assets	2,130,729	2,192,960	2,240,293
Deferred outflows of resources	56,270	71,988	76,997
Total assets and deferred outflows of resources	$ 2,186,999	$ 2,264,948	$ 2,317,290
Current liabilities - payable from unrestricted	$ 10,028	$ 11,319	$ 8,169
Current liabilities - payable from restricted	75,384	82,086	80,670
Noncurrent liabilities - payable from restricted	1,026,858	1,105,607	1,164,718
Total liabilities	1,112,270	1,199,012	1,253,557
Deferred inflows of resources	15,172	17,071	19,545
Net position			
Net investment in capital assets	845,461	850,120	868,463
Restricted	143,593	121,423	113,374
Unrestricted	70,503	77,322	62,351
Total net position	1,059,557	1,048,865	1,044,188
Total liabilities, deferred inflows of resources and net position	$ 2,186,999	$ 2,264,948	$ 2,317,290

2016 to 2015 Comparative Statements of Net Position

Unrestricted current assets increased $6.1 million, which is primarily attributable to an increase in cash and cash equivalents of $5.3 million. The decrease in restricted current assets of $10.9 million reflects a $9.8 million decrease in restricted cash and cash equivalents.

Total noncurrent assets decreased by $57.5 million. This change is primarily attributable to a $74.6 million decrease in depreciable capital assets, a $6.0 million increase in non-depreciable capital assets and an $8.9 million increase in investments.

Total deferred outflows of resources decreased by $15.7 million, the result of a decrease in the amortization of deferred losses on the refunding of bonds of $5.4 million and a decrease in the accumulated changes in fair values of hedging derivative instruments of $10.3 million.

Total current liabilities decreased by $8.0 million driven by a decrease of $5.9 million in the current portion of debt and a $3.2 million decrease in accounts payable. Total noncurrent liabilities decreased $78.7 million, attributable to a decrease in bonds payable and other debt.

2015 to 2014 Comparative Statements of Net Position

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 $5.0 million, the result of a decrease in the amortization of deferred losses on the refunding of bonds of $2.6 million and a decrease in the accumulated changes in fair values of hedging derivative instruments of $2.4 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.

2016 to 2015 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, 2016 and 2015 was $10.7 million and $4.7 million, respectively. The comparative analysis below is a summary of the Statements of Revenues, Expenses and Changes in Net Position for 2016 and 2015.

	2016	2015	$ Variance	% Variance
	(Table Amounts in Thousands)			
Total operating revenues	$ 158,248	$ 147,957	$ 10,291	7.0%
Total nonoperating revenues	56,787	56,840	(53)	-0.1%
Total revenues	215,035	204,797	10,238	5.0%
Total operating expenses	161,037	156,492	4,545	2.9%
Net nonoperating expenses	58,541	62,469	(3,928)	-6.3%
Total expenses	219,578	218,961	617	0.3%
Loss Before Capital Contributions and Grants	(4,543)	(14,164)	9,621	-67.9%
Capital Contributions and Grants	15,235	18,841	(3,606)	-19.1%
Increase in Net Position	10,692	4,677	6,015	128.6%
Net Position, Beginning of Year	1,048,865	1,044,188	4,677	0.4%
Net Position, End of Year	$ 1,059,557	$ 1,048,865	$ 10,692	1.0%

Operating revenue in 2016 increased $10.3 million, or 7.0% from prior year. This represents increases in activity-based revenues along with applicable rental rate adjustments reflected in airfield, terminal complex, parking revenues, and rented buildings/other. This was offset by lower operating expense reimbursements related to the Indianapolis Maintenance Center.

- *Airfield revenue* in 2016 of $23.7 million increased from prior year by $1.2 million or 5.3%. Total landed weights increased a net 4.1% from prior year as passenger carriers increased 8.8% and cargo carriers remained flat. The 2016 Signatory landing fee rate increased 1.6% to $1.95 from $1.92 in 2015. The 2016 Non-signatory landing fee rate increased to $2.93, as compared to the 2015 rate of $2.88.

- *Terminal complex revenues* of $57.5 million increased $6.7 million or 13.2% from prior year. Airline terminal rental rates increased in 2016 to $114.09 per square foot compared to the prior year rate of $95.11 per square foot. Concessionaire revenues were greater than prior year by $0.6 million or 7.4% and automobile rental commissions were higher than prior year by $0.4 million or 4.3% driven by an increase in enplaned passengers of 5.8%.

- *Parking revenues* increased from prior year by $3.5 million or 7.5%, resulting in $50.6 million in 2016 parking revenue. Year-to-date enplaned passengers exceeded prior year by 5.8%, as well as product mix differences.

- *Revenues from rented buildings and other* of $16.4 million increased by $0.4 million or 2.3%. The increase is attributable to various new and renegotiated building rentals.

- *Revenues from Indianapolis Maintenance Center (IMC)* of $7.2 million decreased by $1.4 million or 16.6%. 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.

Nonoperating revenues in 2016 of $56.8 million was primarily flat with prior year. The current year activity includes an increase in passenger facility charges and customer facility charges offset by a decrease in investment income.

- *Passenger facility charges (PFC) income* of $17.2 million increased $1.3 million or 8.3%. 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) (CFC) income* of $7.3 million increased $0.6 million or 8.7%. Increase is due to higher passenger enplanements and an increased number of transactions.

- *Investment income* of $4.2 million decreased $2.4 million. Decrease was primarily attributable to a decrease in the basis swap market valuation of $1.9 million. Additionally, $0.9 million was received as a partial termination payment of the 2016 debt service reserve investment forward delivery agreement triggered by the 2016 refunding revenue bond transaction. Whereas in 2015, $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 (before depreciation) for the years ended December 31, 2016 and 2015 totaled $67.2 million and $62.4 million, respectively, an increase of $4.8 million or 7.8%. The following analysis explores material operating expense change by both operating expense classes and operating expenses business area.

- *Operating expenses by class* (before depreciation): Total *personal services expense* increased 2.9% or $0.8 million to $28.2 million primarily due to annual merit increases. Total *contractual services expense* increased 15.7% or $3.0 million to $22.0 million due to higher professional fees relating to implementation of a land use and sale program, as well as greater outsourced maintenance services relating to elevator/escalator, terminal roof cleaning, terminal electrical substation maintenance and parking garage and lot re-striping. Total *utilities expense* of $9.2 million increased by $0.4 million or 4.2% driven by higher electricity, water & sewer rates, offset by lower natural gas usage and rates. Total *supplies expense* of $3.3 million remained level with prior year. Total *materials expense* increased by $0.3 million to $2.8 million which includes two replacement ground power units. Total *general expense* of $1.6 million exceeded prior year by $0.4 million primarily due to the recovery of previously recognized bad debt expense in the prior year.

- *Airfield expenses* (before depreciation) of $9.1 million increased $1.2 million, or 14.9% from the prior year. Variance attributable to greater professional fees related to environmental testing and audits, apron pavement repairs, increased sewage costs for glycol processing due to higher rates, and an increase in snow and ice chemical.

- *Terminal complex expenses* (before depreciation) of $15.6 million increased $0.1 million, or 0.6% from the prior year. Current year expenses included terminal roof cleaning and electrical substation maintenance that are offset by lower baggage system maintenance expenses.

- *Parking expenses* (before depreciation) of $7.9 million increased $0.3 million, or 4.3% from the prior year. Increase due to elevator/escalator repairs, parking garage and lot re-striping, grounds maintenance and parking garage expenses related to the quick turn around road access control project.

- *Rented buildings and other expenses* (before depreciation) of $2.0 million increased $0.6 million or 40.8% from prior year. Current year reflects increases in professional fees related to the implementation of a land use and sale program as well as insurance deductible costs for roof repairs due to wind damage for an outlying building.

- *Indianapolis Maintenance Center (IMC) expenses* (before depreciation) of $6.9 million increased $0.2 million, or 2.1%, primarily due to roof and door repairs, and higher Central Energy Plant utilities with increases in electricity, water and sewer rates, offset by lower natural gas usage and rates.

- *Reliever airports expenses* (before depreciation) of $1.5 million increased $0.1 million, or 6.3% from prior year. Variance primarily related to pavement and building repairs at the Heliport.

- *Public safety expenses* (before depreciation) of $10.6 million increased $0.4 million, or 3.9% from prior year. Variance includes an increase in Personal Services attributable to annual merit increases, as well as expenses related to the disaster drill not done in prior year, security camera replacements and active shooter training costs.

- *Administration costs* (before depreciation) of $13.6 million increased by $2.0 million, or 17.4% from prior year. Variance is the result of normal annual merit increases and an increase in professional fees related to Planning and Development, Communications/Marketing and Human Resource initiatives. Prior year included a significant recovery of bad debt expense, which is also contributing to the variance.

Net Nonoperating expenses for the years ended December 31, 2016 and 2015 totaled $58.5 million and $62.4 million, respectively, a decrease of $3.9 million or 6.3%. The current year activity includes a decrease in interest expense and an increase in loss on disposals of capital assets and other.

- *Interest expense* of $45.9 million decreased $8.7 million over the prior year, or 15.9%; a net effect of various increases and decreases of interest expense over the year. The 2016 refunding transaction executed in late spring of 2016 had a net interest expense savings of $3.3 million and lower costs of issuance of $0.4 million. Additionally, there was interest expense savings of $4.6 million from the 2015A Bonds refunding transaction executed in the fall of 2015, savings of $0.5 million on pass-through debt related interest expense, and a reduction of $0.9 million in bond related costs. These decreases were netted against higher interest costs on the 2010C Bonds of $1.3 million from the partial swap termination payment in 2016. The remaining decline is due to the amortization of principal outstanding and the corresponding natural reduction in interest expense.

- *Gain (loss) on disposals of capital assets and other* of $(12.6) million decreased $4.8 million over the prior year. The current year loss is comprised of $(4.2) million loss on land sales and $(9.0) million for the demolition of the unit load structure at the Indianapolis Maintenance Center.

Capital contributions and grants of $15.2 million decreased $3.6 million compared to prior year. Current year represents higher contributions from leased property tenant improvements and a decrease in federal and state grant revenues due to timing of completion of projects and related funding received.

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	204,797	194,418	10,379	5.3%
Total operating expenses	156,492	156,503	(11)	0.0%
Net nonoperating expenses	62,469	57,314	5,155	9.0%
Total expenses	218,961	213,817	5,144	2.4%
Loss Before Capital Contributions and Grants	(14,164)	(19,399)	5,235	-27.0%
Capital Contributions and Grants	18,841	14,148	4,693	33.2%
Increase (Decrease) in Net Position	4,677	(5,251)	9,928	-189.1%
Net Position, Beginning of Year	1,044,188	1,049,439	(5,251)	-0.5%
Net Position, End of Year	$ 1,048,865	$ 1,044,188	$ 4,677	0.4%

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.

Nonoperating revenues for the years ended December 31, 2015 and 2014 totaled $56.8 million and $51.6 million, respectively, an increase of $5.2 million or 10.2%. The current year activity includes a decrease in federal operating grant income offset by increases in passenger facility charges, customer facility charges and investment income.

- *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) (CFC) 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 (before depreciation) 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 by class* (before depreciation): 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 and 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.

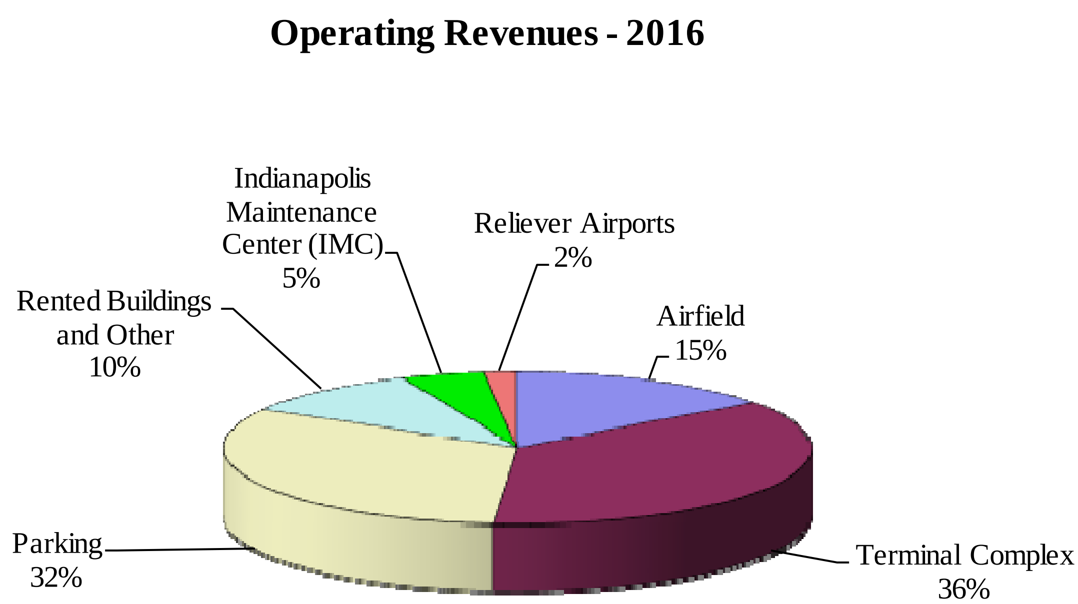
Net Nonoperating expenses for the years ended December 31, 2015 and 2014 totaled $62.5 million and $57.3 million, respectively, an increase of $5.2 million or 9.0%. The current year activity includes a decrease in interest expense and a decrease in loss on disposals of capital assets and other.

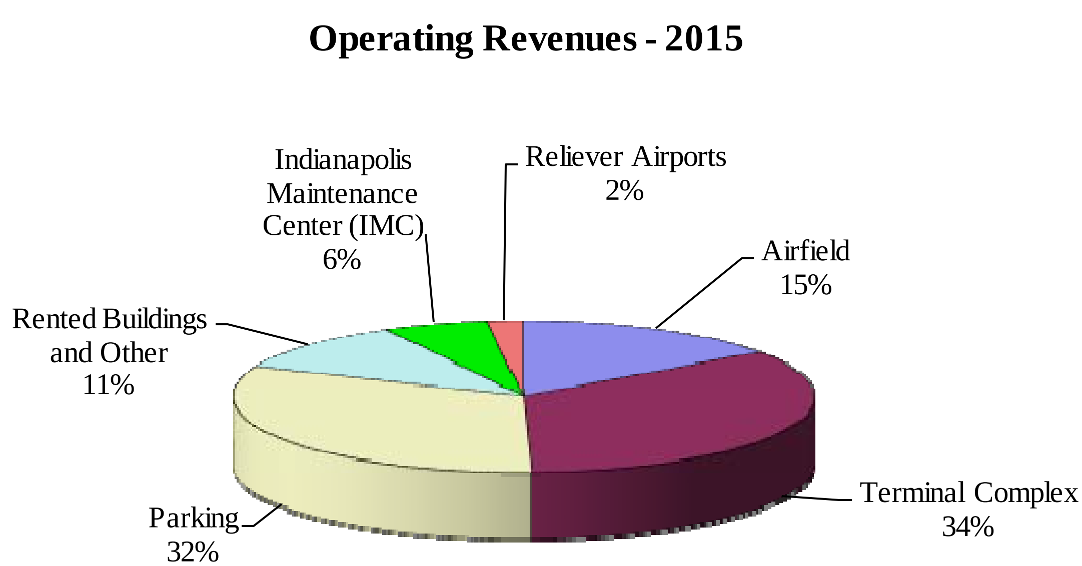
- *Interest expense* of $54.6 million decreased $3.3 million over the prior year, or 5.8%; a net effect of various increases and decreases of interest expense over the year. The issuance of the 2015 refunding revenue bonds increased interest expense by $2.0 million and added $0.4 million in costs of 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.

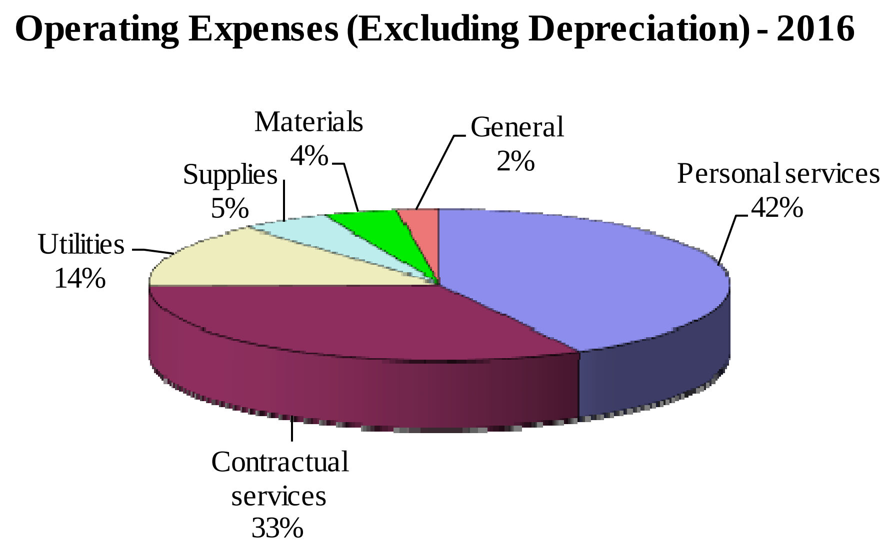
Capital contributions and grants of $18.8 million increased $4.7 million compared to prior year. Current year represents higher contributions from leased property tenant improvements as well as an increase in federal and state grant revenues due to timing of completion of projects and related funding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

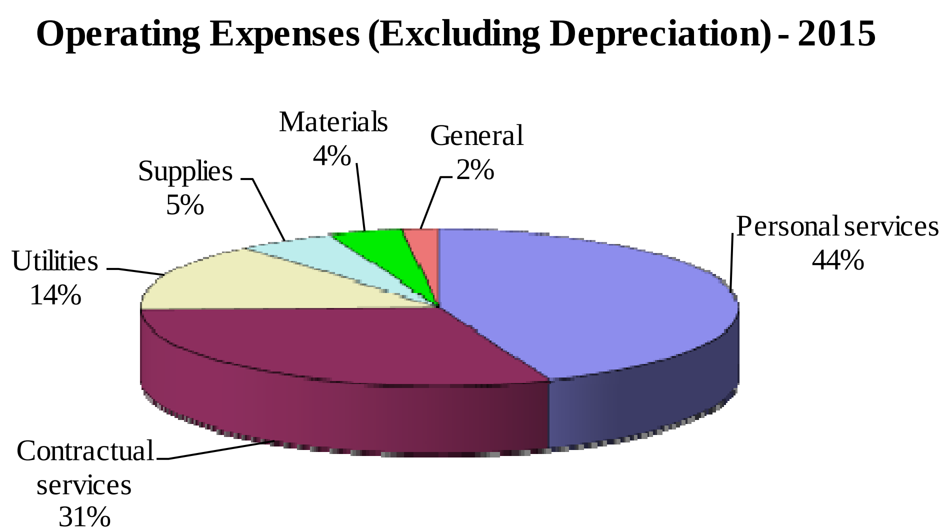
The following is a graphic illustration of operating revenues by source for the years ended December 31, 2016 and 2015:





The following is a graphic illustration of the total operating expenses by source for the years ended December 31, 2016 and 2015 (excluding depreciation):





Capital Asset and Debt Administration

Capital Assets

During 2016, the Authority expended approximately $40.1 million on capital assets. The capital expenditures related to multiple construction and equipment acquisition projects, including the garage atrium canopy replacement, replace ground power units and lighting, phase two of the rehabilitate Taxiway B, rehabilitate Taxiway H and lighting, and the purchase of three diesel shuttle buses.

During 2016, completed projects totaling $25.6 million were closed from construction-in-progress to their respective capital asset accounts. The more significant of these completed projects are as follows:

Stormwater and Deicing Controls and Capacity - Phase III	$6.3 million
Ground Power Units and Lighting	$5.9 million
Rehabilitation of Runway and Taxiway Connectors - Metro	$3.0 million
Shuttle Bus Replacement Parking	$1.1 million

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

Long-Term Debt

Capital acquisitions can be funded using a variety of financing mechanisms, including federal and state grants, passenger facility charges, customer 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, 2016, the Authority had $975 million 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 2016 and 2015, respectively, the Authority's debt service coverage was 2.07 and 1.84 for senior lien debt.

Notes 5, 6, 7, 8 and 10 to the financial statements provide additional information regarding the Authority's debt activities.

Economic Factors

As noted earlier, IND experienced a 5.8% increase in the number of passenger enplanements over last year, resulting in total 2016 enplanements of 4,239,828. A strong economy, increased airline competition, lower fuel prices, and competitive airfare pricing led to stimulation in IND's passenger traffic.

As a result of this passenger growth and the strength of the Indianapolis economy, carriers continue to invest in Indianapolis. IND has seen the highest capacity growth amongst peer airports. While airports such as Nashville (BNA) and Raleigh-Durham (RDU) see less than 15% growth, IND has experienced 19% growth in seat capacity (year ending 2016 vs. 2015). The low cost carrier (LCC) trio of Allegiant, Southwest, and Frontier continues to drive this growth, each adding approximately 20% more capacity in 2016. This represents over 250,000 more seats available for purchase in 2016 than in 2015.

As the 8.8% increase in passenger landed weights might suggest, scheduled airline passenger capacity was up 9.0% over 2015. Additional capacity resulted from increased frequency on existing routes, bigger aircraft, and new routes. In total, IND launched or announced 12 new flights in 2016. Five of the existing 9 carriers added at least one new flight (American, Southwest, Frontier, Allegiant, and Vacation Express). Both United and Delta maintained connectivity levels and upgraded aircraft to offer more seats in the IND market to select destinations.

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 coverage on the West coast.

In August, the market entry of Alaska Airlines (AS) was announced. Alaska will begin daily service from IND to Seattle-Tacoma International Airport (SEA) on a Boeing 737-900 beginning May 11, 2017. This is IND's first year-round nonstop service to Seattle. Before the SEA launch, Alaska decided to invest more at IND. In March 2017 the airline announced it will also offer nonstop flights daily to San Francisco beginning September 26, 2017.

In addition to increased passenger activity, the Authority 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 mail volumes were down 1.8% and landed weight levels were flat with prior year. 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 Authority 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

Statements of Net Position

December 31, 2016 and 2015

	2016	2015
Assets and Deferred Outflows of Resources		
Current Assets		
Unrestricted Assets		
Cash and cash equivalents	$ 18,084,676	$ 12,753,924
Accounts receivable, net of allowance of $156,000 and $85,000, respectively	2,940,304	4,441,000
Unbilled revenues	4,734,031	2,128,092
Grants receivable	5,708,997	5,847,344
Supplies and materials inventories	1,516,058	1,661,118
Other	1,775,870	1,828,244
Total unrestricted current assets	34,759,936	28,659,722
Restricted Assets		
Cash and cash equivalents	34,638,339	44,461,827
Cash and cash equivalents - customer deposits	752,220	701,235
Receivable - passenger facility charges	1,749,435	1,614,957
Receivable - governments and other	4,093,283	3,945,410
Receivable - reimbursable IMC expenses	1,767,356	3,131,401
Total restricted current assets	43,000,633	53,854,830
Total current assets	77,760,569	82,514,552
Noncurrent Assets		
Cash and cash equivalents, restricted	78,898,203	73,581,894
Investment securities, unrestricted	44,741,552	58,644,653
Investment securities, restricted	92,122,788	69,369,252
Investment derivatives - basis swap agreements	(196,621)	660,199
Rent receivable	1,029,745	1,336,100
Derivative instruments - forward delivery purchase agreements	15,172,361	17,070,659
Nondepreciable capital assets	316,578,340	310,584,351
Depreciable capital assets, net	1,504,621,754	1,579,197,930
Total noncurrent assets	2,052,968,122	2,110,445,038
Total assets	2,130,728,691	2,192,959,590
Deferred Outflows of Resources		
Deferred loss on refunding of debt	29,671,973	35,080,181
Accumulated decrease in fair value of hedging derivatives	26,598,230	36,907,541
Total deferred outflows of resources	56,270,203	71,987,722
Total assets and deferred outflows of resources	$ 2,186,998,894	$ 2,264,947,312

Indianapolis Airport Authority

Statements of Net Position

December 31, 2016 and 2015

	2016	2015
Liabilities, Deferred Inflows of Resources and Net Position		
Current Liabilities		
Payable From Unrestricted Assets		
Accounts payable	$ 4,879,632	$ 6,508,104
Accrued and withheld items (including compensated absences)	5,148,615	4,810,581
Total current liabilities payable from unrestricted assets	10,028,247	11,318,685
Payable From Restricted Assets		
Accounts payable	9,188,649	10,739,924
Customer deposits payable	753,220	702,235
Current portion of debt	50,603,345	56,546,957
Accrued interest on debt	14,838,943	14,097,179
Total current liabilities payable from restricted assets	75,384,157	82,086,295
Total current liabilities	85,412,404	93,404,980
Noncurrent Liabilities		
Derivative instruments - interest rate swap agreements	74,241,978	84,551,289
Bonds payable and other debt, payable from restricted assets	952,616,451	1,021,056,134
Total noncurrent liabilities	1,026,858,429	1,105,607,423
Total liabilities	1,112,270,833	1,199,012,403
Deferred Inflows of Resources		
Accumulated increase in fair value of hedging derivatives	15,172,361	17,070,659
Net Position		
Net investment in capital assets	845,460,211	850,119,605
Restricted for		
Capital projects	75,676,933	52,631,491
Debt service	65,750,008	65,153,056
Other	2,165,562	3,638,308
Total restricted net position	143,592,503	121,422,855
Unrestricted	70,502,986	77,321,790
Total net position	1,059,555,700	1,048,864,250
Total liabilities, deferred inflows of resources and net position	$ 2,186,998,894	$ 2,264,947,312

Indianapolis Airport Authority

Statements of Revenues, Expenses and Changes in Net Position
Years Ended December 31, 2016 and 2015

	2016	2015
Operating Revenues		
Airfield	$ 23,749,133	$ 22,545,493
Terminal complex	57,451,178	50,767,649
Parking	50,561,863	47,055,937
Rented buildings and other	16,382,134	16,015,887
Indianapolis Maintenance Center (IMC)	7,205,620	8,642,912
Reliever airports	2,896,773	2,928,417
Total operating revenues	158,246,701	147,956,295
Operating Expenses		
Personal services	28,244,122	27,446,386
Contractual services	22,018,423	19,033,676
Utilities	9,242,901	8,874,402
Supplies	3,343,328	3,311,432
Materials	2,792,128	2,508,822
General	1,578,871	1,205,094
Total operating expenses	67,219,773	62,379,812
Income From Operations Before Depreciation	91,026,928	85,576,483
Depreciation expense	93,817,692	94,112,528
Loss From Operations	(2,790,764)	(8,536,045)
Nonoperating Revenues (Expenses)		
State and local appropriations	27,376,059	26,754,229
Federal operating grants	674,745	804,230
Passenger facility charges	17,237,996	15,915,760
Customer facility charges (rental cars)	7,284,896	6,702,440
Investment income	4,213,687	6,663,288
Interest expense, net of $259,393 and $338,882 interest capitalized in 2016 and 2015, respectively	(45,883,264)	(54,589,313)
Loss on disposals of capital assets and other	(12,657,346)	(7,879,447)
	(1,753,227)	(5,628,813)
Decrease in Net Position Before Capital Contributions and Grants	(4,543,991)	(14,164,858)
Capital Contributions and Grants		
Federal, state and local grants	11,891,360	16,441,051
Contributions from lessees and other	3,344,081	2,400,224
	15,235,441	18,841,275
Increase in Net Position	10,691,450	4,676,417
Net Position, Beginning of Year	1,048,864,250	1,044,187,833
Net Position, End of Year	$ 1,059,555,700	$ 1,048,864,250

Indianapolis Airport Authority
Statements of Cash Flows
Years Ended December 31, 2016 and 2015

	2016	2015
Cash Flows From Operating Activities		
Cash receipts from customers and users	$ 158,752,798	$ 145,901,144
Cash payments to vendors for goods and services	(37,686,440)	(32,397,329)
Cash payments for employees services	(27,795,743)	(27,275,989)
Net cash provided by operating activities	93,270,615	86,227,826
Cash Flows From Noncapital Financing Activities		
Operating grants received	647,125	696,557
Customer facility charges received	7,284,896	6,702,440
Insurance recoveries	290,752	48,788
Net cash provided by noncapital financing activities	8,222,773	7,447,785
Cash Flows From Capital and Related Financing Activities		
Proceeds from issuance of revenue bonds	196,895,131	198,964,631
Principal paid on bonds	(237,700,000)	(226,630,000)
Bond issue costs paid	(1,202,239)	(1,582,612)
Interest paid	(44,637,190)	(51,815,506)
Acquisition and construction of capital assets	(40,119,452)	(32,020,810)
Demolition costs related to capital assets	(7,769)	(140,577)
Proceeds from sale of capital assets	796,363	2,258,754
Passenger facility charges received	17,103,518	15,459,013
Capital grants received	12,057,327	20,689,475
Net cash used in capital and related financing activities	(96,814,311)	(74,817,632)
Cash Flows From Investing Activities		
Purchase of investment securities	(294,555,905)	(61,495,265)
Proceeds from sales and maturities of investment securities	287,148,753	28,321,170
Interest received on investments and cash equivalents	3,602,633	7,021,737
Net cash used in investing activities	(3,804,519)	(26,152,358)
Net Increase (Decrease) in Cash and Cash Equivalents	874,558	(7,294,379)
Cash and Cash Equivalents, Beginning of Year	131,498,880	138,793,259
Cash and Cash Equivalents, End of Year	$ 132,373,438	$ 131,498,880

Indianapolis Airport Authority
Statements of Cash Flows (Continued)
Years Ended December 31, 2016 and 2015

	2016	2015
Reconciliation of Loss From Operations to Net Cash Provided by Operating Activities		
Loss from operations	$ (2,790,764)	$ (8,536,045)
Item not requiring cash		
Depreciation of capital assets	93,817,692	94,112,528
Change in assets and liabilities		
Accounts receivable and unbilled revenues	506,097	(2,055,151)
Supplies and materials inventories	145,060	(76,511)
Other assets	2,003,707	(80,986)
Accounts payable	(859,556)	2,693,594
Accrued and withheld items	448,379	170,397
Net cash provided by operating activities	$ 93,270,615	$ 86,227,826
Noncash Capital and Related Financing Activities		
Capital assets included in accounts payable at end of year	$ 4,216,464	$ 6,752,635
Capital assets contributed by lessees and other governments	1,392,748	2,400,224
State and local appropriations used to fund capital lease obligations and interest	27,252,477	26,750,946

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.

The Authority adopted and implemented GASB Statement No. 72, *Fair Value Measurement and Application*, and GASB Statement No. 79, *Certain External Investment Pools and Pool Participants*, effective for the Authority's year ended December 31, 2016. The implementation of GASB Statements No. 72 and No. 79 did not impact net position or the change in net position of the Authority as of or for the year ended December 31, 2016.

Cash Equivalents

The Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents. At December 31, 2016 and 2015, cash equivalents consisted primarily of money market accounts with brokers.

Investment Securities

Investment securities are stated at fair value. Fair value is determined using quoted market prices. Investments in nonnegotiable certificates of deposit and repurchase agreements are carried at cost.

Investment income consists of interest and dividend income and the net change for the year in the fair value of investments carried at fair value.

Unbilled Revenues

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

Inventories

Inventories consist of parts, supplies and materials. Inventories are stated at the lower of cost or market. Cost is determined using the first-in, first-out (FIFO) method.

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.

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:

	Years
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.

Donated capital assets are measured at acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date or the amount at which a liability could be liquidated with the counterparty at the acquisition date.

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.

Deferred Outflows of Resources

The Authority reports increases in net position that related to future periods as deferred outflows of resources in a separate section of its statements of net position.

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.

Deferred Inflows of Resources

The Authority reports decreases in net position that related to future periods as deferred inflows of resources in a separate section of its statements of net position.

Net Position

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

Classification of Revenues

The Authority has classified its revenues as either operating or nonoperating revenues according to the following criteria:

Operating revenues - Operating revenues include activities that have the characteristics of exchange transactions.

Nonoperating revenues - Nonoperating revenues include activities that have the characteristics of nonexchange transactions, such as grants, and other revenue sources that are defined as nonoperating revenues by GASB No. 9, *Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Government Entities That Use Proprietary Fund Accounting*, and GASB No. 34, such as state and local appropriations, facility charges and investment income.

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 construction of new terminal and associated program construction.

PFC's, which are recognized as earned, are included in nonoperating revenues and amounted to $17,237,996 and $15,915,760 for 2016 and 2015, respectively.

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 $7,284,896 and $6,702,440 for 2016 and 2015, 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 $1,029,745 and $1,336,100 at December 31, 2016 and 2015, respectively. The current receivable will be recognized in full in 2034.

Income Taxes

As a instrumentality of the state, the income of the Authority is exempt from federal and state income taxes under Section 115(a) of the Internal Revenue Code and a similar provision of state law.

Reclassifications

Certain reclassifications have been made to the 2015 financial statements to conform to the 2016 financial statement presentation. These reclassifications had no effect on the change in net position.

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.

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, 2016 and 2015, the Authority had the following investment securities and maturities:

			December 31, 2016	
	Rating	**Total**	**Less Than 1 Year**	**1 - 5 Years**
U.S. Treasury Security Notes	AA+/Aa1	$ 105,841,689	$ 62,515,413	$ 43,326,276
U.S. Treasury Security Bills	A-1+/P-1	10,484,740	10,484,740	-
U.S. Government-sponsored enterprise securities				
Federal National Mortgage Association	AA+/Aa1	5,517,950	-	5,517,950
Federal Home Loan Mortgage Corporation	AA+/Aa1	4,456,965	3,108,720	1,348,245
Total U.S. Government-sponsored enterprise securities		9,974,915	3,108,720	6,866,195
Indiana municipal securities	AAA/Aaa	2,504,318	1,057,415	1,446,903
	AA+/Aa1	25,453,315	15,511,623	9,941,692
	AA/Aa2	2,348,136	403,966	1,944,170
	AA-/Aa3	777,190	204,708	572,482
	A+/A1	927,869	761,866	166,003
	A/A2	1,340,566	1,029,202	311,364
	A-/A3	608,683	608,683	-
	BBB+	999,816	999,816	-
	BBB	865,822	349,906	515,916
	Not Rated	2,088,312	2,088,312	-
Total Indiana municipal securities		37,914,027	23,015,497	14,898,530
Money market mutual funds	AAA/Aaa	66,778,855	66,778,855	-
	Not Rated	25,628,437	25,628,437	-
Total money market mutual funds		92,407,292	92,407,292	-
External investment pools	Not Rated	50,733	50,733	-
		$ 256,673,396	$ 191,582,395	$ 65,091,001

	Rating	Total	December 31, 2015 Less Than 1 Year	1 - 5 Years
U.S. Treasury Security 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	-
		$ 243,667,087	$ 147,989,774	$ 95,677,313

***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.

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, 2016 and 2015, 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:

	2016	2015
Federal National Mortgage Association	$ 5,517,950	$ 11,920,359
Federal Home Loan Bank	-	6,153,552
Federal Home Loan Mortgage Corporation	4,456,965	6,763,182
	$ 9,974,915	$ 24,837,093

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.

Summary of Carrying Values

Cash, cash equivalents and investment securities included in the statements of net position are classified as follows:

	2016	2015
Cash and cash equivalents		
Current - unrestricted	$ 18,084,676	$ 12,753,924
Current - restricted	35,390,559	45,163,062
Noncurrent - restricted	78,898,203	73,581,894
Total cash and cash equivalents	132,373,438	131,498,880
Investment securities		
Noncurrent - unrestricted	44,741,552	58,644,653
Noncurrent - restricted	92,122,788	69,369,252
Total investment securities	136,864,340	128,013,905
	$ 269,237,778	$ 259,512,785

Investment Income

Investment income for the years ended December 31, 2016 and 2015 consisted of:

	2016	2015
Interest and dividend income	$ 4,213,687	$ 6,663,288

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

	2016	2015
Revenue Bond Interest and Principal Fund	$ 44,906,697	$ 44,075,487
Revenue Bond Reserve Fund	54,786,002	60,473,588
Operation and Maintenance Reserve Fund	11,398,298	11,299,404
Renewal and Replacement Fund	2,780,659	2,746,145
Capital Improvement Fund	58,004,320	39,533,699
Passenger Facility Charge Fund	15,923,178	11,482,835
Debt Service Coverage Fund	17,410,014	17,183,789
Escrow for owner controlled insurance program	-	165,065
Customer deposits	752,220	701,235
Air Service Task Force and other	450,162	452,961
	$ 206,411,550	$ 188,114,208

The above funds and accounts have been established in accordance with the Authority's General Ordinance No. 5-2014, the Consolidated and Restated Master Bond Ordinance (consolidating and restating all previously adopted Bond Ordinances, as amended), 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 statements of net position.

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 statements of net position.

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 (principal and interest) issued for allowable capital projects, under a Record of Decision granted by the FAA.

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, 2016 and 2015 consist of:

	2016	2015
State of Indiana	$ 44,373	$ 12,958
Federal Aviation Administration	5,568,274	5,765,656
U.S. Department of Homeland Security	96,350	68,730
	$ 5,708,997	$ 5,847,344

The maximum amount of federal and state participation available for 2016 totaled $43,975,518. At December 31, 2016, a cumulative total of $30,853,625 has been received on these grant commitments.

Note 4: Capital Assets

A summary of changes in capital assets for the years ended December 31, 2016 and 2015 is as follows:

	2016			
	Beginning Balance, January 1, 2016	Transfers and Additions	Transfers and Disposals	Ending Balance, December 31, 2016
Capital assets, not being depreciated:				
Land	$ 290,980,218	$ 90,705	$ (4,353,545)	$ 286,717,378
Construction in progress	19,604,133	10,597,118	(340,289)	29,860,962
Total capital assets, not being depreciated	310,584,351	10,687,823	(4,693,834)	316,578,340
Capital assets, being depreciated:				
Buildings	1,648,507,697	3,917,782	(20,000,002)	1,632,425,477
Runways and other airport infrastructure	990,994,978	10,915,258	-	1,001,910,236
Equipment, furniture and fixtures and other	234,246,194	13,455,166	(1,116,141)	246,585,219
Total capital assets, being depreciated	2,873,748,869	28,288,206	(21,116,143)	2,880,920,932
Less accumulated depreciation for:				
Buildings	(574,767,746)	(51,026,872)	10,958,333	(614,836,285)
Runways and other airport infrastructure	(542,153,123)	(33,512,740)	-	(575,665,863)
Equipment, furniture and fixtures and other	(177,630,070)	(9,278,080)	1,111,120	(185,797,030)
Total accumulated depreciation	(1,294,550,939)	(93,817,692)	12,069,453	(1,376,299,178)
Total capital assets, being depreciated, net	1,579,197,930	(65,529,486)	(9,046,690)	1,504,621,754
Capital assets, net	$ 1,889,782,281	$ (54,841,663)	$ (13,740,524)	$ 1,821,200,094

Indianapolis Airport Authority

Notes to Financial Statements
December 31, 2016 and 2015

	2015			
	Beginning Balance, January 1, 2015	**Transfers and Additions**	**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	314,776,441	37,532,532	(41,724,622)	310,584,351
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	2,851,684,838	31,078,742	(9,014,711)	2,873,748,869
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	(1,207,879,540)	(94,112,528)	7,441,129	(1,294,550,939)
Total capital assets, being depreciated, net	1,643,805,298	(63,033,786)	(1,573,582)	1,579,197,930
Capital assets, net	$ 1,958,581,739	$ (25,501,254)	$ (43,298,204)	$ 1,889,782,281

Indianapolis Airport Authority
Notes to Financial Statements
December 31, 2016 and 2015

Note 5: Bonds Payable and Other Debt

Bonds and other debt outstanding at December 31, 2016 and 2015 consist of:

	2016	2015
Revenue Bonds, Series 2016A-1		
Serial bonds, maturing January 1, 2017 to January 1, 2035 in payments from $2,145,000 to $18,645,000. Interest at 3.00% to 5.00%, due semiannually on January 1 and July 1	$ 153,395,000	$ -
Unamortized premium	18,569,498	-
	171,964,498	-
Revenue Bonds, Series 2016A-2		
Serial bonds, maturing January 1, 2017 to January 1, 2023 in payments from $1,435,000 to $3,370,000. Interest at 1.050% to 2.561%, due semiannually on January 1 and July 1	19,885,000	-
Term bonds, maturing January 1, 2024 to January 1, 2027 in payments from $85,000 to $95,000. Interest is fixed at 3.195%, due semiannually on January 1 and July 1	365,000	-
Term bonds, maturing January 1, 2035 and January 1, 2036 in payments of $1,520,000 and $1,615,000, respectively. Interest is fixed at 3.894%, due semiannually on January 1 and July 1	3,135,000	-
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	178,690,000
Unamortized premium	18,332,377	19,903,639
	197,022,377	198,593,639
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	16,210,395	17,656,231
	181,550,395	182,996,231
Revenue Bonds, Series 2013A		
Term bonds, maturing July 1, 2018. Interest is fixed at 1.800%, due semiannually on January 1 and July 1	11,690,000	12,135,000
Revenue Bonds, Series 2013B		
Term bonds, maturing July 1, 2018. Interest is fixed at 1.610%, due semiannually on January 1 and July 1	20,135,000	21,425,000
Revenue Bonds, Series 2012A		
Term bonds, maturing July 1, 2019. Interest is fixed at 1.253%, due semiannually on January 1 and July 1	21,530,000	29,455,000
Unamortized discount	(28,566)	(57,084)
	21,501,434	29,397,916

(Continued)	2016	2015
Revenue Bonds, Series 2010C		
Term bonds, maturing January 1, 2033, 2036 and 2037. Interest is variable (75% of the one-month LIBOR plus 0.523% (1.102%) at December 31, 2016), due monthly on the first business day	$ 325,200,000	$ 332,600,000
Revenue Bonds, Series 2010A		
Serial bonds, maturing January 1, 2017 to January 1, 2027 in payments from $670,000 to $1,005,000. Interest at 4.00% to 4.50%, due semiannually on January 1 and July 1	9,075,000	9,720,000
Term bonds, maturing January 1, 2030 and 2037. Interest at 4.75% and 5.00%, respectively, due semiannually on January 1 and July 1	13,155,000	13,155,000
	22,230,000	22,875,000
Unamortized discount	(154,990)	(167,802)
	22,075,010	22,707,198
Revenue Bonds, Series 2006A		
Serial bonds, maturing January 1, 2017 to January 1, 2023 in payments from $14,135,000 to $20,390,000. Interest at 5.00%, due semiannually on January 1 and July 1	-	137,760,000
Term bonds, maturing January 1, 2027 and 2036. Interest at 4.70% and 5.00%, respectively, due semiannually on January 1 and July 1	-	82,235,000
	-	219,995,000
Unamortized premium	-	2,875,068
	-	222,870,068
Total revenue bonds	974,523,714	1,022,725,052
Other debt		
Obligations under capital lease	28,696,082	54,878,039
	28,696,082	54,878,039
Total bonds payable and other debt	1,003,219,796	1,077,603,091
Current portion	(50,603,345)	(56,546,957)
Long-term portion	$ 952,616,451	$ 1,021,056,134

Revenue Bonds

2016A Refunding Revenue Bonds

In June 2016, the Authority issued the 2016A-1 ($153,395,000; tax-exempt) and 2016A-2 ($23,385,000; taxable) Refunding Revenue Bonds in the amount of $176,780,000 with an original issue premium of $20,115,131. The proceeds from the 2016A 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 2006A Revenue Bonds of $219,995,000. The net present value savings resulting from this refunding were $38,211,902, and the aggregate difference in the required debt service between the 2006A Bonds and 2016A Bonds is $62,914,339.

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.

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 2010A, 2014A, 2015A, 2016A-1 and 2016A-2 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 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 2016 to 2037.

The Series 2012A Refunding Revenue Bonds, maturing July 1, 2019, are subject to redemption from mandatory sinking fund payments during 2016 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 2016 to 2018.

The Series 2016A-2 Refunding 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 2035 to 2036, respectively.

The Master Bond Ordinance

The Authority's Revenue Bonds are secured under the Master Bond Ordinance 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 2016 and 2015 was approximately $12.8 million and $13.2 million, respectively. The customer facility charge revenue designation was $6.0 million and $6.2 million for 2016 and 2015, respectively.

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, 2016:

Years Ending December 31	Revenue Bonds Principal	Revenue Bonds Interest	Total
2017	$ 34,845,000	$ 29,870,257	$ 64,715,257
2018	53,895,000	28,703,858	82,598,858
2019	31,045,000	27,407,009	58,452,009
2020	33,075,000	26,241,450	59,316,450
2021	34,645,000	24,898,142	59,543,142
2022 - 2026	218,750,000	102,256,984	321,006,984
2027 - 2031	289,765,000	59,054,774	348,819,774
2032 - 2036	221,425,000	11,829,320	233,254,320
2037	4,150,000	42,521	4,192,521
	$ 921,595,000	$ 310,304,315	$ 1,231,899,315

The following is a summary of long-term obligation transactions for the Authority for the years ended December 31, 2016 and 2015:

2016

	Beginning Balance	Additions	Deductions	Ending Balance	Current Portion
Long-term obligations					
Revenue bonds payable	$ 982,515,000	$ 176,780,000	$ (237,700,000)	$ 921,595,000	$ 34,845,000
Bond (discounts)/premium	40,210,052	20,115,131	(7,396,469)	52,928,714	-
Total revenue bonds payable	1,022,725,052	196,895,131	(245,096,469)	974,523,714	34,845,000
Obligations under capital lease	54,878,039	-	(26,181,957)	28,696,082	15,758,345
Total long-term obligations	$ 1,077,603,091	$ 196,895,131	$ (271,278,426)	$ 1,003,219,796	$ 50,603,345

2015

	Beginning Balance	Additions	Deductions	Ending Balance	Current Portion
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

Note 6: Special Facility Revenue Bonds

To provide for the construction of the Indianapolis Maintenance Center (IMC) (formerly leased to United Air Lines, Inc.), the Authority issued 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, 2016, the Special Facility Revenue Bonds, Series 1995 (Indianapolis Maintenance Center), outstanding were $165,988,327.

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, 2016	Fair Value at December 31, 2015
Series 2014A	December 1, 2004	December 30, 2033	$ 16,534,000	4.962%	$ 4,707,587	$ 5,131,436
Series 2015A	December 28, 2005	December 31, 2032	15,000,000	4.820%	3,996,006	4,354,641
Series 2016A	August 1, 2006	January 1, 2036	17,321,400	5.311%	6,468,768	7,584,582
					$ 15,172,361	$ 17,070,659

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.

The forward delivery agreement associated with the Series 2006A Debt Service Reserve Fund was amended when the 2006A Bonds were refunded by the 2016A-1 and 2016A-2 Bonds. The amended agreement now provides for the delivery of the securities into the debt service reserve funds of the 2016A-1 and 2016A-2 Bonds.

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 statements of net position as of December 31, 2016 and 2015. As the Forward Delivery Agreements are effective hedging instruments, the changes in fair value of the Forward Delivery Agreements of $(1,898,298) and $(983,254) for the years ended December 31, 2016 and 2015, respectively, are shown as an adjustment to the carrying amount of the related deferred inflows of resources on the statements of net position.

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.

***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, 2016	Fair Value at December 31, 2015
$ 110,695,000	October 14, 2004	July 1, 2008	January 1, 2036	4.0325%	75% One Month LIBOR	$ (25,153,778)	$ (28,360,365)
64,505,000	October 14, 2004	July 1, 2008	January 1, 2037	4.1500%	75% One Month LIBOR	(15,762,386)	(18,696,130)
50,000,000	October 7, 2005	July 1, 2008	January 1, 2033	3.7860%	75% One Month LIBOR	(11,015,245)	(12,421,198)
100,000,000	July 2, 2015 *	July 1, 2015 *	January 1, 2033	3.7775%	75% One Month LIBOR	(22,310,569)	(25,073,596)
$ 325,200,000						$ (74,241,978)	$ (84,551,289)

* 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 statements of net position as of December 31, 2016 and 2015. As the Swap Agreements are effective hedging instruments, the changes in fair value of the Swap Agreements of $10,309,311 and $(22,348) for the years ended December 31, 2016 and 2015, respectively, are shown as an adjustment to the carrying amount of the related deferred outflows of resources on the statements of net position.

Credit Risk **-** The fair value of each of the Swap Agreements represents the Authority's credit exposure to the counterparties as of December 31, 2016. 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, 2016, 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.

The ratings of the various counterparties at December 31, 2016 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 $110,695,000 and $64,505,000	Aa3	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	Aa2	AA-

[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 AA.

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, 2016, the interest rate on the Authority's 2010C Revenue Bonds is 1.102%, (calculated at 75% of the one-month LIBOR plus 0.523%), while the Authority receives payments under the Swap Agreements equal to 75% of the one-month LIBOR, or 0.579%.

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.

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, 2016, 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	Total
	Principal	Interest	Swaps, Net	Interest
2017	$ 5,170,000	$ 3,539,412	$ 10,770,849	$ 14,310,261
2018	5,430,000	3,485,574	10,574,381	14,059,955
2019	5,710,000	3,431,053	10,375,579	13,806,632
2020	6,000,000	3,373,759	10,166,667	13,540,426
2021	6,305,000	3,313,554	9,947,136	13,260,690
2022 - 2026	73,590,000	14,670,823	43,807,828	58,478,651
2027 - 2031	123,395,000	8,450,177	25,821,641	34,271,818
2032 - 2036	97,070,000	1,661,940	5,757,093	7,419,033
2037	2,530,000	2,021	7,529	9,550
	$ 325,200,000	$ 41,928,313	$ 127,228,703	$ 169,157,016

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, 2016	Fair Value at December 31, 2015
$ 100,000,000	March 15, 2011	July 1, 2019	January 1, 2033	75% One Month LIBOR	75% ISDA Ten Year Swap Rate	$ (196,621)	$ 660,199

The fair value of the basis swaps is classified as a noncurrent asset on the statements of net position. 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.

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, 2016 and 2015 follow:

	2016	2015
Capital assets	$ 323,463,530	$ 343,463,530
Accumulated depreciation	(159,997,880)	(169,890,673)
	$ 163,465,650	$ 173,572,857

The present value of future minimum capital lease payments at December 31, 2016 follows:

2017	$ 16,643,240
2018	16,115,199
Total minimum lease payments	32,758,439
Amounts representing interest	(4,062,357)
Present value of future minimum capital lease payments	$ 28,696,082

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:

2017	$ 22,616,806
2018	20,801,713
	$ 43,418,519

The Authority's capital lease payments to the City were secured by an irrevocable pledge of a distributive share of Marion County Option Income Taxes (the Pledged Revenues). The City-County Council covenanted not to repeal or rescind that tax as long as such rentals remained due. The Authority was not obligated for the debt incurred by the City with regard to the IMC facilities. The bonds related to the City's capital lease obligation were paid off during 2016 and therefore, there are no future pledged revenues.

Note 9: Disclosures About Fair Value of Assets and Liabilities

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value:

Level 1 Quoted prices in active markets for identical assets or liabilities

Level 2 Observable inputs other than Level 1 prices, such as quoted prices for similar assets or liabilities; quoted prices in markets that are not active; or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities

Level 3 Unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities

Recurring Measurements

The following table presents the fair value measurements of assets and liabilities recognized in the accompanying statements of net position measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at December 31, 2016 and 2015:

		Fair Value Measurements Using		
	Fair Value	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
December 31, 2016				
Investments				
U.S. Treasury Security Notes	$ 105,841,689	$ 105,841,689	$ -	$ -
U.S. Treasury Security Bills	10,484,740	10,484,740	-	-
U.S. Government-sponsored enterprise securities				
Federal National Mortgage Association	5,517,950	-	5,517,950	-
Federal Home Loan Mortgage Corporation	4,456,965	-	4,456,965	-
Indiana municipal securities	37,914,027	-	37,914,027	-
External investment pools	50,733	-	50,733	-
Derivative Financial Instruments				
Forward delivery purchase agreements	15,172,361	-	-	15,172,361
Interest rate swap agreements	(74,241,978)	-	(74,241,978)	-
Basis swaps	(196,621)	-	-	(196,621)
December 31, 2015				
Investments				
U.S. Treasury Security Notes	$ 54,385,990	$ 54,385,990	$ -	$ -
U.S. Government-sponsored enterprise securities				
Federal National Mortgage Association	11,920,359	-	11,920,359	-
Federal Home Loan Bank	6,153,552	-	6,153,552	-
Federal Home Loan Mortgage Corporation	6,763,182	-	6,763,182	-
Indiana municipal securities	55,264,160	-	55,264,160	-
External investment pools	50,498	-	50,498	-
Derivative Financial Instruments				
Forward delivery purchase agreements	17,070,659	-	-	17,070,659
Interest rate swap agreements	(84,551,289)	-	(84,551,289)	-
Basis swaps	660,199	-	-	660,199

Following is a description of the valuation methodologies and inputs used for assets and liabilities measured at fair value on a recurring basis and recognized in the accompanying statements of net position, as well as the general classification of such assets and liabilities pursuant to the valuation hierarchy. There have been no significant changes in the valuation techniques during the year ended December 31, 2016.

Investments

Where quoted market prices are available in an active market, securities are classified within Level 1 of the valuation hierarchy. If quoted market prices are not available, then fair values are estimated by using quoted prices of securities with similar characteristics or independent asset pricing services and pricing models, the inputs of which are market-based or independently sourced market parameters, including, but not limited to, yield curves, interest rates, volatilities, prepayments, defaults, cumulative loss projections and cash flows. Such securities are classified in Level 2 of the valuation hierarchy. In certain cases where Level 1 or Level 2 inputs are not available, securities are classified within Level 3 of the hierarchy.

Derivative Financial Instruments

Interest rate swaps classified in Level 2 of the fair value hierarchy are valued using a market approach that considers benchmark interest rates. The fair value of the forward delivery agreements and basis swaps are derived from proprietary models and are calculated on a mid-market basis, but do not include bid/offer spread and are therefore classified in Level 3.

Note 10: 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, 2016. 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.

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 were 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 and Express Scripts. AAR and Shuttle America 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, 2016 and 2015, the Authority incurred approximately $6.9 million and $6.7 million of costs for the IMC, respectively. The Authority has received reimbursements for these costs under the Settlement Agreement aggregating approximately $7.7 million and $9.4 million for 2016 and 2015, respectively. In addition, as of December 31, 2016 and 2015, the Authority has accrued approximately $1.8 million and $3.1 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, 2016, the Authority has provided $7.5 million in grants and $9.2 million in rental credits to the lessees of the IMC.

Note 11: 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. Claim settlements have not exceeded insurance coverage for the previous three years and no situation exists presently, to the best of the Authority's knowledge, which has the potential of doing so for the 2016 calendar year.

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 $4,308,400 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 12: 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 $727,873 for 2016 and $718,806 for 2015.

Note 13: 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.

Minimum future rentals on noncancelable operating leases to be received in each of the next five years and thereafter as of December 31, 2016 are as follows:

2017	$ 62,633,272
2018	58,762,448
2019	42,260,568
2020	40,857,798
2021	12,998,783
Thereafter	98,256,284
	$ 315,769,153

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 46.8 million in 2016 and $44.4 million in 2015, and are accrued in arrears.

Note 14: 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, 2016, 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.

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, 2016, 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, 2016, 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, 2016 and applied to approximately 487 homes, of which 388 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, 2016, 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 2016, the Authority sold approximately 103 acres under this land use initiative for a total sales price of $890,500. During 2015, the Authority sold approximately 238 acres under this land use initiative for a total sales price of $2.42 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.

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, 2016, the Authority had acquired approximately 2,000 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, 2016, the Authority has incurred $3.3 million in costs.

The Authority is currently involved in two 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, 2016 and 2015 was $80,000 and $190,000, 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, 2016, the Authority had outstanding commitments for certain airport improvements aggregating approximately $15.7 million.

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, 2016, there were five claims in litigation for alleged personal injury and/or other claims pending against the Authority. All of these claims were for personal injury and are fully insured. In addition, there were three worker's compensation claims pending as of December 31, 2016. 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) previously took 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. At December 31, 2015, the Authority accrued their best estimate of this contingent liability, which was subsequently settled during 2016 for $1.7 million.

In addition to the foregoing, as of December 31, 2016, there was one claim in litigation filed by the Authority against a third party for various reasons, including breach of contract. The Authority, in these matters, is seeking the enforcement of certain provisions of an insurance policy, as well as judgment and damages. No amounts have been accrued as receivable in relation to this claim filed by the Authority.

Supplementary Information

Indianapolis Airport Authority

Schedule of Statement of Net Position Information

December 31, 2016

	2016		
	Authority	IMC	Total
Assets and Deferred Outflows of Resources			
Current Assets			
Unrestricted Assets			
Cash and cash equivalents	$ 18,084,676	$ -	$ 18,084,676
Accounts receivable, net	2,940,304	-	2,940,304
Unbilled revenues	4,734,031	-	4,734,031
Grants receivable	5,708,997	-	5,708,997
Supplies and materials inventories	1,516,058	-	1,516,058
Other	1,775,870	-	1,775,870
Total unrestricted current assets	34,759,936	-	34,759,936
Restricted Assets			
Cash and cash equivalents	34,638,339	-	34,638,339
Cash and cash equivalents - customer deposits	752,220	-	752,220
Receivable - passenger facility charges	1,749,435	-	1,749,435
Receivable - governments and other	635,606	3,457,677	4,093,283
Receivable - reimbursable IMC expenses	-	1,767,356	1,767,356
Total restricted current assets	37,775,600	5,225,033	43,000,633
Total current assets	72,535,536	5,225,033	77,760,569
Noncurrent Assets			
Cash and cash equivalents, restricted	78,898,203	-	78,898,203
Investment securities, unrestricted	44,741,552	-	44,741,552
Investment securities, restricted	92,122,788	-	92,122,788
Investment derivatives - basis swap agreements	(196,621)	-	(196,621)
Rent receivable	1,029,745	-	1,029,745
Derivative instruments - forward delivery purchase agreements	15,172,361	-	15,172,361
Capital assets, net	1,578,612,571	242,587,523	1,821,200,094
Total noncurrent assets	1,810,380,599	242,587,523	2,052,968,122
Total assets	1,882,916,135	247,812,556	2,130,728,691
Deferred Outflows of Resources			
Deferred loss on refunding of debt	29,671,973	-	29,671,973
Accumulated decrease in fair value of hedging derivatives	26,598,230	-	26,598,230
Total deferred outflows of resources	56,270,203	-	56,270,203
Total assets and deferred outflows of resources	$ 1,939,186,338	$ 247,812,556	$ 2,186,998,894

	2016		
	Authority	IMC	Total
Liabilities, Deferred Inflows of Resources and Net Position			
Current Liabilities			
Payable From Unrestricted Assets			
Accounts payable	$ 4,879,632	$ -	$ 4,879,632
Accrued and withheld items	5,148,615	-	5,148,615
Total current liabilities payable from unrestricted assets	10,028,247	-	10,028,247
Payable From Restricted Assets			
Accounts payable	5,850,740	3,337,909	9,188,649
Customer deposits payable	753,220	-	753,220
Current portion of debt	35,640,474	14,962,871	50,603,345
Accrued interest on debt	14,668,219	170,724	14,838,943
Total current liabilities payable from restricted assets	56,912,653	18,471,504	75,384,157
Total current liabilities	66,940,900	18,471,504	85,412,404
Noncurrent Liabilities			
Derivative instruments - interest rate swap agreements	74,241,978	-	74,241,978
Bonds payable and other debt, payable from restricted assets	939,888,009	12,728,442	952,616,451
Total noncurrent liabilities	1,014,129,987	12,728,442	1,026,858,429
Total liabilities	1,081,070,887	31,199,946	1,112,270,833
Deferred Inflows of Resources			
Accumulated increase in fair value of hedging derivatives	15,172,361	-	15,172,361
Net Position			
Net investment in capital assets	633,850,954	211,609,257	845,460,211
Restricted for			
Capital projects	75,676,933	-	75,676,933
Debt service	62,463,055	3,286,953	65,750,008
Other	449,162	1,716,400	2,165,562
Total restricted net position	138,589,150	5,003,353	143,592,503
Unrestricted	70,502,986	-	70,502,986
Total net position	842,943,090	216,612,610	1,059,555,700
Total liabilities, deferred inflows of resources and net position	$ 1,939,186,338	$ 247,812,556	$ 2,186,998,894

Indianapolis Airport Authority

Schedule of Statement of Net Position Information

December 31, 2015

	2015		
	Authority	IMC	Total
Assets and Deferred Outflows of Resources			
Current Assets			
Unrestricted Assets			
Cash and cash equivalents	$ 12,753,924	$ -	$ 12,753,924
Accounts receivable, net	4,441,000	-	4,441,000
Unbilled revenues	2,128,092	-	2,128,092
Grants receivable	5,847,344	-	5,847,344
Supplies and materials inventories	1,661,118	-	1,661,118
Other	1,828,244	-	1,828,244
Total unrestricted current assets	28,659,722	-	28,659,722
Restricted Assets			
Cash and cash equivalents	44,461,827	-	44,461,827
Cash and cash equivalents - customer deposits	701,235	-	701,235
Receivable - passenger facility charges	1,614,957	-	1,614,957
Receivable - governments and other	610,098	3,335,312	3,945,410
Receivable - reimbursable IMC expenses	-	3,131,401	3,131,401
Total restricted current assets	47,388,117	6,466,713	53,854,830
Total current assets	76,047,839	6,466,713	82,514,552
Noncurrent Assets			
Cash and cash equivalents, restricted	73,581,894	-	73,581,894
Investment securities, unrestricted	58,644,653	-	58,644,653
Investment securities, restricted	69,369,252	-	69,369,252
Investment derivatives - basis swap agreements	660,199	-	660,199
Rent receivable	1,336,100	-	1,336,100
Derivative instruments - forward delivery purchase agreements	17,070,659	-	17,070,659
Capital assets, net	1,624,249,732	265,532,549	1,889,782,281
Total noncurrent assets	1,844,912,489	265,532,549	2,110,445,038
Total assets	1,920,960,328	271,999,262	2,192,959,590
Deferred Outflows of Resources			
Deferred loss on refunding of debt	35,080,181	-	35,080,181
Accumulated decrease in fair value of hedging derivatives	36,907,541	-	36,907,541
Total deferred outflows of resources	71,987,722	-	71,987,722
Total assets and deferred outflows of resources	$ 1,992,948,050	$ 271,999,262	$ 2,264,947,312

	2015		
	Authority	IMC	Total
Liabilities, Deferred Inflows of Resources and Net Position			
Current Liabilities			
Payable From Unrestricted Assets			
Accounts payable	$ 6,508,104	$ -	$ 6,508,104
Accrued and withheld items	4,810,581	-	4,810,581
Total current liabilities payable from unrestricted assets	11,318,685	-	11,318,685
Payable From Restricted Assets			
Accounts payable	7,546,216	3,193,708	10,739,924
Customer deposits payable	702,235	-	702,235
Current portion of debt	31,112,103	25,434,854	56,546,957
Accrued interest on debt	13,845,456	251,723	14,097,179
Total current liabilities payable from restricted assets	53,206,010	28,880,285	82,086,295
Total current liabilities	64,524,695	28,880,285	93,404,980
Noncurrent Liabilities			
Derivative instruments - interest rate swap agreements	84,551,289	-	84,551,289
Bonds payable and other debt, payable from restricted assets	993,364,820	27,691,314	1,021,056,134
Total noncurrent liabilities	1,077,916,109	27,691,314	1,105,607,423
Total liabilities	1,142,440,804	56,571,599	1,199,012,403
Deferred Inflows of Resources			
Accumulated increase in fair value of hedging derivatives	17,070,659	-	17,070,659
Net Position			
Net investment in capital assets	640,796,813	209,322,792	850,119,605
Restricted for			
Capital projects	52,631,491	-	52,631,491
Debt service	62,069,467	3,083,589	65,153,056
Other	617,026	3,021,282	3,638,308
Total restricted net position	115,317,984	6,104,871	121,422,855
Unrestricted	77,321,790	-	77,321,790
Total net position	833,436,587	215,427,663	1,048,864,250
Total liabilities, deferred inflows of resources and net position	$ 1,992,948,050	$ 271,999,262	$ 2,264,947,312

Indianapolis Airport Authority

Schedules of Revenues, Expenses and Changes in Net Position Information Years Ended December 31, 2016 and 2015

	2016		
	Authority	IMC	Total
Operating Revenues			
Airfield	$ 23,749,133	$ -	$ 23,749,133
Terminal complex	57,451,178	-	57,451,178
Parking	50,561,863	-	50,561,863
Rented buildings and other	16,382,134	-	16,382,134
Indianapolis Maintenance Center (IMC)	-	7,205,620	7,205,620
Reliever airports	2,896,773	-	2,896,773
Total operating revenues	151,041,081	7,205,620	158,246,701
Operating Expenses			
Personal services	27,853,021	391,101	28,244,122
Contractual services	18,545,119	3,473,304	22,018,423
Utilities	6,457,115	2,785,786	9,242,901
Supplies	3,185,802	157,526	3,343,328
Materials	2,836,711	(44,583)	2,792,128
General	1,488,324	90,547	1,578,871
Total operating expenses before depreciation	60,366,092	6,853,681	67,219,773
Income From Operations Before Depreciation Expense	90,674,989	351,939	91,026,928
Depreciation expense	78,168,307	15,649,385	93,817,692
Income (Loss) From Operations	12,506,682	(15,297,446)	(2,790,764)
Nonoperating Revenues (Expenses)			
State and local appropriations	825,542	26,550,517	27,376,059
Federal operating grants	674,745	-	674,745
Passenger facility charges	17,237,996	-	17,237,996
Customer facility charge (rental cars)	7,284,896	-	7,284,896
Investment income	4,213,687	-	4,213,687
Interest expense, net of capitalized interest	(44,767,602)	(1,115,662)	(45,883,264)
Loss on disposals of capital assets and other	(3,615,679)	(9,041,667)	(12,657,346)
	(18,146,415)	16,393,188	(1,753,227)
Increase (Decrease) in Net Position Before Capital Contributions and Grants	(5,639,733)	1,095,742	(4,543,991)
Capital Contributions and Grants			
Federal, state and local grants	11,891,360	-	11,891,360
Contributions from lessees and other	3,344,081	-	3,344,081
	15,235,441	-	15,235,441
Increase (Decrease) in Net Position	9,595,708	1,095,742	10,691,450
Transfers	(89,205)	89,205	-
Net Position, Beginning of Year	833,436,587	215,427,663	1,048,864,250
Net Position, End of Year	$ 842,943,090	$ 216,612,610	$ 1,059,555,700

2015		
Authority	IMC	Total
$ 22,545,493	$ -	$ 22,545,493
50,767,649	-	50,767,649
47,055,937	-	47,055,937
16,015,887	-	16,015,887
-	8,642,912	8,642,912
2,928,417	-	2,928,417
139,313,383	8,642,912	147,956,295
27,031,944	414,442	27,446,386
15,608,213	3,425,463	19,033,676
6,196,607	2,677,795	8,874,402
3,105,635	205,797	3,311,432
2,659,319	(150,497)	2,508,822
1,066,369	138,725	1,205,094
55,668,087	6,711,725	62,379,812
83,645,296	1,931,187	85,576,483
78,114,252	15,998,276	94,112,528
5,531,044	(14,067,089)	(8,536,045)
825,542	25,928,687	26,754,229
804,230	-	804,230
15,915,760	-	15,915,760
6,702,440	-	6,702,440
6,663,288	-	6,663,288
(53,023,237)	(1,566,076)	(54,589,313)
(6,198,696)	(1,680,751)	(7,879,447)
(28,310,673)	22,681,860	(5,628,813)
(22,779,629)	8,614,771	(14,164,858)
16,441,051	-	16,441,051
2,400,224	-	2,400,224
18,841,275	-	18,841,275
(3,938,354)	8,614,771	4,676,417
(261,714)	261,714	-
837,636,655	206,551,178	1,044,187,833
$ 833,436,587	$ 215,427,663	$ 1,048,864,250

Indianapolis Airport Authority

Schedules of Operating Revenues
Years Ended December 31, 2016 and 2015

	2016	2015	Increase (Decrease)
Airfield			
Landing fees - scheduled airlines	$ 9,615,141	$ 8,644,711	$ 970,430
Landing fees - freight and other	10,601,365	10,373,953	227,412
Apron fees	1,894,273	2,011,024	(116,751)
Commissions - aviation fuel sales	307,510	309,578	(2,068)
Other	1,330,844	1,206,227	124,617
	23,749,133	22,545,493	1,203,640
Terminal Complex			
Space rental			
Airlines	31,358,509	26,309,293	5,049,216
Concessionaires	8,181,719	7,620,244	561,475
Other space rental	2,022,169	1,564,523	457,646
Automobile rental commissions	10,518,326	10,085,006	433,320
Other commissions, fees, etc.	5,370,455	5,188,583	181,872
	57,451,178	50,767,649	6,683,529
Parking - parking operations	50,561,863	47,055,937	3,505,926
Rented Buildings and Other			
Space rental - freight buildings	984,619	930,528	54,091
Space rental - hangars	621,699	598,166	23,533
Space rental - other buildings	8,034,802	7,707,839	326,963
Ground leases	6,090,889	6,170,816	(79,927)
Farm income	149,839	155,272	(5,433)
International building	16,900	18,100	(1,200)
Other	483,386	435,166	48,220
	16,382,134	16,015,887	366,247
Indianapolis Maintenance Center (IMC)	7,205,620	8,642,912	(1,437,292)
Reliever Airports	2,896,773	2,928,417	(31,644)
	$ 158,246,701	$ 147,956,295	$ 10,290,406

Indianapolis Airport Authority

Schedule of Operating Expenses
Year Ended December 31, 2016
(With Comparative Totals for 2015)

	Airfield	Terminal Complex	Parking	Rented Buildings and Other	Indianapolis Maintenance Center (IMC)
Personal Services					
Salaries and wages	$ 1,988,816	$ 3,841,469	$ 2,684,732	$ 242,093	$ 308,469
Employee insurance	484,943	985,582	560,426	26,676	49,101
Retirement and social security	194,205	356,279	227,436	19,331	33,531
	2,667,964	5,183,330	3,472,594	288,100	391,101
Contractual Services					
Transportation and communication	79,459	35,911	26,770	5,495	30,251
Professional fees	790,582	129,710	36,658	1,011,720	23,376
Printing and advertising	80	-	31,574	4,039	339
Repairs and maintenance	497,408	2,398,040	909,246	151,671	510,724
Facilities maintenance and security	46,746	2,463,078	274,957	8,810	2,742,363
Other contractual services	177,691	710,267	1,416,545	148,773	166,251
	1,591,966	5,737,006	2,695,750	1,330,508	3,473,304
Utilities	1,961,707	3,256,001	496,409	243,135	2,785,786
Supplies					
Fuel	213,028	-	241,012	-	48,878
Garage and motor	175,279	6,503	64,462	-	166
Institutional and medical	37,527	412,610	119,217	13,672	10,575
Office supplies	11,532	14,468	9,230	1,481	1,248
Snow and ice chemicals	656,325	5,426	121,137	-	16,107
Other	62,910	217,920	102,691	585	80,552
	1,156,601	656,927	657,749	15,738	157,526
Materials					
Building	(28,843)	52,509	14,508	18,558	(97,083)
Pavement and grounds	399,395	110	32	-	-
Repair parts	1,012,346	241,143	349,666	10,923	20,856
Small equipment and tools	85,184	34,112	18,999	-	3,091
Other	89,705	16,859	16,068	-	28,553
	1,557,787	344,733	399,273	29,481	(44,583)
General					
Insurance	206,455	380,897	176,722	106,200	83,842
Equipment rental	1,285	296	-	-	6,430
Other (including bad debts)	4,850	69	687	280	275
	212,590	381,262	177,409	106,480	90,547
Subtotal	9,148,615	15,559,259	7,899,184	2,013,442	6,853,681
Depreciation	27,827,422	21,490,911	4,005,411	20,674,326	15,649,385
	$ 36,976,037	$ 37,050,170	$ 11,904,595	$ 22,687,768	$ 22,503,066

2016						
					Year Ended	
	Reliever	Public			December 31,	Increase
	Airports	Safety	Administration	Total	2015	(Decrease)
	$ 261,673	$ 6,261,975	$ 5,917,364	$ 21,506,591	$ 20,627,583	$ 879,008
	42,827	1,297,893	977,449	4,424,897	4,556,307	(131,410)
	28,537	881,667	571,648	2,312,634	2,262,496	50,138
	333,037	8,441,535	7,466,461	28,244,122	27,446,386	797,736
	20,645	160,551	1,055,245	1,414,327	986,271	428,056
	29,500	76,459	2,687,428	4,785,433	3,546,219	1,239,214
	-	2,175	182,890	221,097	188,402	32,695
	105,468	80,579	1,325,978	5,979,114	5,053,438	925,676
	13,505	390	11,546	5,561,395	5,435,076	126,319
	168,193	928,930	340,407	4,057,057	3,824,270	232,787
	337,311	1,249,084	5,603,494	22,018,423	19,033,676	2,984,747
	246,532	190,941	62,390	9,242,901	8,874,402	368,499
	308,184	-	-	811,102	883,020	(71,918)
	17,377	24,844	4,042	292,673	272,170	20,503
	10,209	33,619	2,058	639,487	692,453	(52,966)
	752	62,249	55,895	156,855	130,294	26,561
	28,364	129	-	827,488	587,078	240,410
	6,742	119,805	24,518	615,723	746,417	(130,694)
	371,628	240,646	86,513	3,343,328	3,311,432	31,896
	8,148	4,559	855	(26,789)	(67,515)	40,726
	64,347	-	-	463,884	573,102	(109,218)
	76,236	207,429	113,933	2,032,532	1,796,197	236,335
	3,973	5,326	4,038	154,723	70,733	83,990
	2,161	9,413	5,019	167,778	136,305	31,473
	154,865	226,727	123,845	2,792,128	2,508,822	283,306
	70,034	250,099	22,056	1,296,305	1,272,847	23,458
	-	494	57,674	66,179	92,269	(26,090)
	1,450	13,029	195,747	216,387	(160,022)	376,409
	71,484	263,622	275,477	1,578,871	1,205,094	373,777
	1,514,857	10,612,555	13,618,180	67,219,773	62,379,812	4,839,961
	2,698,609	173,635	1,297,993	93,817,692	94,112,528	(294,836)
	$ 4,213,466	$ 10,786,190	$ 14,916,173	$ 161,037,465	$ 156,492,340	$ 4,545,125

Indianapolis Airport Authority

Schedule of Operating Expenses
Year Ended December 31, 2015
(With Comparative Totals for 2014)

	Airfield	Terminal Complex	Parking	Rented Buildings and Other	Indianapolis Maintenance Center (IMC)
Personal Services					
Salaries and wages	$ 1,952,781	$ 3,697,975	$ 2,546,626	$ 246,847	$ 324,208
Employee insurance	449,570	1,115,934	586,190	27,854	53,702
Retirement and social security	195,761	366,103	227,783	24,164	36,532
	2,598,112	5,180,012	3,360,599	298,865	414,442
Contractual Services					
Transportation and communication	78,401	28,575	13,733	19,739	37,961
Professional fees	570,683	46,646	197,604	472,361	7,196
Printing and advertising	1,627	708	1,146	2,560	558
Repairs and maintenance	194,765	2,499,764	639,598	112,369	446,285
Facilities maintenance and security	40,630	2,402,815	197,473	30,699	2,731,034
Other contractual services	136,302	702,984	1,249,044	196,147	202,429
	1,022,408	5,681,492	2,298,598	833,875	3,425,463
Utilities	1,781,378	3,157,883	485,210	258,509	2,677,795
Supplies					
Fuel	225,561	-	316,184	-	32,916
Garage and motor	127,432	9,957	50,920	(8)	20,786
Institutional and medical	27,385	451,467	116,765	13,484	7,982
Office supplies	6,740	6,566	6,671	1,969	2,993
Snow and ice chemicals	336,835	3,713	181,810	440	31,486
Other	55,318	212,238	168,382	1,093	109,634
	779,271	683,941	840,732	16,978	205,797
Materials					
Building	8,544	68,957	18,823	15,811	(194,973)
Pavement and grounds	471,956	17,849	48	-	-
Repair parts	942,614	205,769	342,023	40	20,425
Small equipment and tools	18,939	31,718	3,710	-	2,589
Other	92,955	8,511	1,368	544	21,462
	1,535,008	332,804	365,972	16,395	(150,497)
General					
Insurance	239,800	426,591	191,907	4,564	133,663
Equipment rental	178	-	31,000	-	4,787
Other (including bad debts)	3,213	150	26	988	275
	243,191	426,741	222,933	5,552	138,725
Subtotal	7,959,368	15,462,873	7,574,044	1,430,174	6,711,725
Depreciation	27,259,966	21,951,548	3,715,465	21,094,228	15,998,276
	$ 35,219,334	$ 37,414,421	$ 11,289,509	$ 22,524,402	$ 22,710,001

2015				Year Ended	
Reliever Airports	Public Safety	Administration	Total	December 31, 2014	Increase (Decrease)
$ 252,450	$ 5,996,367	$ 5,610,329	$ 20,627,583	$ 20,143,488	$ 484,095
37,402	1,404,819	880,836	4,556,307	3,831,609	724,698
27,478	844,630	540,045	2,262,496	2,285,999	(23,503)
317,330	8,245,816	7,031,210	27,446,386	26,261,096	1,185,290
20,346	59,304	728,212	986,271	1,091,546	(105,275)
24,500	77,914	2,149,315	3,546,219	3,428,098	118,121
-	2,746	179,057	188,402	300,865	(112,463)
74,682	44,956	1,041,019	5,053,438	4,459,633	593,805
29,743	760	1,922	5,435,076	4,975,598	459,478
65,308	958,294	313,762	3,824,270	3,929,545	(105,275)
214,579	1,143,974	4,413,287	19,033,676	18,185,285	848,391
275,533	174,368	63,726	8,874,402	9,431,004	(556,602)
308,359	-	-	883,020	1,408,208	(525,188)
16,267	42,803	4,013	272,170	244,064	28,106
13,343	60,410	1,617	692,453	511,615	180,838
1,580	57,565	46,210	130,294	118,590	11,704
32,794	-	-	587,078	924,331	(337,253)
8,729	127,068	63,955	746,417	779,817	(33,400)
381,072	287,846	115,795	3,311,432	3,986,625	(675,193)
10,979	1,868	2,476	(67,515)	80,698	(148,213)
79,947	3,302	-	573,102	454,883	118,219
67,162	156,797	61,367	1,796,197	1,740,639	55,558
3,464	6,182	4,131	70,733	51,100	19,633
2,063	3,233	6,169	136,305	95,727	40,578
163,615	171,382	74,143	2,508,822	2,423,047	85,775
77,458	176,135	22,729	1,272,847	1,311,293	(38,446)
-	-	56,304	92,269	214,823	(122,554)
(4,269)	13,588	(173,993)	(160,022)	563,357	(723,379)
73,189	189,723	(94,960)	1,205,094	2,089,473	(884,379)
1,425,318	10,213,109	11,603,201	62,379,812	62,376,530	3,282
2,790,751	133,421	1,168,873	94,112,528	94,126,914	(14,386)
$ 4,216,069	$ 10,346,530	$ 12,772,074	$ 156,492,340	$ 156,503,444	$ (11,104)

Indianapolis Airport Authority

Schedule of Bond Debt Service Requirements to Maturity
December 31, 2016

	2016A-1 Revenue Bonds		2016A-2 Revenue Bonds		2015A Revenue Bonds		2014A Revenue Bonds		2013A Revenue Bonds	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2017	$ 7,290,000	$ 7,309,600	$ 1,435,000	$ 537,735	$ -	$ 8,649,600	$ 1,490,000	$ 8,044,100	$ 450,000	$ 208,395
2018	15,450,000	6,575,550	3,125,000	484,655	-	8,649,600	-	8,021,750	11,240,000	200,250
2019	16,070,000	5,864,800	3,170,000	436,143	-	8,649,600	-	8,021,750	-	-
2020	16,885,000	5,040,925	3,230,000	378,078	-	8,649,600	6,205,000	7,866,625	-	-
2021	17,745,000	4,175,175	3,295,000	309,525	-	8,649,600	6,515,000	7,548,625	-	-
2022	18,645,000	3,265,425	3,370,000	232,243	-	8,649,600	6,840,000	7,214,750	-	-
2023	13,490,000	2,462,050	2,260,000	162,678	6,770,000	8,480,350	7,185,000	6,864,125	-	-
2024	2,775,000	2,055,425	85,000	132,381	12,240,000	8,066,300	11,070,000	6,407,750	-	-
2025	2,910,000	1,913,300	90,000	129,585	16,250,000	7,496,500	8,130,000	5,927,750	-	-
2026	3,055,000	1,764,175	95,000	126,630	16,925,000	6,748,375	8,535,000	5,511,125	-	-
2027	3,210,000	1,607,550	95,000	123,595	17,800,000	5,880,250	8,965,000	5,073,625	-	-
2028	2,145,000	1,473,675	-	122,077	18,720,000	4,967,250	9,415,000	4,614,125	-	-
2029	2,255,000	1,363,675	-	122,077	16,215,000	4,093,875	13,375,000	4,044,375	-	-
2030	2,365,000	1,248,175	-	122,077	17,055,000	3,262,125	14,045,000	3,358,875	-	-
2031	2,485,000	1,126,925	-	122,077	17,955,000	2,386,875	14,750,000	2,639,000	-	-
2032	2,610,000	1,012,600	-	122,077	18,885,000	1,465,875	15,485,000	1,883,125	-	-
2033	2,715,000	906,100	-	122,077	19,875,000	496,875	16,260,000	1,089,500	-	-
2034	2,820,000	795,400	-	122,077	-	-	17,075,000	341,500	-	-
2035	18,475,000	369,500	1,520,000	92,483	-	-	-	-	-	-
2036	-	-	1,615,000	31,441	-	-	-	-	-	-
2037	-	-	-	-	-	-	-	-	-	-
	$ 153,395,000	$ 50,330,025	$ 23,385,000	$ 4,031,711	$ 178,690,000	$ 105,242,250	$ 165,340,000	$ 94,472,475	$ 11,690,000	$ 408,645

[1] The 2010C Revenue Bonds bear interest at a variable rate. See Note 5 to the financial statements.

2013B Revenue Bonds		2012A Revenue Bonds		2010C Revenue Bonds [1]		2010A Revenue Bonds		Total Debt
Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Service
$ 10,310,000	$ 318,941	$ 8,030,000	$ 244,711	$ 5,170,000	$ 3,539,412	$ 670,000	$ 1,017,763	$ 64,715,257
9,825,000	152,266	8,130,000	143,750	5,430,000	3,485,574	695,000	990,463	82,598,858
-	-	5,370,000	41,600	5,710,000	3,431,053	725,000	962,063	58,452,009
-	-	-	-	6,000,000	3,373,759	755,000	932,463	59,316,450
-	-	-	-	6,305,000	3,313,554	785,000	901,663	59,543,142
-	-	-	-	6,630,000	3,250,248	815,000	869,153	59,781,419
-	-	-	-	6,965,000	3,183,738	850,000	834,281	59,507,222
-	-	-	-	18,965,000	2,978,393	885,000	797,413	66,457,662
-	-	-	-	19,980,000	2,749,712	925,000	758,372	67,260,219
-	-	-	-	21,050,000	2,508,732	965,000	716,425	68,000,462
-	-	-	-	22,180,000	2,254,760	1,005,000	672,100	68,866,880
-	-	-	-	23,365,000	1,987,141	1,050,000	624,550	68,483,818
-	-	-	-	24,610,000	1,705,193	1,100,000	573,488	69,457,683
-	-	-	-	25,930,000	1,408,059	1,155,000	519,931	70,469,242
-	-	-	-	27,310,000	1,095,024	1,210,000	462,250	71,542,151
-	-	-	-	28,775,000	765,127	1,270,000	400,250	72,674,054
-	-	-	-	30,315,000	417,485	1,335,000	335,125	73,867,162
-	-	-	-	12,035,000	282,620	1,400,000	266,750	35,138,347
-	-	-	-	12,650,000	161,829	1,470,000	195,000	34,933,812
-	-	-	-	13,295,000	34,879	1,545,000	119,625	16,640,945
-	-	-	-	2,530,000	2,021	1,620,000	40,500	4,192,521
$ 20,135,000	$ 471,207	$ 21,530,000	$ 430,061	$ 325,200,000	$ 41,928,313	$ 22,230,000	$ 12,989,628	$ 1,231,899,315