Comprehensive
Annual Financial Report

Columbus Regional Airport Authority
Columbus, Ohio
For the Year Ended December 31, 2015

COLUMBUS
REGIONAL AIRPORT AUTHORITY

Dave Yost • Auditor of State

Board of Directors
Columbus Regional Airport Authority
4600 International Gateway
Columbus, Ohio 43219

We have reviewed the *Independent Auditor's Report* of the Columbus Regional Airport Authority, Franklin County, prepared by Plante & Moran, PLLC, for the audit period January 1, 2015 through December 31, 2015. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Columbus Regional Airport Authority is responsible for compliance with these laws and regulations.

Dave Yost

Dave Yost
Auditor of State

June 9, 2016

This page intentionally left blank.


Bob Evans
express
FRESH GOODNESS
COFFEE

Gate A3


UNITED

SHORT NORTH MARKETPLACE

FLYCOLUMBUS.com
You have arrived.

Comprehensive Annual Financial Report

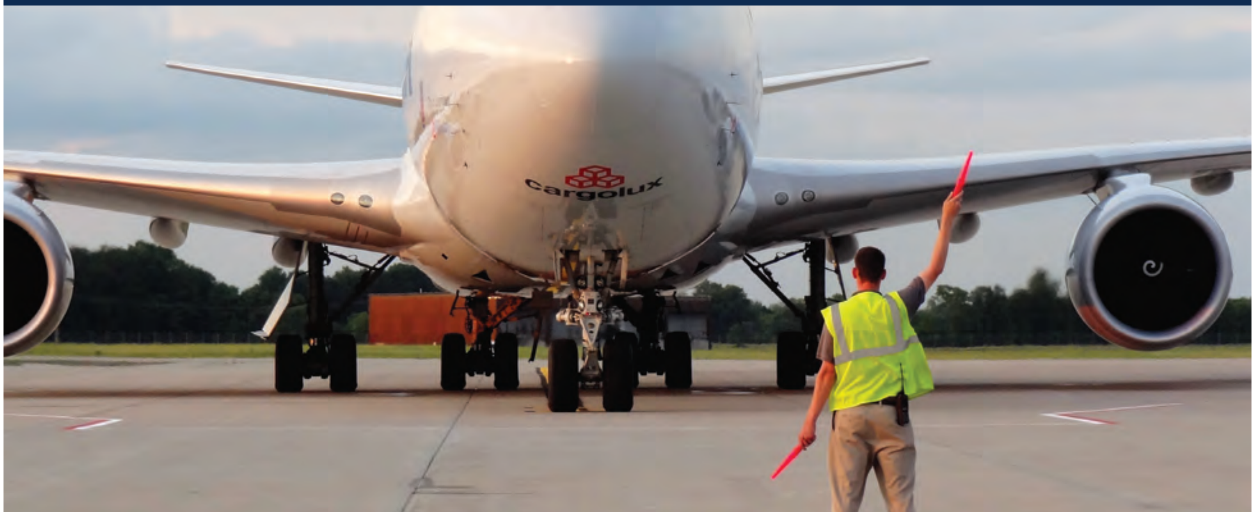
Columbus Regional Airport Authority
Columbus, Ohio
For the Year Ended December 31, 2015

Prepared by:

Randy Bush, CPA, CGMA, CIA
Chief Financial Officer

Paul Streitenberger, CPA, CGMA
Director, Accounting & Finance

Table of **Contents**



Introductory Section

This section contains the following subsections:

April 14, 2016

To the Board ***of Directors***

This Comprehensive Annual Financial Report (CAFR) for the Columbus Regional Airport Authority (the Authority) for the year ended December 31, 2015, is proudly prepared and presented by your Accounting/Finance Department and represents the Authority staff's commitment to provide accurate, concise and high-quality financial information to its Board of Directors and to the public we serve.

This CAFR contains financial statements and statistical data that fully disclose all the material financial operations of the Authority. The financial statements and statistical information contained herein are the representations of the Authority's management, which bears the responsibility for the accuracy, completeness and fairness of this CAFR. A narrative overview and analysis of the financial activities of the Authority that occurred during the year ended December 31, 2015 is presented in the Management's Discussion and Analysis (MD&A) found in the Financial Section.

This CAFR has been prepared following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA). The GFOA awards Certificates of Achievement to those entities whose annual financial reports are judged to conform to the high standards of public financial reporting, including generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). It is our belief that the accompanying 2015 CAFR meets program standards, and it will be submitted to the GFOA for review.

Reporting *Entity*

The Authority is an independent, special purpose political subdivision of the State of Ohio. It was created as a body corporate and politic on July 30, 1990, by action of the Columbus City Council pursuant to the provisions of the Ohio Revised Code Chapter 4582. On November 10, 1991 (the transfer date), the Authority began operations under a use agreement with the City of Columbus (City) for the purpose of providing airport facilities to the general public. On January 1, 2003, the assets and liabilities of the former Rickenbacker Port Authority, principally the Rickenbacker International Airport, were merged into the Columbus Municipal Airport Authority and the surviving entity was renamed the Columbus Regional Airport Authority. In December 2007, the Authority paid the City the remaining balance on the airport general obligation bonds and received title to the airport property relating to the use agreement. Additional information describing this event may be found in the Overview of the Financial Statements section of the MD&A and in Note 1 to the financial statements.

The Authority's financial reporting entity has been defined in accordance with GASB Statement No. 14. The financial statements contained within this CAFR include all departments and operations for which the Authority is financially accountable. Financial accountability is defined in Note 1 to the financial statements. No governmental organizations other than the Authority itself are included in the financial reporting entity.

A nine member Board of Directors, jointly appointed by the City of Columbus and County of Franklin, governs the Authority. The Mayor of Columbus with the advice and consent of the City Council appoints four members, four members are appointed by the County Commissioners and one member is jointly appointed. A complete discussion of the Authority's financial reporting entity is included in Note 1 to the financial statements.

Economic ***Conditions and Outlook***

Recent economic conditions have improved for our community and have positively impacted the aviation and logistics industries. The financial condition of the Authority is primarily dependent upon the number of passengers using Port Columbus International Airport. Passenger levels, in turn, are dependent upon several factors, including: the economic conditions of the airline industry which influences the airlines' willingness and ability to provide service; the available seating capacity of carriers who serve our market; the local economy which influences the willingness and ability of consumers to purchase air travel; and the cost of air travel. When considering these factors, the Authority anticipates moderate growth for the foreseeable future.

The economy of the Greater Columbus area, including Franklin County and the seven surrounding counties, has encountered better than expected economic improvement compared to the State of Ohio and the nation in 2015. The unemployment rate as provided by the US Bureau of Labor Statistics of 4.1% was below that of Ohio (4.9%) and the United States (5.3%). A balance among manufacturing, education and health services, technology, retail, research and financial activities has helped the Columbus economy to better survive periods of slow growth. Unlike most other large U.S. cities, Columbus is not dependent upon one or two industries for its major economic strength and no single activity dominates the economy.

The diversity among Greater Columbus' top six employers – the Ohio State University, State of Ohio, OhioHealth, JP Morgan Chase & Co., Nationwide Mutual Insurance Co., and Kroger Co. – is representative of the local economy as a whole. The variety represented by these six employers, which together account for more than 116,400 jobs in Central Ohio, assures that the local economy can withstand some economic slowdowns.

Port Columbus serves 33 airports with nearly 150 daily departures by 6 airlines. In 2015 the Authority served over 6.7 million passengers, up 6.9% from the previous year. Additional data can be found in the Statistical Section of this CAFR.

Meanwhile, 198.6 million pounds of cargo moved through Rickenbacker in 2015 as compared to 171.4 million pounds in 2014. In 2015, 166,251 passengers used the Rickenbacker Charter Terminal as compared to 91,572 in 2014. Furthermore, contributing to increased cargo activity at Rickenbacker was the initiation of weekly scheduled international cargo service to and from Dubai during 2015.

Initiatives and ***Development***

Funding for the Authority's development projects is provided exclusively by user fees, as are the funds needed to conduct the Airport's day-to-day operations. These funds are principally generated in three ways: through direct charges such as rents and landing fees collected from airlines; auto parking and rental car revenue; from the airline ticket tax which is then returned to airports in the form of grants under the Federal Airport Improvement Program; and through a passenger facility charge which is collected as a user charge on airline tickets. The Authority utilizes each of these to generate funds for its operations and facilities development.

In October 2012, a three-year, $80 million terminal modernization program was announced that will position Port Columbus International Airport for future passenger activity and reinforce the airport's $3.7 billion annual economic impact to the Columbus region. The multi-faceted Terminal Modernization Program incorporates a major facelift for the ticket lobby, baggage claim and all three Concourses, as well as mechanical, technological and security upgrades. Funding for this progressive airport initiative, which will ensure the terminal's functionality for at least another 15 years, will be derived from Passenger Facility Charges (PFCs) as well as capital reserve and operating funds. The Program will be substantially complete in March 2016.

Internal ***Control Framework***

In developing and evaluating the Authority's accounting system, consideration is given to the adequacy of the internal control framework. Internal control framework is designed to provide reasonable, but not absolute assurance regarding: (1) safeguarding of assets against loss from unauthorized use or disposition; (2) execution of transactions in accordance with management's authorization; (3) reliability of financial records used in preparing financial statements and maintaining accountability for assets; (4) effectiveness and efficiency of operations; and (5) compliance with applicable laws and regulations. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived from it, and that the evaluation of costs and benefits requires estimates and judgments by management.

All internal control evaluations occur within the above structure. We believe that the Authority's internal control framework adequately safeguards assets and provides reasonable assurance of proper recording of financial transactions. Management also believes that the data in this CAFR, as presented, is accurate in all material respects, that it presents fairly the financial position, results of operations and cash flows of the Authority, and that all disclosures necessary to enable the reader to gain the maximum understanding of the Authority's financial affairs have been included.

The Authority maintains an Internal Audit Department responsible for a broad, comprehensive program of internal and external auditing. The Audit Manager reports directly to the Administration Director and maintains reporting responsibilities to the CFO, President & CEO and the Board of Directors. The Internal Audit Department is authorized to have full, free and unrestricted access to all records pertaining to the audits.

Budgetary *Controls and Policies*

The Authority's financial policies are prepared in accordance with state laws and bond indentures. Financial policies include budgeting, financial planning, capital planning, revenue, investment, debt management, procurement, accounting and auditing.

The annual operating and capital budgets are proposed by the Authority's management and adopted by the Board of Directors in a public meeting before the beginning of each fiscal year. The annual budget is prepared pursuant to guidelines established after consideration of the Authority's Strategic Business Plan. Management control of the budget is maintained at the department level. It is the responsibility of each department to administer its operations in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Directors.

Activity *Highlights*

The following represents the Authority's activity highlights for the years ended December 31:

	2015	2014	% Change
Airline Cost	$ 25,591,219	$ 25,638,822	-0.2
Enplanements	3,393,273	3,173,046	6.9
Cost Per Enplaned Passenger	$ 7.54	$ 8.08	-6.7

Throughout its existence the Authority has been purposeful in building cash reserves to fund contingencies and future facilities development. The Authority uses these assets to provide services to its passengers and visitors to the Airport. It also has diligently controlled the costs passed on to its family of airlines. Airline cost per enplaned passenger (CPE) -- the standard employed by the air carriers to determine the relative cost of operating at an airport -- is the sum of all expenditures charged to the airlines by an airport divided by the number of passengers enplaned at the airport. CPE continues to compare favorably with other medium hub airports, further reinforcing Port Columbus' reputation as a cost effective, airline-friendly facility.

Independent *Audit*

The Authority's independent auditing firm, Plante & Moran, PLLC, has rendered an unmodified opinion that the Authority's financial statements for December 31, 2015 and for the year then ended, present fairly, in all material respects, the results of the Authority's financial position, operations and cash flows. The Auditor of State of Ohio also reviews the Authority's financial statements for compliance with state reporting requirements.

The Authority participates in the federal single audit program, which consists of a single audit of all federally funded programs administered by the Authority. Participation in the single audit program is mandatory as a condition for continued funding eligibility. The single audit performed by Plante & Moran, PLLC, met the requirements set forth by the State of Ohio and the Federal Single Audit Act of 1996 and related Office of Management and Budget (OMB) Circular A-133. The independent auditors' reports issued based upon work performed in accordance with those requirements noted no instances of noncompliance by the Authority with any applicable state or federal laws or regulations or other matters that are required to be reported for the fiscal year ended December 31, 2015. A copy of the report can be found in the Compliance Section of this CAFR.

Certificate of *Achievement*

I am most proud to report that the GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its CAFR for the year ended December 31, 2014. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR, whose contents conform to program standards. Such CAFR must satisfy both accounting principles generally accepted in the United States of America (GAAP) and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. The Authority has received this prestigious award for the last twenty-three consecutive years, ended December 31, 2014. We believe our current CAFR continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgements

The publication of this CAFR is a reflection of the level of excellence and professionalism demonstrated by the Authority's staff on a daily basis. I wish to express my appreciation specifically to all members of the Accounting/Finance/Payroll Department, who contributed not only to the preparation of this CAFR, but also to the accomplishments that I am privileged to report. Your commitment to accurate financial reporting is outstanding.

I would like to thank the Board of Directors and the President & CEO, Elaine Roberts, for their guidance and support this year. Your direction and counsel have helped to ensure that the Columbus Regional Airport Authority will remain a model of excellence for airports.

Respectfully submitted,

Randy Bush, CPA, CGMA
Chief Financial Officer

Board of Directors:

Chair

Susan Tomasky
President - Retired
AEP Transmission American Electric Power

Vice Chair

William R. Heifner
President
Renier Construction

Directors

Don M. Casto, III
President & Owner
CASTO

Frank J. Cipriano
Chief Executive Officer
Land Network

Elizabeth P. Kessler
Partner -in-Charge
Jones Group

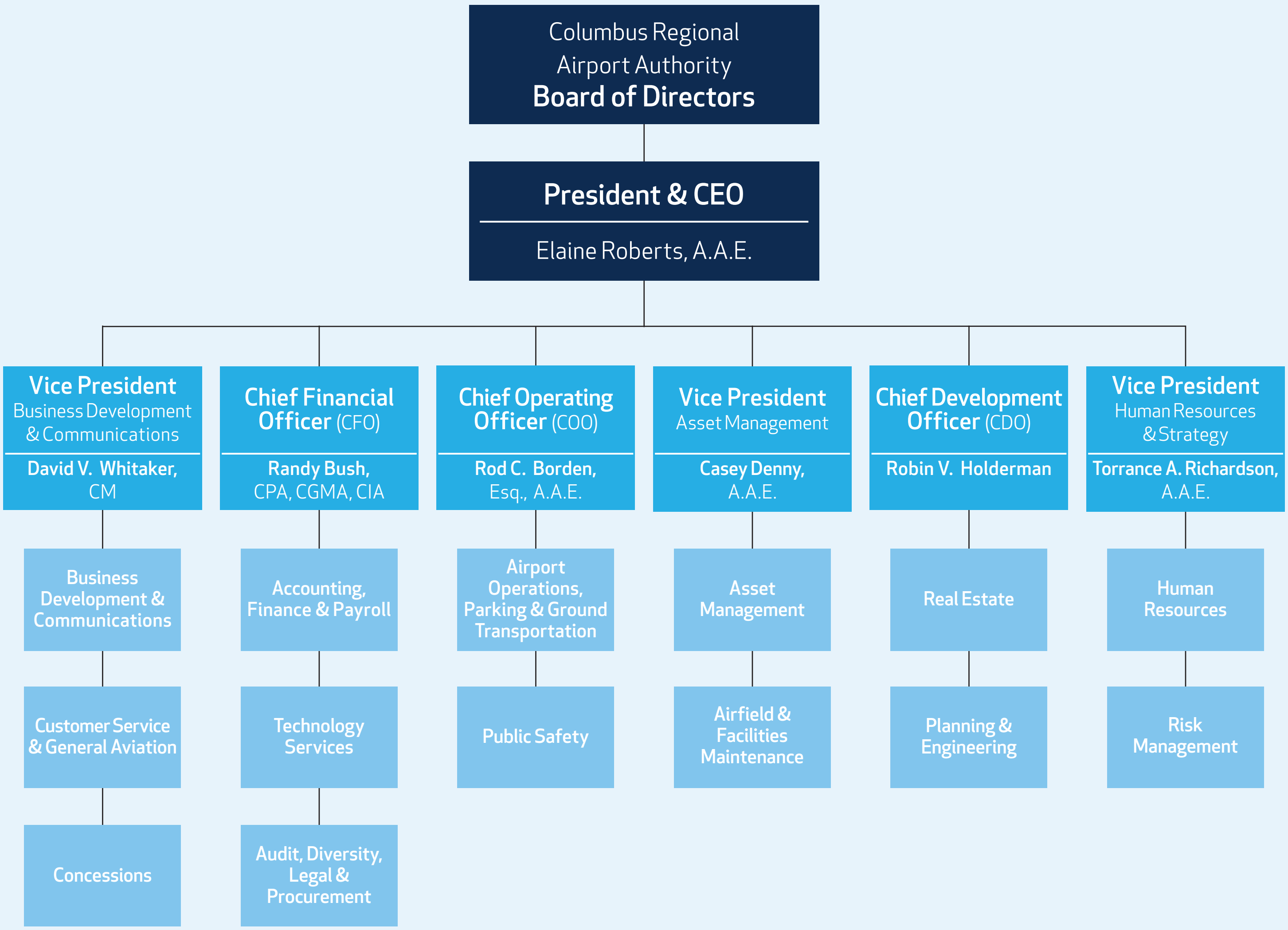
Terrance Williams
Executive Vice President
Chief Marketing Officer
Nationwide

Jordan A. Miller, Jr.
President & CEO
Central Ohio Fifth Third Bank

Kathleen H. Ransier, Esq.
Partner - Retired
Vorys, Sater, Seymour & Pease

Dwight E. Smith
President & CEO
Sophisticated Systems, Inc

Organization Chart
and Senior Management



Senior ***Management***

Henrietta Brown, MBA Director, Administration

Dennis E. Finch Director, Asset Management - Airfield

Philip A. Gehrisch, BSBA, MSCJ, A.A.E. Director, Public Safety

Charles J. Goodwin, A.A.E. Director, Airport Operations

James W. Lizotte, PMP Director, Technology Services

Brian J. Sarkis Vice President, Planning & Engineering

Paul E. Streitenberger, CPA, CGMA Director, Accounting & Finance

Amanda L. Wickline, Esq., Director, Human Resources & Employment Counsel

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Columbus Regional Airport Authority

Ohio

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

December 31, 2014

Jeffrey R. Emer

Executive Director/CEO

Financial Section

This section contains the following subsections:

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements

Required Supplementary Information

Plante & Moran, PLLC
Suite 200
537 E. Pete Rose Way
Cincinnati, OH 45202-3578
Tel: 513.595.8800
Fax: 513.595.8806
plantemoran.com

Independent Auditor's Report

To the Board of Directors
Columbus Regional Airport Authority

Report on the Financial Statements

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

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

To the Board of Directors
Columbus Regional Airport Authority

Opinion

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

Emphasis of Matter

As discussed in Note 17 to the financial statements, effective January 1, 2015, the Authority adopted new accounting guidance under GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*. Statement No. 68 is an amendment to Statement No. 27. In accordance with Statement No. 68, the Authority is now recognizing its unfunded pension benefit obligation as a liability on the statement of net position for the first time. This Statement also enhances accountability and transparency through revised note disclosures and required supplementary information (RSI). Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the schedule of the Authority's proportionate share of the net pension liability, and the schedule of Authority contributions be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which 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 supplemental 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 opinions on the financial statements that collectively comprise the Columbus Regional Airport Authority's basic financial statements. The supplemental schedule of revenue and expenses: budget vs. actual - budget basis, schedule of expenditures of federal awards, schedule of expenditures of passenger facility charges, the introductory section, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

To the Board of Directors
Columbus Regional Airport Authority

The supplemental schedule of revenue and expenses: budget vs. actual - budget basis, schedule of expenditures of federal awards, and schedule of expenditures of passenger facility charges are the responsibility of management and were derived from and relate 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 supplemental schedule of revenue and expenses: budget vs. actual - budget basis, schedule of expenditures of federal awards, and schedule of expenditures of passenger facility charges are fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 14, 2016 on our consideration of the Columbus Regional Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Columbus Regional Airport Authority's internal control over financial reporting and compliance.

Plante & Moran, PLLC

April 14, 2016

Management's Discussion and Analysis

The following Management's Discussion and Analysis (MD&A) of the Columbus Regional Airport Authority's (the Authority) financial performance provides an introduction to the financial statements for the year ended December 31, 2015. The information contained in this MD&A should be considered in conjunction with the information contained in the Authority's financial statements.

Overview of the *Financial Statements*

The Authority's financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). The Authority is structured as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and are depreciated (except land and construction in progress) over their estimated useful lives. See the notes to the financial statements for a summary of the Authority's significant accounting policies.

Following this MD&A are the basic financial statements of the Authority together with the notes, which are essential to a full understanding of the data contained in the financial statements. The Authority's basic financial statement are designed to provide readers with a broad overview of the Authority's finances.

The ***Statement of Net Position*** presents information on all the Authority's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Authority's financial position.

The ***Statement of Revenues, Expenses, and Changes in Net Position*** presents information showing how the Authority's net position changed during the most recent years. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in these statements for some items that will result in cash flows in future periods.

The ***Statement of Cash Flows*** relates to the flows of cash and cash equivalents. Consequently, only transactions that affect the Authority's cash accounts are recorded in these statements. A reconciliation is provided at the bottom of the Statement of Cash Flows to assist in the understanding of the difference between cash flows from operating activities and operating income or loss.

In addition to the basic financial statements and accompanying notes, this report also presents the ***Required Supplementary Information Schedule of the Authority's Proportionate Share of the Net Pension Liability, Required Supplementary Information Schedule of the Authority's Pension Contributions and Supplemental Schedule of Revenues and Expenses – Budget vs. Actual – Budget Basis.***

In 2001 the County of Franklin, Ohio (the County) Board of Commissioners approached the Mayor and officials of the City of Columbus, Ohio (the City) with the idea of creating one port authority to oversee the airports managed by the Columbus Municipal Airport Authority (CMAA) and the Rickenbacker Port Authority (RPA). The County and the City formed a committee, the Regional Port Authority Study Committee that evaluated and concluded that there was the potential for achieving cost savings, operational efficiencies and other intangible synergies by creating a single regional airport authority to oversee the operations of Port Columbus International (CMH), Rickenbacker International (LCK) and Bolton Field (TZR) airports. On December 12, 2002, the County, the City and the CMAA entered into the Port Authority Consolidation and Joinder Agreement (the Agreement) with an effective date of January 1, 2003. Under the Agreement the RPA was dissolved and the CMAA, the surviving entity, was renamed the Columbus Regional Airport Authority (the Authority). The assets of the RPA were recorded on the Authority's records at net book value. Additional information may be found in Note 1 of the accompanying notes.

Significant *Events*

Port Columbus Continues $80 million Terminal Modernization Program

Nearly two years after the Authority embarked on a major initiative to upgrade its three-concourse, 1958 terminal building, renovations are complete in the six-gate Concourse A and ten-gate Concourse C for a total of $11.4 million. Concourse B, Ticket Lobby and Baggage Claim modernization began in 2014 with anticipated completion in March 2016. Funding for the entire $80 million Terminal Modernization Program will be derived from passenger facility charges and operating income.

New Rickenbacker Air Traffic Control Tower

Construction crews at Rickenbacker International Airport hoisted the cab of a new state of the art air traffic control tower during 2015. The tower is being constructed to replace the 1950s-era tower that is currently in operation. The new tower will be more conducive to current and future business at Rickenbacker and, most importantly, strengthen the safety and security of the airport. Construction of the new tower is expected to be complete in early 2016.

Port Columbus and Rickenbacker airports experience strong growth during 2015

Driven by economic growth in the Columbus Region, passenger and air cargo volumes demonstrated impressive upward trends at Port Columbus and Rickenbacker airports during 2015. Port Columbus experienced passenger growth of 6.9%, and Rickenbacker realized cargo growth of 15.9%.

Financial *Highlights*

The Authority's financial position remains sound as evidenced by our continued growth in total net position and the reduction in outstanding debt as well as our continued strong liquidity position.

A summary of the Authority's financial highlights for the year 2015 is as follows:

The Authority's Total Assets increased $3.3 million over 2014. The increase is the result of increases in long term investments, capital acquisition and construction of capital projects. Non-Current Assets (Unrestricted and Restricted) increased $16.3 million primarily due to increased long term investments and investments in Capital Assets.

Total Liabilities increased $15.1 million over 2014. The increase is the result of an increase in additional borrowings on the revolving bank loan to fund the Authority's capital improvement program.

Total Operating Revenues increased $7.7 million over 2014. The increase is primarily a result of higher revenue received from parking, hotel and concessions.

Total Operating Expenses increased $1.9 million over 2014. The increase is primarily a result of an increase associated with hotel and purchased services.

A summary of the Authority's financial highlights for the year 2014 is as follows:

The Authority's Total Assets increased $23.0 million over 2013. The increase is the result of increases in long term investments, capital acquisition and construction of capital projects. Non-Current Assets (Unrestricted and Restricted) increased $23.9 million primarily due to increased long term investments and investments in Capital Assets.

Total Liabilities increased $9.9 million over 2013. The increase is the result of an increase in additional borrowings on the revolving bank loan to fund the Authority's capital improvement program.

Total Operating Revenues increased $3.2 million over 2013. The increase is primarily a result of higher revenue received from parking, hotel and cargo operations.

Total Operating Expenses had no significant change over 2013.

Financial ***Position***

The following represents the Authority's financial position for the years ended December 31:

	Dollars in 000's		% Change
	2015	2014*	2015
ASSETS			
Current Assets — Unrestricted	$ 49,828	$ 62,862	-20.7
Capital Assets	758,904	750,268	1.2
Other Non-Current Assets — Unrestricted	37,463	74,104	-49.5
Other Non-Current Assets — Restricted	66,918	22,587	196.3
Total Assets	**913,113**	**909,821**	**0.4**
DEFERRED OUTFLOWS OF RESOURCES			
Deferred Loss On Bond Refunding,			
Net of Accumulated Amortization	1,100	1,286	-14.5
Pensions:			
Ohio Public Employees Retirement System	4,628	-	-
Total Deferred Outflows of Resources	**5,728**	**1,286**	**345.4**
LIABILITIES			
Current Liabilities — Unrestricted	23,611	18,863	25.2
Long-Term Liabilities — Restricted	11,494	51,952	-77.9
Long-Term Liabilities — Unrestricted	132,106	81,343	62.4
Total Liabilities	**167,211**	**152,158**	**9.9**
DEFERRED INFLOWS OF RESOURCES			
Pensions:			
Ohio Public Employees Retirement System	379	-	-
Total Deferred Inflows of Resources	**379**	**-**	**-**
NET POSITION			
Net Investment In Capital Assets	649,278	632,329	2.7
Net Position - Restricted	65,276	20,901	212.3
Net Position - Unrestricted	36,697	105,719	-65.3
Total Net Position	**$ 751,251**	**$ 758,949**	**-1.0**

*The information necessary to restate 2014 net position for the effects of the initial implementation of GASB 68 and 71 is not available from OPERS.

An analysis of significant changes in assets, deferred outflows, liabilities, deferred inflows and net position for the year 2015 is as follows:

During 2015, the Authority adopted GASB Statement 68, "Accounting and Financial Reporting for Pensions—an Amendment of GASB Statement 27," which significantly revises accounting for pension costs and liabilities. For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Authority's actual financial condition by adding deferred inflows of resources related to pension and the net pension liability to the reported net position and subtracting deferred outflows of resources related to pension.

Governmental Accounting Standards Board standards are national and apply to all government financial reports prepared in accordance with generally accepted accounting principles. When accounting for pension costs, GASB 27 focused on a funding approach. This approach limited pension costs to contributions annually required by law, which may or may not be sufficient to fully fund each plan's net pension liability. GASB 68 takes an earnings approach to pension accounting; however, the nature of Ohio's statewide pension systems and state law governing those systems requires additional explanation in order to properly understand the information presented in these statements.

Under the new standards required by GASB 68, the net pension liability equals the Authority's proportionate share of each plan's collective:

1. Present value of estimated future pension benefits attributable to active and inactive employees' past service.
2. Minus plan assets available to pay these benefits

GASB notes that pension obligations, whether funded or unfunded, are part of the "employment exchange" – that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension. GASB noted that the unfunded portion of this pension promise is a present obligation of the government, part of a bargained-for benefit to the employee, and should accordingly be reported by the government as a liability since they received the benefit of the exchange. However, the Authority is not responsible for certain key factors affecting the balance of this liability. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the pension system. In Ohio, there is no legal means to enforce the unfunded liability of the pension system as against the public employer. State law operates to mitigate/lessen the moral obligation of the public employer to the employee, because all parties enter the employment exchange with notice as to the law. The pension system is responsible for the administration of the plan.

Most long-term liabilities have set repayment schedules or, in the case of compensated absences (i.e. sick and vacation leave), are satisfied through paid time-off or termination payments. There is no repayment schedule for the net pension liability. As explained above, changes in pension benefits, contribution rates, and return on investments affect the balance of the net pension liability, but are outside the control of the local government. In the event that contributions, investment returns, and other changes are insufficient to keep up with required pension payments, State statute does not assign/identify the responsible party for the unfunded portion. Due to the unique nature of how the net pension liability is satisfied, this liability is separately identified within the long-term liability section of the statement of net position.

In accordance with GASB 68, the Authority's statements prepared on an accrual basis of accounting include an annual pension expense for their proportionate share of each plan's change in net pension liability not accounted for as deferred inflows/outflows of resources.

As a result of implementing GASB 68, the Authority is reporting a net pension liability and deferred inflows/outflows of resources related to pension on the accrual basis of accounting. This implementation also had the effect of restating net position at January 1, 2015, from $758,948,554 to $742,837,434.

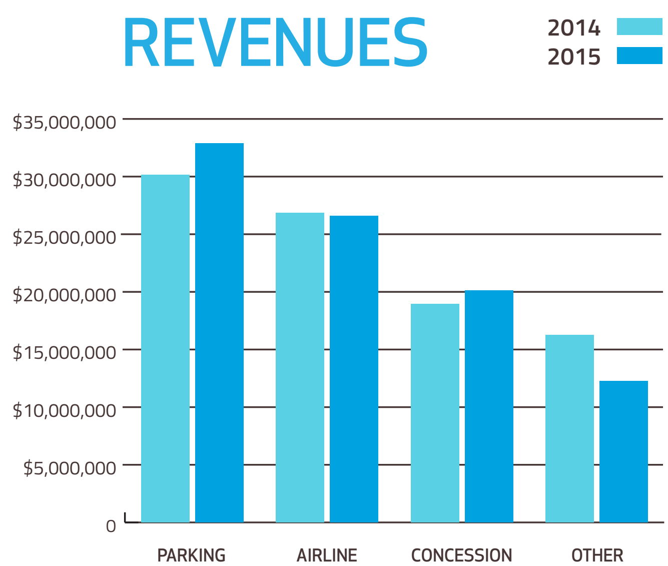
The Authority's total assets and deferred outflows of resources exceeded total liabilities by $751 million, an $7.7 million increase over December 31, 2014. The largest portion of the Authority's net position each year ($649.2 million or 86% at December 31, 2015) represents its investment in capital assets, less the related debt outstanding used to acquire those capital assets. The Authority uses these capital assets to provide services to its aviation partners, passengers and visitors to the airports; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations, since the capital assets themselves cannot be used to liquidate liabilities.

An additional portion of the Authority's net position ($65.2 million or 8.7% at December 31, 2015) represents resources that are subject to restrictions on how they can be used. These resources are not available for new spending because they have already been committed to fund bond reserves and a consolidated rental car facility via customer facility charges.

The remaining unrestricted net position of $36.7 million may be used to meet any of the Authority's ongoing obligations. The Authority anticipates these funds will be needed to pay future capital expenditures and to maintain adequate levels of working capital.

The following represents the Authority's summary of operating revenues by source for the years ended December 31:

	Dollars in 000's		% Change
	2015	2014	2015
Parking Revenue	$ 32,880	$ 30,131	9.1
Airline Revenue	26,608	26,869	-1.0
Concession Revenue	20,122	18,937	6.3
Cargo Operations Revenue	5,478	4,808	13.9
Hotel Operations Revenue	4,094	1,380	196.7
General Aviation Revenue	3,205	3,031	5.7
Foreign Trade Zone Fees	307	362	-15.2
Other Revenue	3,185	2,675	19.1
Total Operating Revenues	**$ 95,879**	**$ 88,193**	**8.7**



An analysis of significant changes in revenues for the year 2015 is as follows:

- Cargo Operations Revenue increased 14% or $670,000. This increase is related to increased FBO services at Rickenbacker Inland Port over 2014.
- Hotel Operations Revenue increased 197% or $2,714,000. This is the result of a full year's operation for the Authority owned hotel which opened in July 2014.

An analysis of significant changes in revenues for the year 2014 is as follows:

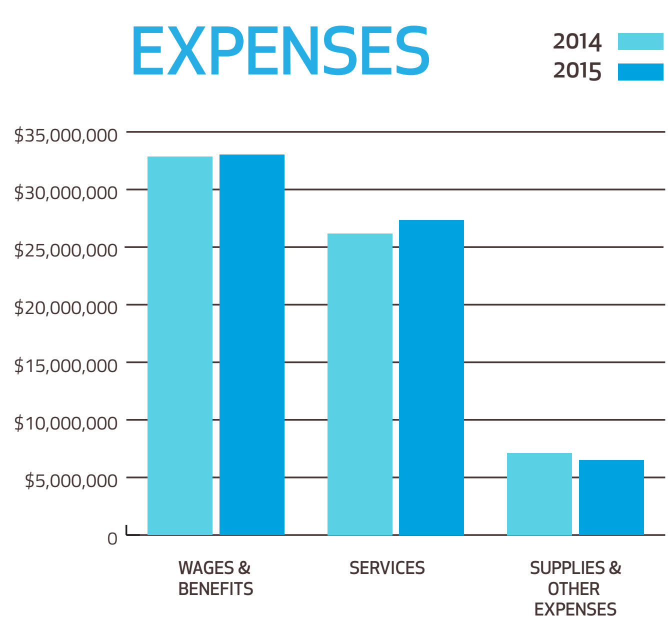
- General Aviation Revenue decreased 12% or $398,000. This decrease is related to higher Use Fee collections in 2013.
- Cargo Operations Revenue increased 18% or $744,000. This is due to increased FBO services at Rickenbacker Inland Port over 2013.

The following represents the Authority's summary of operating expenses before depreciation by source for the years ended December 31:

	Dollars in 000's		% Change
	2015	2014*	2015
Employee Wages & Benefits	$ 33,005	$ 32,854	0.56
Purchase of Services	27,349	26,177	4.5
Materials & Supplies	4,909	5,701	-13.9
Hotel Services	2,149	664	223.6
Other Expenses	63	121	-47.9
Total Operating Expenses	**$ 67,475**	**$ 65,517**	**3.0**

*The information necessary to restate the 2014 pension expense for the effects of the initial implementation of GASB 68 is not available from OPERS. Therefore, 2014 operating expenses still include pension expense of $3,963,152 computed under GASB 27. GASB 27 required recognizing pension expense equal to the contractually required contributions to the plan. Under GASB 68, pension expense represents additional amounts earned, adjusted by deferred inflows/outflows of resources. The contractually required contribution is no longer a component of pension expense. Under GASB 68, the 2015 statements report pension expense of $2,399,468. Consequently, in order to compare 2015 total program expenses to 2014, the following adjustments are needed:

Total 2015 Operating Expenses under GASB 68	$ 67,474,531
Less: Pension Expense under GASB 68	(2,399,468)
Add: 2015 Contractually Required Contribution	3,600,558
Adjusted 2015 Operating Expenses	68,675,621
Total 2014 Operating Expense under GASB 27	65,517,366
Increase in Operating Expenses Not Related to Pension Expense	**$ 3,158,255**



An analysis of significant changes in expenses for the year 2015 is as follows:

- Purchased Services increased by $1,172,000 or 4% due to increased contract labor related to ground handling services at Rickenbacker Inland Port.
- Hotel Services increased 223% or $1,484,000. This is the result of a full year's operations for the Authority owned hotel which opened in July 2014.

The following represents the Authority's summary of changes in net position for the years ended December 31:

	Dollars in 000's		% Change
	2015	2014*	2015
Total Operating Revenues	$ 95,879	$ 88,193	8.7
Total Operating Expenses	(67,475)	(65,517)	3.0
Operating Income Before Depreciation	28,404	22,676	25.3
Depreciation	(42,811)	(42,259)	1.3
Operating Loss	(14,407)	(19,583)	-26.4
Investment Income	475	334	42.2
Passenger Facility Charges	13,576	12,562	8.1
Rental Car Facility Charges	7,876	6,519	20.8
Interest Expense	(2,747)	(2,846)	-3.5
Loss on Securities	(65)	(48)	35.4
Amortization of Deferred Charges	(185)	(177)	4.5
Gain (Loss) On Disposal of Assets	1,272	(100)	1,372.0
Other Non-Operating Revenue	530	672	-21.1
Income (Loss) Before Capital Contributions	**6,325**	**(2,667)**	**337.2**
Capital Contributions	2,089	15,652	-86.7
Increase In Net Position	**8,414**	**12,985**	**-35.2**
Net Position - Beginning of Year	758,949	745,964	-0.4
Restatement for GASB 68 & 71 (See Note 17)	(16,112)	-	-
Net Position - End of Year	**$ 751,251**	**$ 758,949**	**-1.0**

*The information necessary to restate 2014 net position for the effects of the initial implementation of GASB 68 and 71 is not available from OPERS.

An analysis of significant changes in net position for the year 2015 is as follows:

- Capital Contributions from federal and state funding sources decreased by 86.7% or $13.6 million. The Authority completed spending in 2014 for a significant runway rehabilitation that was federally funded.

Capital *Assets*

The Authority's capital assets as of December 31, 2015, totaled $758.9 million (net of accumulated depreciation). This investment in capital assets includes land, buildings & building improvements, runways, taxiways & roads, construction in progress, furniture, and machinery & equipment. The total increase in the Authority's investment in capital assets before accumulated depreciation for 2015 was 4.1% or $50.9 million.

Major capital projects in progress and expenditures incurred during 2015 included the following:

Ticket Lobby Modernization - CMH	$ 14,692,750
Baggage Claim Renovations - CMH	5,248,697
New Air Traffic Control Tower - LCK	5,231,721
Concourse B Renovations - CMH	4,913,414
Air Cargo Terminal #5 Ramp Recon. - LCK	4,024,483
Concourse A Apron Subgrade - CMH	1,514,059

Capital asset acquisitions are capitalized at cost and depreciated using the straight-line method. Acquisitions are funded using a variety of financing techniques, including federal and state grants, Passenger Facility Charges, debt issuance, and the Authority revenues and reserves. Additional information on the Authority's capital assets can be found in Note 2 of the accompanying notes.

Debt *Administration*

Airport Refunding Revenue Bonds, Series 2007

On April 12, 2007, the Authority issued Airport Refunding Revenue Bonds, Series 2007 in the principal amount of $59,750,000, in varying maturities up to 20 years. The bond proceeds were used primarily to refund a portion of the Authority's Series 1998B bonds. Starting in 2015, the bonds have annual principal payment amounts from $2,805,000 to $5,475,000.

The balance outstanding as of December 31, 2015 was $54,015,000.

Airport Refunding Revenue Bonds, Series 2013AB

On October 8, 2013, the Authority issued Airport Refunding Revenue Bonds, Series 2013AB in the principal amount of $17,600,000. The bond proceeds were used to partially refund the Authority's outstanding Airport Refunding Revenue Bonds, Series 2003AB. The bonds are due at maturity in monthly principal and interest installments of $214,650 beginning February 2014 through April 2021.

The balance outstanding as of December 31, 2015 was $13,156,676.

Airport Refunding Revenue Bonds, Series 2015 (AMT)

On March 31, 2015, the Authority issued Airport Refunding Revenue Bonds, Series 2015(AMT) in the principal amount of $40,000,000. The bond proceeds were used to partially refund the Authority's outstanding Credit Facility Bonds, Series 2012B. The bonds are due at maturity in monthly principal and interest installments of $280,662 beginning January 2016 through January 2030.

The balance outstanding as of December 31, 2015 was $40,000,000.

Ohio Public Works Commission Debt

In 1995, the former Rickenbacker Port Authority agreed to reimburse the County for debt service on $1,489,000 of an Ohio Public Works Commission loan for storm sewer improvements. The agreement is non-interest bearing.

The outstanding balance was paid in full during 2014.

Bond principal and interest are paid from the general revenues of the Authority. Additional details may be found in Note 8 of the accompanying notes.

Passenger Facility Charge *(PFC)*

In October 1992, the Authority received approval from the Federal Aviation Administration (the FAA) to impose a PFC of $3.00 per enplaned passenger. In January 2002 the FAA approved the Authority's request to increase the PFC level to $4.50 on certain eligible projects. The new collection rate commenced on April 1, 2002. In 2007 the Authority received approval to collect on its application effective December 26, 2007, in the amount of $71.1 million. The newest application, which was approved on January 28, 2011 adds an additional $185.0 million to the collectible amount and will extend the collection date to February 1, 2024. Through December 31, 2015, the Authority has collected PFCs, including interest earnings thereon, totaling $286.0 million.

Airline *Rates and Charges*

The Authority and certain airlines negotiated an agreement effective from January 1, 2005, through December 31, 2009, which in part establishes how the airlines that sign the agreement (signatory airlines) will be assessed annual rates and charges for their use of CMH. An extension of this agreement has been successfully negotiated with similar terms from January 1, 2015 through December 31, 2019. Landing fees and terminal rental rates for non-signatory airlines are assessed at 150 percent of the signatory rates.

The rates and charges net of credits billed to the signatory airlines at CMH were as follows:

	2015	2014	% Change 2015
Landing Fees - Net of General Airline Credit (per 1,000 lbs)	$ 3.21	$ 2.90	10.7
Terminal Rental Rate (Average)	69.06	69.83	-1.1
Apron Fee – Square Foot Rate Component	2.33	2.09	11.5
Apron Fee – Landed Weight Rate Component (per 1,000 lbs)	0.52	0.44	18.2

The Authority also charges a signatory landing fee to airlines for their use of LCK. Landing fees for non-signatory airlines are assessed at 150 percent of the signatory rate.

LCK landing fees were as follows:

	2015	2014	% Change 2015
Landing Fees (per 1,000 lbs)	$ 2.69	$ 2.56	5.1

Request *for Information*

This report is designed to provide detailed information on the Authority's operations to all with an interest in the Authority's financial affairs and to demonstrate the Authority's accountability for the assets it controls and the funds it receives and expends. Questions concerning any of the information provided in this report or any request for additional information should be emailed to **pstreitenberger@columbusairports.com** or sent in writing to Paul Streitenberger, Director, Accounting and Finance, Columbus Regional Airport Authority, 4600 International Gateway, Columbus, Ohio 43219.

Statement of Net Position

As of December 31, 2015

ASSETS	2015
Current Assets - Unrestricted	
Cash & Cash Equivalents	$ 20,983,030
Other Investments	3,997,630
Accounts Receivable - Trade & Capital Grants Net	21,031,300
Accounts Receivable - Other	1,004,738
Interest Receivable	187,731
Deposits, Prepaid Items, & Other	2,624,036
Total Current Assets	**49,828,465**
Non-Current Assets - Unrestricted	
Other Investments	37,188,381
Accounts Receivable - Other	274,131
Land	101,575,763
Construction In Progress	75,460,756
Depreciable Capital Assets - Net of Accumulated Depreciation	581,867,634
Total Non-Current Assets - Unrestricted	796,366,665
Non-Current Assets -Restricted	
Cash & Cash Equivalents	14,552,513
Other Investments	52,365,808
Total Non-Current Assets - Restricted	66,918,321
Total Non-Current Assets	**863,284,986**
Total Assets	**913,113,451**
DEFERRED OUTFLOWS OF RESOURCES	
Deferred loss on bond refunding	
(Net of Accumulated Amortization of $1,473,669 in 2015)	$ 1,100,440
Pensions:	
Ohio Public Employees Retirement System - Traditional Plan	1,018,132
Ohio Public Employees Retirement System - Combined Plan	8,774
Ohio Public Employees Retirement System - All Plans	3,600,558
Total Pensions	4,627,464
Total Deferred Outflows of Resources	**$ 5,727,904**

See accompanying notes to the financial statements

Statement of Net Position

As of December 31, 2015 *(continued)*

LIABILITIES	2015
Current Liabilities - Unrestricted	
Accounts Payable - Trade	$ 5,388,995
Accrued Interest Payable	1,509,150
Accrued & Withheld Employee Benefits	5,511,844
Unearned Rent	518,201
Other Accrued Expenses	10,682,708
Total Current Liabilities	**23,610,898**
Long-Term Liabilities	
Payable From Restricted Assets - Due Within 1 Year:	
Retainages On Construction Contracts	1,108,994
Customer Deposits & Other	533,286
Current Portion of Long-Term Debt	7,852,202
Revolving Bank Loan	2,000,000
Total Payable From Restricted Assets - Due Within 1 Year	11,494,482
Payable From Unrestricted Assets - Due In More Than 1 Year:	
Compensated Absences	1,301,270
Unearned Rent	10,992,003
Net Pension Liability	18,937,788
Long-Term Debt, Less Current Portion - Net	100,874,691
Total Payable From Restricted Assets - Due In More Than 1 Year	132,105,752
Total Long-Term Liabilities	**143,600,234**
Total Liabilities	**167,211,132**
DEFERRED INFLOWS OF RESOURCES	
Ohio Public Employees Retirement System - Traditional Plan	335,225
Ohio Public Employees Retirement System - Combined Plan	43,860
Total Deferred Inflows of Resources	**379,085**
NET POSITION	
Net Investment In Capital Assets	649,277,700
Restricted - Customer Facility Charges (Rental Cars)	43,188,923
Restricted - Bond Reserves	22,087,118
Net Position - Unrestricted	36,697,397
TOTAL NET POSITION	**$ 751,251,138**

See accompanying notes to the financial statements

Statement of Revenues, Expenses, and Changes in Net Position

As of December 31, 2015

	2015
OPERATING REVENUES	
Parking Revenue	$ 32,880,358
Airline Revenue	26,608,031
Concession Revenue	20,121,505
Cargo Operations Revenue	5,477,629
Hotel Operations Revenue	4,094,436
General Aviation Revenue	3,204,717
Foreign Trade Zone Fees	307,500
Other Revenue	3,184,721
Total Operating Revenues	**95,878,897**
OPERATING EXPENSES	
Employee Wages & Benefits	33,005,477
Purchase of Services	27,348,472
Materials & Supplies	4,909,127
Hotel Services	2,148,868
Other Expenses	62,587
Total Operating Expenses	**67,474,531**
Operating Income Before Depreciation	28,404,366
Less: Depreciation	42,811,232
Operating Loss	**(14,406,866)**
NON-OPERATING REVENUES (EXPENSES)	
Investment Income	474,606
Passenger Facility Charges	13,575,767
Rental Car Facility Charges	7,875,528
Interest Expense	(2,746,913)
Loss On Securities	(65,047)
Amortization of Deferred Loss on Bond Refunding	(185,296)
Gain On Disposal of Assets	1,272,671
Other Non-Operating Revenues	530,727
Total Non-Operating Revenues	**20,732,043**
Income Before Capital Contributions	**6,325,177**
Capital Contributions	2,088,527
Increase In Net Position	**8,413,704**
Total Net Position — Beginning of Year, Restated (See Note 17)	742,837,434
Total Net Position — End of Year	**$ 751,251,138**

See accompanying notes to the financial statements

Statement of Cash Flows

As of December 31, 2015

	2015
CASH FLOWS FROM OPERATING ACTIVITIES	
Cash Received From Customers	$ 94,789,464
Cash Paid To Employees	(34,202,750)
Cash Paid To Suppliers	(30,044,180)
Other Payments	(62,587)
Net Cash Provided by Operating Activities	**30,479,947**
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Proceeds From Federal, State, & Local Funded Operating Grants	530,727
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Purchases of Property, Plant, & Equipment	(52,013,154)
Contributed Capital, Passenger Facility Charges, & Rental Car Facility Charges	35,478,786
Proceeds From Revolving Bank Loan	6,000,000
Borrowings From Revolving Bank Loan	(49,000,000)
Interest Paid On Bonds, Notes, & Loan	(2,900,473)
Principal Payments On Bonds, Notes, & Loan	(5,265,909)
Borrowings From Bonds, Notes, & Loan	40,000,000
Proceeds From The Sale of Capital Assets	1,957,992
Net Cash Used in Capital & Related Financing Activities	**(25,742,758)**
CASH FLOWS FROM INVESTING ACTIVITIES	
Purchase of Investments	(67,701,911)
Proceeds From The Sale of Investments	50,483,665
Income Received On Cash And Investments	352,465
Net Cash Used In Investing Activities	**(16,865,781)**
Net Decrease in Cash & Cash Equivalents	**(11,597,865)**
Cash & Cash Equivalents — Beginning of Year	47,133,408
Cash & Cash Equivalents — End of Year	**$ 35,535,543**
RECONCILIATION OF OPERATING LOSS TO NET CASH PROVIDED BY OPERATING ACTIVITIES	
Operating Loss	$ (14,406,866)
Adjustments To Reconcile Operating Loss to Net Cash Provided by Operating Activities:	
Depreciation	42,811,232
Pension Expense Not Affecting Cash	(1,421,711)
(Increase) Decrease In Assets:	
Accounts Receivable — Trade	(1,092,758)
Accounts Receivable — Other	3,325
Deposits, Prepaid Items, & Other	171,350
Increase (Decrease) In Liabilities:	
Accounts Payable	(870,461)
Accrued Liabilities	5,203,155
Customer Deposits	82,681
Net Cash Provided by Operating Activities	**$ 30,479,947**

See accompanying notes to the financial statements

Notes to Financial Statements

December 31, 2015

The accounting methods and procedures adopted by the Columbus Regional Airport Authority (the Authority) conform to accounting principles generally accepted in the United States of America (GAAP) as applied to governmental entities. The following notes are an integral part of the Authority's financial statements.

Note 1 - *Organization and Reporting Entity*

Organization

The Authority is an independent, special purpose political subdivision of the State of Ohio. As a political subdivision, the Authority is distinct from, and is not, an agency of the State of Ohio or any other local governmental unit. On December 12, 2002, the Columbus Municipal Airport Authority (CMAA), the City of Columbus, Ohio (the City) and the County of Franklin, Ohio (the County) entered into the Port Authority Consolidation and Joinder Agreement (Agreement) with an effective date of January 1, 2003, which created a single regional authority to oversee the airports formerly managed by the CMAA and the Rickenbacker Port Authority (RPA). Under the Agreement the RPA was dissolved and the CMAA, the surviving entity, was renamed the Columbus Regional Airport Authority. The Agreement provided for the ultimate transfer of all of the RPA's rights, title and interests in all of the assets and liabilities to the Authority. The assets were recorded on the Authority's records at net book value. The newly created Authority merged the operations of the RPA and the CMAA. The Authority administers an airport system comprised of Port Columbus International (CMH), Rickenbacker International (LCK) and a reliever airport, Bolton Field (TZR).

The governing board for the Authority is jointly appointed by the City and the County. Four members are appointed by the Mayor of Columbus with the advice and consent of the City Council, four members are appointed by the County Commissioners and one member is jointly appointed. The members first appointed serve staggered terms. Thereafter, each successor serves for a term of four years, except that any person appointed to fill a vacancy is to be appointed to serve only the unexpired term. Members of the Board are eligible for reappointment. The Board controls the employment of the President & CEO of the Authority who is responsible for staffing the respective departments and overseeing the day-to-day operations.

The Agreement outlines the various rights and responsibilities of the Authority, the City and the County. These rights and responsibilities generally relate to the operation of the three airports and the provision of services to facilitate those operations. Among those, the Authority was designated the operator of the three airports. The County agreed to contribute $4.338 million per year for 10 years commencing in 2003 to facilitate the consolidated operations. The Authority and County agreed to split the final installment due in 2012 into two equal payments of $2.169 million which were paid during 2012 and 2013. The Authority agreed to make certain payments on behalf of the County to retire certain debt previously issued for capital improvements at LCK. Also, the County agreed to waive approximately $88 million of financial aid previously contributed to the RPA. The Authority and the County have agreed to review the County's subsidy if a significant project locates at LCK that provides net revenues to the Authority in an amount greater than the County's subsidy.

The CMAA was created on July 30, 1990, pursuant to the provisions of Chapter 4582, Ohio Revised Code (ORC), as a body corporate and politic. On November 10, 1991, the transfer date, the CMAA began operations under a use agreement with the City for the purpose of providing airport facilities to the general public. On this date, the City transferred the use of all assets and liabilities of the airport enterprise fund to the CMAA. This transfer was recorded at the net book value. In 2007, the Authority paid the remaining balance of the City bonds, which resulted in the termination of the use agreement and title to the airport property was transferred to the Authority.

The RPA was formed under ORC Chapter 4582 in 1979 by the County for the purpose of serving as a local reuse agency, which included, in part, acquiring and owning land (including improvements thereon) situated in Franklin and Pickaway counties and consisting of a part of the former Rickenbacker Air Force Base. This property was deemed to be surplus by the United States Government and was transferred to the RPA at no cost, other than certain costs associated with the transfer. Title to the land is subject to certain covenants, conditions and restrictions and reverts to the United States Government at the Government's option if any covenant is violated and not cured within 60 days. As of December 31, 2015, the Authority owns approximately 4,100 acres of land contiguous to certain airfield property owned by the United States Government at LCK.

The Authority is not subject to federal, state or local income taxes or sales taxes.

Reporting Entity

The Authority's financial reporting entity has been defined in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14, "The Reporting Entity," as amended by GASB Statements No. 39 and 61. The financial statements include all departments and operations for which the Authority is financially accountable. Financial accountability exists if a primary government/component unit appoints a majority of an organization's governing board and is able to impose its will on that organization. Financial accountability also may be deemed to exist if there is a potential for the organization to provide financial benefits to, or impose financial burdens on, the primary government/component unit. On this basis, no governmental organizations other than the Authority itself are included in the financial reporting entity.

The Authority is a joint venture of the County.

Note 2 - *Summary of Significant Accounting Policies*

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting, whereby revenues and expenses are recognized in the period earned or incurred. All transactions are accounted for in a single enterprise fund.

Revenues from rental and fees, landing fees, parking revenue, hotel revenue and other miscellaneous revenue are reported as operating revenues. Transactions, which are capital, financing or investing related, are reported as non-operating revenues. Passenger Facility Charges and Rental Car Facility Charges are reported as non-operating revenues. Expenses from employee wages and benefits, purchases of services, materials and supplies, hotel services and other miscellaneous expenses are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Pursuant to GASB Statement No. 62, "Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements", the Authority follows the GASB guidance as applicable to enterprise funds.

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of 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.

Budgetary Data

For budgetary purposes the Authority recognizes gains or losses from investment securities at the time that the security has matured or is sold. This is different from the accrual basis which recognizes such gains and losses at the time the fair market value of the security changes. All other revenues and expenses are reported consistent with the accrual basis. State statute does not require a specific budgetary basis of accounting under ORC Chapter 4582. The Authority has adopted this basis of accounting to comply with certain airline agreements currently in effect.

The budgetary process begins in June of each year. Each department manager estimates the expected costs to be incurred for the upcoming year. Revenues are estimated based on history, projected increases and market trends within the aviation industry. The President & CEO is responsible to submit budgets for operating revenues and expenses and capital improvements to the Board for approval at least 30 days prior to the beginning of each fiscal year. The budget can be amended by the Board subsequent to its adoption.

Cash and Cash Equivalents

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

Investments

Investments are stated at fair value in accordance with GASB Statement No. 31.

Capital Contributions

Certain expenditures for airport capital improvements are significantly federally funded through the Airport Improvement Program of the Federal Aviation Administration (FAA) with certain matching funds provided by the State of Ohio and the Authority, or from other various state, county or federal grant programs. Capital funding provided under government grants is considered earned as the related allowable expenditures are incurred.

Grants for the acquisition and construction of land, property and certain types of equipment are reported in the Statements of Revenues, Expenses and Changes in Net Position, under the classification of capital contributions.

Receivables

Receivables are reported at their gross value when earned as the underlying exchange transaction occurs. Receivables are reduced by the estimated portion that is expected to be uncollectible. This estimate is made based on collection history, aviation industry trends and current information regarding the credit worthiness of the debtors. When continued collection activity results in receipts of amounts previously written off, revenue is recognized for the amount collected.

An estimated receivable amount has been recorded for services rendered but not yet billed as of December 31, 2015. The receivable was arrived at primarily by taking the subsequent collection of landing fees, commissions and real estate taxes, which are received after year end, and recording the portions earned through year end.

Deferred Outflows and Deferred Inflows of Resources

Deferred outflows of resources represent a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expenses) until then. The Authority recorded a deferred outflow of resources for pensions, which is explained in Note 10, and a deferred loss on bond refunding, which is explained in Note 8. The Authority also reports a deferred inflow of resources which represents an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenues) until that time. For the Authority these amounts consists of pension, which is explained in Note 10.

Restricted Assets

Restricted assets consist of monies and other resources, which are restricted legally or by enabling legislation. These restrictions are described below:

Restricted for Construction Retainages — These assets are restricted for certain capital projects and cannot be expended on any other item.

Restricted for Bond Reserves — These assets are restricted for the retirement of the Airport Revenue Bonds, Series 2003A, 2003B, 2007, 2013A, 2013B and 2015.

Restricted for Passenger Facility Charges — These assets represent Passenger Facility Charge (PFC) collections based on an approved FAA application to impose such charges on enplaned passengers at CMH. These are restricted for designated capital projects.

Restricted for Consolidated Rental Car Facility — These assets represent Customer Facility Charges (Rental Cars) collections based on a board approved resolution to impose such charges on customers of the rental car concessionaires. These are restricted for designated capital projects.

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

As of December 31, 2015, none of the Authority's restricted net position on the Statement of Net Position was restricted by enabling legislation for Passenger Facility Charges as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation."

As of December 31, 2015, $43,188,923 of the Authority's restricted net position on the Statement of Net Position was restricted by enabling legislation by means of the Authority's board designation for specific use to construct a consolidated rental car facility as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation."

Capital Assets

Capital assets are stated at historical cost or estimated historical cost and include expenditures which substantially increase the useful lives of existing assets. The Authority's policy is to capitalize assets with a cost of $10,000 or more. Routine maintenance and repairs are expensed as incurred. Certain net interest costs have been included as a component of the asset under construction rather than reported as an expense of the period.

	Total 12/31/2014	Additions	Deletions	Transfers	Total 12/31/2015
DEPRECIABLE CAPITAL ASSETS:					
Buildings	$ 403,586,724	$ 12,457	$ -	$ 196,444	$ 403,795,625
Runways & Other	642,545,811	(114,623)	-	2,944,457	645,375,645
Machinery	67,028,782	7,562,117	(594,619)	10,923	74,007,203
Furniture	2,456,827	113,125	(5,030)	-	2,564,922
Total Depreciable Capital Assets	**1,115,618,144**	**7,573,076**	**(599,649)**	**3,151,824**	**1,125,743,395**
LESS ACCUMULATED DEPRECIATION:					
Buildings	157,220,709	9,961,386	-	-	167,182,095
Runways & Other	300,500,311	26,553,703	-	-	327,054,014
Machinery	41,624,063	6,225,215	(527,646)	-	47,321,632
Furniture	2,252,122	70,928	(5,030)	-	2,318,020
Total Accumulated Depreciation	**501,597,205**	**42,811,232**	**(532,676)**	**-**	**543,875,761**
Depreciable Capital Assets - Net	**$ 614,020,939**	**$ (35,238,156)**	**$ (66,973)**	**$ 3,151,824**	**$ 581,867,634**
NONDEPRECIABLE CAPITAL ASSETS:					
Land	$ 100,167,610	$ 1,435,062	$ (26,909)	$ -	$ 101,575,763
Construction In Progress	36,079,897	42,532,683	-	(3,151,824)	75,460,756

Depreciation of property and equipment is computed under the straight-line method at various rates considered adequate to allocate the cost over the estimated useful lives of such assets. The estimated useful lives by general classification are as follows:

	Years
Buildings and Building Improvements	5-40
Runways, Taxiways, and Other	20
Machinery and Equipment	5-10
Furniture and Fixtures	7

Compensated Absences

In conformity with GASB Statement No. 16, "Accounting for Compensated Absences," the Authority accrues vacation and sick pay benefits as earned by its' employees utilizing the vesting method.

A summary of the changes in compensated absences for the year ended December 31, 2015 is summarized as follows:

	Total 12/31/2014	Additions	Payments	Total 12/31/15	Current Portion
Compensated Absences	$4,217,912	$3,099,089	$3,015,731	$4,301,270	$3,000,000

Risk Management

It is the policy of the Authority to eliminate or transfer risk. Where possible, lease agreements contain insurance requirements and hold harmless clauses. Contractors are required to maintain appropriate amounts of insurance and bonding.

The Authority carries property insurance on airport property and equipment in the aggregate sum of approximately $665 million as of December 31, 2015. The Authority carries liability insurance coverage in the amount of approximately $803 million as of December 31, 2015.

The Authority self-insures the cost associated with workers' compensation up to certain limits. Insurance reserves are established for estimates of the loss that will ultimately be incurred on reported claims, as well as estimates of claims that have been incurred but not yet reported. Recorded balances are based on reserve levels determined by outside actuaries, who incorporate historical loss experience and judgments about the present and expected levels of cost per claim. A summary of the changes in this accrual are as follows:

	2015
Beginning Balance	$ 264,358
Payments	(282,672)
Accruals	392,144
Ending Balance	**$ 373,830**

There have been no significant changes in coverage or settlements in excess of insurance coverage during the past year.

Pension Plans

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of OPERS and additions to/deductions from OPERS fiduciary net position have been determined on the same basis as they are reported by OPERS. For this purpose, deductions are recorded when the liability is incurred and revenues are recognized when earned. Contributions are recorded in the period the related salaries are earned and become measureable pursuant to formal commitments, statutory and contractual requirements. Accordingly, both member and employer contributions for the year ended December 31, 2014 include year-end accruals based upon estimates derived from subsequent payment activity and historical payment patterns. OPERS reports investments at fair value (see Note 10).

Other Postemployment Benefits

The Authority has adopted GASB Statement No. 45, "Accounting and Financial Reporting by Employers for Post employment Benefits Other than Pensions". OPERS provides post retirement health care coverage to age and service retirees with ten or more years of qualifying Ohio service credit, and to primary survivor recipients of such retirees. Health care coverage for disability recipients is also available under OPERS. The health care coverage provided by the retirement system is considered an Other Post Employment Benefit (OPEB) as described in GASB Statement No. 45 (see Note 9).

Revenue

Rental income is recorded from the majority of leases maintained by the Authority which are accounted for as operating leases. Rental income is generally recognized as it is earned over the respective lease terms.

Other types of revenue are recognized when earned, as the underlying exchange transaction occurs.

Landing fees are based upon projections of operations and are recalculated annually.

Passenger Facility Charges

Passenger Facility Charges (PFCs), along with related interest income, are recognized and recorded in the year the PFC is levied and collected by the air carrier, net of an allowance for estimated ticket refunds.

PFC monies are legally restricted for capital projects and related expenditures and cannot be used for any other purpose. The PFC monies will be used to assist in funding the Authority's capital improvement program involving runway, taxiway and apron improvements, the funding of debt service associated with these projects and various other projects.

Customer Facility Charges (Rental Cars)

The Authority collects a Customer Facility Charge (CFC) from all rental car concessionaires that operate facilities on the airport. Under an adopting resolution, CFC's may be pledged or dedicated for the benefit of the rental car concessionaires. The Authority has identified a need for a consolidated rental car facility, and the CFC monies will be used to assist in funding the construction of a garage.

Upcoming Accounting Pronouncements

In February 2015, the GASB issued GASB Statement No. 72, "Fair Value Measurement and Application". The requirements of this Statement will enhance comparability of financial statements among governments by requiring measurement of certain assets and liabilities at fair value using a consistent and more detailed definition of fair value and acceptable valuation techniques. This Statement also will enhance fair value application guidance and related disclosures in order to provide information to financial statement users about the impact of fair value measurements on a government's financial position. GASB Statement No. 72 is required to be adopted for years beginning after June 15, 2015. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted, for the year ending December 31, 2016.

In June 2015, the GASB issued Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions", which addresses reporting by governments that provide postemployment benefits other than pensions (OPEB) to their employees and for governments that finance OPEB for employees of other governments. This OPEB standard will require the Authority to recognize on the face of the financial statements its' proportionate share of the net OPEB liability related to its participation in the OPERS postretirement health care plan. The Statement also enhances accountability and transparency through revised note disclosures and required supplementary information (RSI). The Authority is currently evaluating the impact this standard will have on the financial statements when adopted. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2018.

Note 3 - *Cash and Cash Equivalents*

The Authority follows the provisions of GASB Statement No. 31, "Accounting and Financial Reporting for Certain Investments and for External Investment Pools," and records all investments at their fair value.

The investment and deposit of Authority monies is governed by the provisions of the ORC. In accordance with these statutes, only financial institutions located in Ohio are eligible to hold public deposits. The statutes also permit the Authority to invest its monies in certificates of deposit, savings accounts, money market accounts, the State Treasurer's Asset Reserve (STAR Ohio) investment pool and obligations of the United States government or certain agencies thereof. The Authority may also enter into repurchase agreements with any eligible depository for a period not exceeding 30 days. The Authority has an investment policy consistent with Ohio Senate Bill 81.

Public depositories must give security for all public funds on deposit. These institutions may either specifically collateralize individual accounts in lieu of amounts insured by the Federal Deposit Insurance Corporation (FDIC), or may pledge a pool of government securities valued at least 105 percent of the total value of public monies on deposit at the institution. Repurchase agreements must be secured by the specific government securities upon which the repurchase agreements are based. These securities must be obligations of or guaranteed by the United States and mature or be redeemable within five years of the date of the related repurchase agreement. State law does not require security for public deposits and investments to be maintained in the Authority's name.

Deposits with Financial Institutions

As of December 31, 2015, the carrying amount of the Authority's deposits with financial institutions was $19,627,091 and the bank balance was $1,403,203. Based upon criteria described in GASB Statement No. 3, "Deposits with Financial Institutions, Investments (Including Repurchase Agreements) and Reverse Repurchase Agreements," $750,000 of the bank balance was covered by deposit insurance provided by the FDIC; and $653,203 was uncollateralized as defined by the GASB. These uncollateralized deposits were, however, covered by a pledged collateral pool in accordance with the ORC as discussed above.

Custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be returned or the Authority will not be able to recover collateral securities in possession of an outside party. For depository accounts, the Authority's policy requires deposits to be 105 percent secured by collateral less the amount of the FDIC insurance based on the daily available bank balances to limit its exposure to custodial credit risk.

In addition, the Authority had $11,700 in cash on hand as of December 31, 2015.

Investments

As of December 31, 2015, the Authority had the following investments and maturities:

Type of Investment	Fair Value/ Carrying Value	Rating	Weighted Average Days to Maturity
Federal Agency Obligations	$ 90,952,429	Aaa	732
Commercial Paper	2,599,390	P-1	174
Total	**$ 93,551,819**		

The Authority's unrestricted and restricted cash and cash equivalents included $33,480,289 of money market funds, and $2,004,284 of repurchase agreements as of December 31, 2015.

The Authority's investment strategy incorporates certain financial instruments, which involve, to varying degrees, elements of market risk and credit risk in excess of amounts recorded in the financial statements.

Interest Rate Risk – The market value of securities in the portfolio will increase or decrease based upon changes in the general level of interest rates. Investments with longer maturity dates are subject to greater degrees of increases or decreases in market value as interest rates change. The Authority's written investment policy addresses the effects of market value fluctuations. The Authority mitigates interest rate risk by maintaining adequate liquidity so that current obligations can be met without a sale of securities and by diversifying both maturities and assets in the portfolio.

Credit Risk – Credit risk is the risk of loss due to the failure of a security issuer to pay principal or interest, or the failure of the issuer to make timely payments of principal or interest. Eligible investments, pursuant to Section 135.14 ORC, affected by credit risk include certificates of deposit, commercial paper, bankers' acceptances and counterparties involved in repurchase agreements. The Authority's written investment policy does not consider U.S. Treasury obligations, obligations guaranteed by the U.S. Treasury and federal agency securities as having credit risk. Credit risk is minimized by diversifying assets by issuer; ensuring that required, minimum credit quality ratings as described by nationally recognized rating organizations and agencies exist prior to the purchase of commercial paper and bankers' acceptances; and maintaining adequate collateralization of certificates of deposits.

Custodial Credit Risk – The Authority's unrestricted and restricted investments as of December 31, 2015 are insured, registered or are held by the Authority or its agent in the Authority's name. The Authority's investment policy is silent on custodial credit risk.

Concentration of Risk – A risk of concentration refers to an exposure with the potential to produce losses large enough to threaten the Authority's financial health or ability to maintain its core operations. Risk concentrations can arise through a combination of exposures across broad categories. The potential for loss reflects the size of position and the extent of any losses given a particular adverse circumstance. The Concentration of Risk category excludes U.S. Treasury issues, issues guaranteed by the U.S. Treasury, federal agency issues, eligible money market mutual funds and the Ohio Treasurer's investment pool, STAR Ohio. The Authority's written investment policy states that the portfolio shall contain less than 5 percent, based upon purchase cost, in any one issuer with credit risk as a percentage of the portfolio's book value at the time of purchase. Additionally, the Authority's written investment policy establishes maximum percentages allowed for callable and variable rate investments issued by federal agencies, commercial paper, bankers' acceptances, repurchase agreements and certificate of deposits.

Note 4 - *Restricted Cash and Investments*

The following amounts represent restricted cash and investments as of December 31, 2015:

	2015
CASH AND INVESTMENTS:	
Restricted For Customer Facility Charges	$ 43,188,923
Restricted For Debt Service	22,087,118
Retainages On Construction Contracts	1,108,994
Customer Deposits & Other	533,286
Total Restricted Cash & Investments	**$ 66,918,321**

Note 5 - *Receivables*

The following amounts represent receivables due to the Authority at December 31, 2015:

	2015
UNRESTRICTED	
Current:	
Accounts Receivable - Trade	$ 9,992,112
Accounts Receivable - Capital Grants	11,062,062
Less Allowance For Uncollectables	(22,874)
Total Current Unrestricted Trade Receivables	**21,031,300**
Accounts Receivable - Other	1,004,738
Non-Current:	
Accounts Receivable - Other	274,131
Total Unrestricted Receivables	**$ 22,310,169**

Note 6 - *Revolving Bank Loan and Credit Facility Agreement*

Under the Subordinated Obligations Trust Indenture and Credit Facility Agreement dated June 14, 2012, the Authority is authorized via a revolving loan in the form of Credit Facility Bonds to borrow up to $70 million from the Credit Facility Provider, PNC Bank. The authorized maximum commitment decreases to $60 million beginning January 1, 2015, $50 million beginning January 1, 2016 and $40 million beginning January 1, 2017 until maturity of the agreement on December 31, 2018. The facility is subordinated to the Authority's senior revenue bonds (See Note 8) and payable on a subordinated basis from the Authority's Net Revenues and investment income.

The borrowings in the form of three series credit facility bonds (Series 2012A-Tax-exempt, Non AMT; Series 2012B-Tax-exempt, AMT; and Series 2012C-Taxable) may be used to finance authorized capital and construction projects.

The outstanding principal on the tax exempt, non-bank qualified credit facility bears interest at a variable rate equal to the sum of the LIBOR rate for that One-Month LIBOR Period multiplied by 0.72 plus 85 basis points (0.85%). The taxable rate equivalent would be 1 month LIBOR plus 120 basis points (1.2%). The Authority incurs a commitment fee of 10 basis points (0.1%) on the unused portion of the facility.

The tax exempt outstanding borrowings as of December 31, 2015 are $2,000,000 at a rate of approximately 1.00%.

Credit Facility Agreement information and activity as of and for the year ended December 31, 2015 is presented below:

	Total 12/31/2014	Additions	Payments	Total 12/31/15	Current Portion
Series 2012A	$ 9,000,000	$ -	$ 9,000,000	$ -	$ -
Series 2012B	36,000,000	6,000,000	40,000,000	2,000,000	2,000,000
Total	**$ 45,000,000**	**$ 6,000,000**	**$ 49,000,000**	**$ 2,000,000**	**$ 2,000,000**

Note 7 - *Unearned Income*

Unearned income activity for the year ended December 31, 2015 is summarized as follows:

	Total 12/31/2014	Additions	Payments	Total 12/31/15	Current Portion
Unearned rent- Net Discount	$ 11,005,715	$ 868,319	$ 639,713	$ 11,234,321	$ 242,317
Other	259,063	16,821	-	275,884	275,884
Total	**$ 11,264,778**	**$ 885,140**	**$ 639,713**	**$ 11,510,205**	**$ 518,201**

Unearned rent for the City Golf Course reflects prepaid rents received by the Authority from the City in 2005 for two golf courses on Authority property and prepaid rents received from DRCS, LLC for certain land at LCK. Advance grants have met all time requirements; however, qualifying expenditures have not been incurred.

Note 8 - *Long-term Debt*

Revenue bonds

On April 12, 2007, the Authority issued $59,750,000 of Airport Refunding Revenue Bonds, Series 2007. The bond proceeds were used to partially refund the Authority's outstanding Airport Improvement Bonds, Series 1998B, fund the Series 2007 Debt Service Reserve Account and pay the costs of issuance of the Series 2007 Bonds. The bonds are due at maturity or through mandatory sinking fund redemption requirements in annual installments of $2,805,000 to $5,475,000 through January 2028. Interest rates range from 4.357 percent to 5.00 percent with a weighted average rate of 4.92 percent. Revenue bonds payable at December 31, 2015, net of unamortized premium of $1,555,217 are $55,570,217. The revenue bonds are collateralized by revenue of the Authority established by the trust indenture.

On October 8, 2013, the Authority issued $13,805,000 of Airport Refunding Revenue Bonds, Series 2013A. The bond proceeds were used to partially refund the Authority's outstanding Airport Refunding Revenue Bonds, Series 2003A. The bonds are due at maturity or through mandatory sinking fund redemption requirements in monthly principal and interest installments of $169,250 beginning February 2014 through April 2021. Interest rate is fixed at 1.663%. Revenue bonds payable at December 31, 2015, are $10,299,125. The revenue bonds are collateralized by revenue of the Authority established by the trust indenture.

On October 8, 2013, the Authority issued $3,795,000 of Airport Refunding Revenue Bonds, Series 2013B. The bond proceeds were used to partially refund the Authority's outstanding Airport Refunding Revenue Bonds, Series 2003B. The bonds are due at maturity or through mandatory sinking fund redemption requirements in monthly principal and interest installments of $45,400 beginning February 2014 through April 2021. Interest rate is fixed at 1.663%. Revenue bonds payable at December 31, 2015 are $2,857,551. The revenue bonds are collateralized by revenue of the Authority established by the trust indenture.

On March 31, 2015, the Authority issued $40,000,000 of Airport Refunding Revenue Bonds, Series 2015 (AMT). The bond proceeds were used to partially refund the Authority's outstanding Credit Facility Bonds, Series 2012B (Note 6). The bonds are due at maturity or through mandatory sinking fund redemption requirements in monthly principal and interest installments of $280,662 beginning January 2016 through January 2030. The interest rate is fixed at 2.48%. Revenue bonds payable at December 31, 2015 are $40,000,000. The revenue bonds are collateralized by revenue of the Authority established by the trust indenture.

Advance Refunding and Defeasances

The Authority did advance refund and defease certain bond issues on April 12, 2007 and October 8, 2013. The Authority accounted for the advance refundings in accordance with GASB Statement No. 7, "Advance Refunding Resulting in Defeasance of Debt", for the governmental (non-enterprise) debt and GASB Statement No. 23, "Accounting and Financial Reporting for Refunding of Debt Reported by Proprietary Activities", for the enterprise-type debt. The refunded bonds are not included in the Authority's outstanding debt since the Authority has in substance satisfied its obligation through advance refunding.

The 2007 advance refunding of the enterprise-type debt resulted in a $2,713,079 difference between the $63,786,542 reacquisition price and the carrying amount of the old debt which was $61,073,463. This difference, deferred amount of refunding, is reported in the financial statements with Deferred Outflows of Resources in accordance with GASB Statement No. 65, "Items Previously Reported as Assets and Liabilities", amortized to operations over the remaining lives of the refunding (new) bonds which equates to the remaining lives of the refunded (old) bonds using the effective interest method. Amortization of the deferred amount on refunding was $185,296 for 2015. Unamortized deferral on refunding was $1,100,440 in 2015.

The Authority, in completing the 2007 advance refunding, reduced its debt service payments over 20 years by $4.09 million for an economic gain, present value savings, of $2.43 million. The Authority, in completing the 2013 advance refunding, reduced its debt service payments over 10 years by $4.42 million for an economic gain, present value savings, of $3.27 million.

Ohio Public Works Commission

In 1995, the RPA agreed to reimburse the County for debt service on $1,489,000 of an Ohio Public Works Commission loan for storm sewer improvements. The agreement is non-interest bearing and provides for annual principal payments of $74,450 until January 1, 2015. The loan was paid in full in December 2014.

Revenue bond and loan activity for the year ended December 31, 2015 is summarized as follows:

	Beginning Balance	New Debt	Net Principal Repayment	Ending Balance
BONDS:				
2007	$ 56,945,000	$ -	$ (2,930,000)	$ 54,015,000
Unamortized Premium	1,788,189	-	(232,972)	1,555,217
2013A	12,142,206	-	(1,843,081)	10,299,125
2013B	3,350,379	-	(492,828)	2,857,551
2015	-	40,000,000	-	40,000,000
	74,225,774	**$ 40,000,000**	**$ (5,498,881)**	108,726,893
Less Current Portion	5,265,909			7,852,202
	$ 68,959,865			**$ 100,874,691**

Maturities and interest on bonds payable and loans outstanding to the Ohio Public Works Commission for the next five years and in subsequent five-year periods as of December 31, 2015 are as follows:

	Principal	Interest
2016	7,852,202	3,707,588
2017	8,078,281	3,447,399
2018	8,340,540	3,177,013
2019	8,615,027	2,895,895
2020	8,891,792	2,603,995
2021-2025	36,672,587	8,681,344
2026-2030	28,721,247	1,467,484
Total	**$ 107,171,676**	**$ 25,980,718**

Unamortized premium was $1,555,217 as of December 31, 2015.

Note 9 - *Other Post Retirement Benefits*

Plan Description

Ohio Public Employees Retirement System (OPERS) administers three separate pension plans: The Traditional Pension Plan - a cost-sharing, multiple-employer defined benefit pension plan; the Member-Directed Plan - a defined contribution plan; and the Combined Plan - a cost sharing, multiple employer defined benefit pension plan that has elements of both a defined benefit and defined contribution plan.

OPERS maintains two cost-sharing multiple-employer defined benefit post-employment health care trusts, which fund multiple health care plans including medical coverage, prescription drug coverage, deposits to a Health Reimbursement Arrangement and Medicare Part B premium reimbursements, to qualifying benefit recipients of both the Traditional Pension and the Combined plans. Members of the Member-Directed Plan do not qualify for ancillary benefits, including OPERS sponsored health care coverage.

In order to qualify for post-employment health care coverage, age-and-service retirees under the Traditional Pension and Combined Plans must have 20 or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by OPERS meets the definition of an Other Post-employment Benefit (OPEB) as described in GASB Statement 45. Please see the Plan Statement in the OPERS 2014 CAFR for details.

The Ohio Revised Code permits, but does not mandate, OPERS to provide OPEB benefits to its eligible members and beneficiaries. Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code.

OPERS issues a stand-alone financial report. Interested parties may obtain a copy by visiting https://www.opers.org/investments/cafr.shtml, by or writing OPERS, 277 East Town Street, Columbus, OH 43215-4642, or by calling 614-222-5601 or 800-222-7377.

Funding Policy

The Ohio Revised Code provides the statutory authority requiring public employers to fund post retirement health care through their contributions to OPERS. A portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans.

Employer contribution rates are expressed as a percentage of the earnable salaray of active members. In 2015, State and Local employers contributed at a rate of 14.00 percent of earnable salary. These are the maximum employer contribution rates permitted by the Ohio Revised Code. Active member contributions do not fund health care.

OPERS' Post-Employment Health Care Plan was established under, and is administered in accordance with, Internal Revenue Code 401(h). OPERS maintains three health care trusts. The two cost-sharing, multiple-employer trusts, the 401(h) Health Care Trust and the 115 Health Care Trust, work together to provide health care funding to eligible retirees of the Traditional Pension and Combined Plans. The third trust is a Voluntary Employee's Beneficiary Association (VEBA) that provides funding for a Retiree Medical Account for Member-Directed Plan members. Each year, the OPERS Board of Trustees determines the portion of the employer contribution rate that will be set aside to fund health care plans. The portion of the employer contributions allocated to health care for members in the Traditional Pension Plan and Combined Pension Plan was 2.0 percent during calendar year 2015. As recommended by OPERS' actuary, the portion of employer contributions allocated to health care beginning January 1, 2016 remained at 2.0 percent for both plans. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited to the VEBA for participants in the Member-Directed Plan for 2015 was 4.5%.

The Authority's contributions allocated to fund post-retirement health care benefits for the year ended December 31, 2015 was $466,640. One hundred percent was contributed for 2015.

OPERS Board of Trustees Adopt Changes to the Health Care Plan

Changes to the health care plan were adopted by the OPERS Board of Trustees on September 19, 2012, with a transition plan commencing January 1, 2014. With the recent passage of pension legislation under SB 343 and the approved health care changes, OPERS expects to be able to consistently allocate 4 percent of the employer contribution toward the health care fund after the end of the transition period.

Note 10 - *Pension and Retirement Plans*

Net Pension Liability

The net pension liability reported on the statement of net position represents a liability to employees for pensions. Pensions are a component of exchange transactions–between an employer and its employees—of salaries and benefits for employee services. Pensions are provided to an employee—on a deferred-payment basis—as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pensions is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net pension liability represents the Authority's proportionate share of each pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension plan's fiduciary net position. The net pension liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

Ohio Revised Code limits the Authority's obligation for this liability to annually required payments. The Authority cannot control benefit terms or the manner in which pensions are financed; however, the Authority does receive the benefit of employees' services in exchange for compensation including pension.

GASB 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable.

The proportionate share of each plan's unfunded benefits is presented as a long-term net pension liability on the accrual basis of accounting. Any liability for the contractually-required pension contribution outstanding at the end of the year is included in intergovernmental payable on both the accrual and modified accrual basis of accounting.

Plan Description

The Authority's employees participate in OPERS, a cost-sharing multiple-employer defined benefit pension plan administered by OPERS. OPERS provides retirement, disability and survivor benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Authority to establish and amend benefits is provided by state statute per Chapter 145 of the Ohio Revised Code (ORC Chapter 145). In 2000, legislation required OPERS to establish one or more defined contribution plans to be offered to members in addition to the existing Traditional Pension Plan. OPERS began offering three retirement plans to its members on January 1, 2003. The plans include the Traditional Pension Plan, the Member-Directed Plan, and the Combined Plan. In 2011, the employer was required to contribute 14% of active member payroll. For full-time employees hired on April 1, 2011 and thereafter, the portion of an employee's contribution is equal to 10% to be paid by the employee. For full-time employees hired prior to April 1, 2011, the portion of an employee's contribution is equal to a maximum of 6% to be picked up (assumed and paid) on behalf of the employee, and in lieu of payment by the employee, by the Authority and a minimum of 4% to be paid by the employee. This amendment was accepted by OPERS and acknowledged as in compliance with IRS guidelines.

The Traditional Pension Plan is a defined benefit plan under which a member's retirement benefit is based on a formula. The formula is determined by the years of service credit and the average of the three or five (based on transition group) highest years of earnable salary, referred to as final average salary (FAS). OPERS investment professionals manage the investment of employee and employer contributions to ensure that funds are available to pay the formula benefit.

The Member-Directed Plan is a defined contribution plan under which employee and employer contributions are deposited into a member's individual account and the member directs the investment by selecting from professionally managed OPERS investment options. The investment options include six core funds comprised of a series of fixed income and equity funds, 10 target date funds, and a self-directed brokerage account. Members become vested in the employer contributions at a rate of 20% for each year of participation until the member is fully vested at the end of five years. The account value available at retirement is based on employee and vested employer contributions and the investment gains and losses on those contributions. The purchased defined benefit annuities under this plan were immaterial to OPERS and immaterial from a GASB 67 perspective to OPERS combining financial statements as of December 31, 2014; therefore, this information is not included in these schedules.

The Combined Plan is a retirement plan with both a defined benefit and a defined contribution component. The employer contributions fund the defined benefit portion of the Combined Plan. The member's defined benefit retirement component is determined by a formula similar to, but lower than, the Traditional Pension Plan formula. OPERS investment professionals manage the investment of the employer contributions to ensure that funds are available to pay the reduced-formula benefit. Under the defined contribution portion of the Combined Plan, employee contributions are deposited into the member's individual account and the member directs the investment by selecting from professionally managed OPERS investment options. The investment options include six core funds comprised of a series of fixed income and equity funds, 10 target date funds, and a self-directed brokerage account. The defined contribution account value available at retirement is based on employee contributions and the investment gains and losses on those contributions.

Funding Policy

Employers are required to make contributions to the System on the basis of a percentage of eligible salary and at a rate based upon the recommendations of the OPERS actuary, subject to the statutory limitations. Penalties and interest are assessed for late payments. The contribution rate for State and Local employers in 2015 was 14.0%.

The 2015 employee contribution rate for State and Local members was 10.0% of earnable salary. Individual accounts for each member of OPERS are maintained and funds contributed by members of the Traditional Pension Plan are fully refundable at service termination or death. The refund value of contributions made by members of the Combined Plan and the Member-Directed Plan are subject to changes (gains or losses) that occur as a result of the member's selected investment options.

Traditional Pension Plan - a member or a re-employed retiree who is contributing to a money purchase annuity may deposit additional money or rollover funds into the Additional Annuity Program. Voluntary after-tax additional annuity deposits are limited by federal tax law to 100% of a member's annual income from all public employers contributing to OPERS or to the current annual IRS limitation, whichever is less. Additional Annuity deposits are invested in the OPERS Stable Value Fund where they are subject to daily investment gains and losses. Earnings are tax-deferred until the time of distribution. Upon termination of employment or retirement, the member may either elect to receive a refund of the account value or an annuity. The annuity program offers the same payment options as those offered for an age-and-service retirement under the Traditional Pension Plan.

Member Directed and Combined Plans - Members participating in the Member-Directed or Combined Plan may deposit additional money or rollover funds into their individual defined contribution account. Voluntary after-tax deposits are limited by federal tax law to 100% of a member's annual income from all public employers contributing to OPERS or to the current annual IRS limitation, whichever is less. The additional contributions are invested in the same investment options the member selected for their individual defined contribution account, and are subject to investment gains and losses. Upon termination of employment or retirement, members may elect to receive either a lump-sum refund of the account value or any of the retirement distribution options available to defined contribution accounts.

The Authority's contractually required contribution to OPERS was $3,765,679 for fiscal year 2015. Of this amount $3,600,558 is reported as a deferred outflow.

Age-and-Service Retirement

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. Members who were eligible to retire under law in effect prior to SB 343 or who will be eligible to retire no later than five years after January 7, 2013 comprise transition Group A. Members who have 20 years of service credit prior to January 7, 2013 or who will be eligible to retire no later than 10 years after January 7, 2013 are included in transition Group B. Group C includes those members who are not in either of the other groups and members who were hired on or after January 7, 2013.

Retirement benefits are specific to each plan and members must meet the eligibility requirements based on their age and years of service within the plan. Retirement eligibility also varies by division and transition group. The following chart shows the retirement eligibility requirements for all divisions and transition groups. The requirements for the State and Local divisions apply to members who participate in either the Traditional Pension Plan or the Combined Plan.

OPERS issues a publicly available, stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position. That report can be obtained by visiting the OPERS website at www.opers.org. Additional information supporting the preparation of the Schedules of Collective Pension Amounts and Employer Allocations (including the disclosure of the net pension liability/(asset), required supplementary information on the net pension liability/(asset), and the unmodified audit opinion on the combined financial statements) is located in OPERS 2014 CAFR. This CAFR is available at www.opers.org or by contacting OPERS at: OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (800) 222-7377.

Age and service requirements for State/Local retirement are as follows:

	Group A		Group B		Group C	
	AGE	SERVICE	AGE	SERVICE	AGE	SERVICE
Full Benefits	Any - 65	30 - 5	52 Any 66	31 32 5	55 - 67	32 - 5
Reduced Benefits	55 60	25 5	55 60	25 5	57 62	25 5

Benefit payments vary in amount depending on years of service credit, final average salary, age, and plan of payment selection. FAS is the average of the three highest years of earnable salary for Groups A and B; and the average of the five highest years of earnable salary for members in Group C. The age-and-service formula benefit cannot exceed 100% of the FAS (Law Enforcement is 90%) or the limits under Internal Revenue Code Section 415 and may be subject to the contribution-based benefit cap. The base benefit amount calculated by the formula will be reduced if a member begins receiving a retirement benefit before he/she reaches the age-and-service requirements for an unreduced benefit.

In the Traditional Pension Plan, the benefit formula for State and Local members in transition Groups A and B applies a factor of 2.2% to the member's FAS for the first 30 years of service. A factor of 2.5% is applied to years of service in excess of 30. The benefit formula for State and Local members in transition Group C applies a factor of 2.2% to the member's FAS for the first 35 years of service and a factor of 2.5% is applied to years of service in excess of 35.

In the Combined Plan, the benefit formula for the defined benefit component of the plan for State and Local members in transition Groups A and B applies a factor of 1.0% to the member's FAS for the first 30 years of service. A factor of 1.25% is applied to years of service in excess of 30. The benefit formula for transition Group C applies a factor of 1.0% to the member's FAS and the first 35 years of service and a factor of 1.25% is applied to years in excess of 35. In the defined contribution component of the Combined Plan, the current value of the individual account is available at retirement. The balance can be rolled over to another eligible retirement plan, made payable to the member with taxes withheld, or converted to a lifetime annuity through OPERS, or a combination of the three options.

Cost of Living Adjustment (COLA)

When a benefit recipient has received benefits for 12 months, an annual COLA is provided. This COLA is calculated on the base retirement benefit at the date of retirement and is not compounded. For those retiring prior to January 7, 2013, the COLA will continue to be a 3% simple annual COLA. For those retiring subsequent to January 7, 2013, beginning in calendar year 2019, the COLA will be based on the average percentage increase in the Consumer Price Index, capped at 3%.

Health Care Coverage for Traditional Pension and Combined Plans

Health Care Coverage—with one exception, OPERS-provided health care coverage is neither a guaranteed nor statutorily required benefit. Medicare Part A equivalent coverage for eligible retirees and their eligible dependents is provided by statute. Members that applied for age-and-service retirement with effective dates of December 1, 2014 or earlier and who had 10 or more years of Ohio service credit had access to OPERS-provided health care coverage on a subsidized basis. Eligibility for retirees beginning in January 2015 is outlined in table below. Beginning in 2014, the following types of service credit will apply to health care eligibility: contributing service, other Ohio retirement system service transfers, interrupted military (USERRA), unreported time, and restored (refunded) service. Access to health care coverage is also available for disability recipients and primary survivor recipients. Dependents of eligible recipients, as defined by the Post-employment Health Care Plan, may be covered through additional premiums.

Members participating in the Member-Directed Plan have a portion of the employer contribution credited to a retiree medical account in a Voluntary Employees' Beneficiary Association (VEBA) in the member's name. Currently the account earns a fixed annual interest rate established by the Board and members become vested in the account at a rate of 20% for each year of participation until the member is fully vested at the end of five years. Upon a refund or retirement, distribution of the vested balance in the VEBA Plan may be used for the payment of qualified health, dental, and vision care expenses. The Board approved changes to the vesting schedule of the VEBA effective July 1, 2015. Members vest 10% after 6 years of service and 10% each additional year of service until they become fully vested at 15 years of service.

Currently, the plan provides monthly allowances for health care coverage for retirees and their eligible dependents based on the retiree's years of service. The allowance is determined by the recipient's first eligible date of retirement, his or her years of service at retirement and Medicare status. For those retiring on or after January 1, 2015, health care eligibility will change to age 60 with 20 years of qualifying service or 30 years of qualifying service at any age and the allowance (subsidy) provided by OPERS will be based on age and years of service when a recipient first enrolls in OPERS health care.

Currently, OPERS offers medical and pharmacy plans for recipients yet to enroll in Medicare and those already enrolled in Medicare, typically at age 65. Monthly allowances are used to offset the monthly premium for the coverage provided. The plan for participants who are enrolled in Medicare is a fully insured group Medicare Advantage plan and includes pharmacy coverage through a Medicare Part D prescription drug plan. OPERS is self-insured for participants who are not eligible for Medicare. Beginning in 2016, OPERS will cease offering the group plan to Medicare eligible retirees and instead they will use their allowance to select their plan using the OPERS Medicare Connector.

Recipients with household income below 150% of the poverty level may apply for a 30% reduction in the cost of medical and pharmacy premiums. Recipients also have access to dental and vision coverage. These are fully insured products with the retiree paying the total cost of coverage, including premiums, plan deductibles, and out of pocket expenses. Income level and eligibility requirements for this program will change in 2015.

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

The net pension liability for OPERS was measured as of December 31, 2014, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share and pension expense:

	OPERS Traditional Pension Plan	OPERS Combined Plan
Proportionate Share of the Net Pension Liability	0.158207%	0.373312%
Proportion of the Net Pension Liability	$ 19,081,519	$ (143,734)
Pension Expense	$ 2,083,331	$ 95,513

At December 31, 2015, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Deferred Outflows of Resources	OPERS Traditional Pension Plan	OPERS Combined Plan	Total
Net Differences Between Projected and Actual Investment Earnings on Pension Plan Investments	$ 1,018,132	$ 8,774	$ 1,026,906
Authority's Contributions Subsequent to the Measurement Date - All Plans	3,366,773	233,785	3,600,558
Total Deferred Outflows of Resources	**$ 4,384,905**	**$ 242,559**	**$ 4,627,464**

Deferred Inflows of Resources	OPERS Traditional Pension Plan	OPERS Combined Plan	Total
Net Differences Between Expected and Actual Experience	$ 335,225	$ 43,860	$ 379,085
Total Deferred Inflows of Resources	**$ 335,225**	**$ 43,860**	**$ 379,085**

Contributions of $3,600,558 reported as deferred outflows of resources related to pension resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

DEFERRED OUTFLOWS AND INFLOWS BY RESOURCES BY YEAR TO BE RECOGNIZED IN FUTURE PENSION EXPENSES

Year Ending December 31	Traditional Pension Plan Net Deferred Inflows/(Outflows) of Resources	Combined Plan Net Deferred Inflows/(Outflows) of Resources
2015	$ (99,859)	$ 3,023
2016	(99,859)	3,023
2017	(228,656)	3,023
2018	(254,533)	3,023
2019	-	5,216
2020	-	5,216
Thereafter	-	12,561

For the year ended December 31, 2015, the Authority had $407,986 due to the Plan for contractually required contributions.

Actuarial Assumptions - OPERS

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of the occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability was determined by an actuarial valuation as of December 31, 2014, using the following actuarial assumptions applied to all prior periods included in the measurement in accordance with the requirements of GASB 67. Key methods and assumptions used in the latest actuarial valuations are presented below:

KEY METHODS AND ASSUMPTIONS USED IN VALUATION OF TOTAL PENSION LIABILITY

Actuarial Information	Traditional Pension Plan	Combined Plan
Valuation Date	December 31, 2014	December 31, 2014
Experience Study	5 Year Period Ended December 31, 2010	5 Year Period Ended December 31, 2010
Actuarial Cost Method	Individual entry age	Individual entry age
Actuarial Assumptions		
Investment Rate of Return	8.00%	8.00%
Wage Inflation	3.75%	3.75%
Projected Salary Increases	4.25%-10.05% (includes wage inflation at 3.75%)	4.25%-8.05% (includes wage inflation at 3.75%)
Cost of Living Adjustments	3.00% Simple	3.00% Simple

Mortality rates are the RP-2000 mortality table projected 20 years using Projection Scale AA. For males, 105% of the combined healthy male mortality rates were used. For females, 100% of the combined healthy female mortality rates were used. The mortality rates used in evaluating disability allowances were based on the RP-2000 mortality table with no projections. For males, 120% of the disabled female mortality rates were used set forward two years. For females, 100% of the disabled female mortality rates were used.

The discount rate used to measure the total pension liability was 8.0% for both the Traditional Pension Plan and the Combined Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments for both the Traditional Pension Plan and the Combined Plan was applied to all periods of projected benefit payments to determine the total pension liability.

The following table presents the net pension liability or asset calculated using the discount rate of 8.0%, and the expected net pension liability or asset if it were calculated using a discount rate that is 1.0% lower or higher than the current rate.

Employers' Net Pension Liability/(Asset)	1% Decrease 7.00%	Current Discount Rate 8.00%	1% Increase 9.00%
Traditional Pension Plan	$ 35,104,551	$ 19,081,519	$ 5,586,289
Combined Pension Plan	18,666	(143,734)	(272,518)

The allocation of investment assets within the Defined Benefit portfolio is approved by the Board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The following table displays the Board-approved Asset allocation policy for 2014 and the long-term expected real rates of return.

Asset Class	Target Allocation for 2014	Weighted Average Long Term Expected Real Rate of Return (Arithmetic)
Fixed Income	23.00%	2.31%
Domestic Equities	19.90%	5.84%
Real Estate Private	10.00%	4.25%
Private Equity	10.00%	9.25%
International Equities	19.10%	7.40%
Other Investments	18.00%	4.59%
Total	**100.00%**	**5.28%**

The long term expected rate of return on defined benefit investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

OPERS manages investments in four investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, the 115 Health Care Trust portfolios and the Defined Contribution portfolio. The Defined Benefit portfolio includes the investment assets of the Traditional Pension Plan, the defined benefit component of the Combined Plan, the annuitized accounts of the Member- Directed Plan, and the VEBA Plan. Within the Defined Benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The money-weighted rate of return, net of investment expense, for the Defined-Benefit portfolio is 6.95% for 2014.

Additional Financial and Actuarial Information

Additional information supporting the preparation of the Schedules of Collective Pension Amounts and Employer Allocations (including the disclosure of the net pension liability/(asset), required supplementary information on the net pension liability/(asset), and the unmodified audit opinion on the combined financial statements) is located in OPERS 2014 CAFR. This CAFR is available at www.opers.org or by contacting OPERS at: OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (800) 222-7377.

Note 11 - *Capital Contributions*

The Authority received capital contributions by means of federal, state and local grants as follows:

	2015
Federal	$ 1,468,527
State & Local	620,000
Total	**$ 2,088,527**

Note 12 - *Commitments and Contingencies*

Capital Improvements

As of December 31, 2015, the Authority was obligated for completion of certain airport improvements under commitments of approximately $51.2 million. An estimated $13.7 million is eligible for reimbursement from the FAA and Ohio Development Services Agency. The remaining amount is expected to be funded from bond proceeds, current available resources, PFCs and future operations.

Federally Assisted Programs - Compliance Audits

The Authority participates in a number of programs that are fully or partially funded by grants received from other governmental units. Expenditures financed by grants are subject to audit by the appropriate grantor government. If expenditures are disallowed due to noncompliance with grant program regulations, the Authority may be required to reimburse the grantor government. As of December 31, 2015, significant amounts of grant expenditures have not been audited but the Authority believes that disallowed expenditures, if any, based on subsequent audits will not have a material effect on the overall financial position of the Authority.

Note 13 - *Property Leased to Others*

The Authority is a lessor of space in CMH 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 redetermination of the rental amounts. Substantially all of the land and building costs in the Statements of Net Position are held by the Authority for the purpose of rental or related use. The cost and net book value of property held for operating leases as of December 31, 2015 are $400,362,369 and $227,859,298, respectively.

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

2016	$ 17,433,157
2017	22,486,648
2018	21,695,717
2019	21,155,356
2020	12,259,322
2021-2025	23,215,522
2026-2030	13,325,328
2031-2035	9,459,992
2036-2040	5,868,617
2041-2045	4,103,528
2046-2050	3,122,370
2051-2055	3,122,370
2056-2060	2,438,647
2061-2065	920,448
Total	**$ 160,607,022**

Certain airline agreements to lease space in the terminal building and terminal apron areas are subject to fluctuating rates.

Contingent operating revenue aggregated approximately $25,000,000 in 2015.

Note 14 - *Related Party Transactions*

County of Franklin, Ohio

The County agreed to contribute $1.75 million in the form of a grant to support the construction of an air traffic control tower and associated infrastructure improvements at the Rickenbacker airport. The grant is to be paid to the Authority by December 31, 2018. The grants are not earned until the completion of the associated projects in 2016.

City of Columbus, Ohio

The City agreed to contribute $1.5 million in the form of a grant during 2016 and 2017 to support the capital improvement program at Rickenbacker airport. The grants are not earned until the completion of the associated projects in 2016.

Note 15 - *Conduit Debt - Private Sector Entities*

From time to time, the Authority has issued certificates of participation, industrial revenue bonds, revenue bonds and revenue notes to provide financial assistance to private sector entities for the acquisition and construction of industrial and commercial facilities deemed to be in the public interest. The bonds are secured by the property financed and are payable solely from payments on the underlying mortgage loans. Upon repayment of the obligations, ownership of the acquired facilities transfers to the private sector entity served by the bond issuance. Neither the Authority, nor the County, nor any political subdivisions thereof is obligated in any manner for repayment of the bonds. Accordingly, the bonds are not reported as liabilities in the accompanying financial statements.

As of December 31, 2015, there were 28 series of bonds outstanding with aggregate principal balances of $171,484,821. The original issue amounts for these 28 series totaled $528,172,079.

Note 16 - *Conduit Debt - Flight Safety International, Inc.*

In February 2015, the Board of Directors of the Authority authorized the issuance of $75,000,000 in revenue bonds as Series 2015 for the purpose of financing a portion of the costs of acquiring, constructing, and otherwise improving real and personal property comprising Authority facilities for lease, together with the land and existing improvements thereon to FlightSafety International Inc. (the Company). The obligations of the Company to make rental payments shall be absolute and unconditional general contractual obligations and will survive any termination of the lease until such time that the related bonds have been paid in full.

The Series 2015 Bonds do not represent or constitute a general obligation debt, or bonded indebtedness or a pledge of the faith and general credit or the taxing powers of the Authority or the State of Ohio or any political subdivision thereof, and the Holders have no right to have taxes levied by the General Assembly of the State of Ohio or the taxing authority of any political subdivision of the State of Ohio for the payment of Bond Service Charges and the Tender Price of Series 2015 Bonds. Investors are advised to rely solely upon the Guaranty and the credit of Berkshire Hathaway as security for the payment of the Bond Service Charges and the Tender Price of Series 2015 Bonds. Although Series 2015 conduit debt instruments bear the name of the Authority, the Authority has no obligation for the debt beyond the resources provided by the lease or loan with the Company.

Despite the fact that the Authority retains title to the project assets during and after the lease, and the nature of the lease to the Company, the conditions under GASB 62, for capital lease accounting are not met. The Authority will not record an asset (either capital or capital lease receivable) during the bond repayment period given the conduit nature of the debt. The Authority will record an asset and associated contributed capital representing the fair market value of the asset at the time conduit debt is paid in full.

As of December 31, 2015, there were bonds outstanding with aggregate principal balances of $51,430,000 in Series A and $22,170,000 in Series B.

Note 17 - *Changes in Accounting Principles*

For 2015, the Authority implemented Governmental Accounting Standards Board (GASB) Statement No. 68, "Accounting and Financial Reporting for Pensions - an Amendment of GASB Statement No. 27" and GASB Statement No. 71 "Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68."

Statement No. 68 requires governments providing defined benefit pensions to recognize their unfunded pension benefit obligation as a liability for the first time, and to more comprehensively and comparably measure the annual costs of pension benefits. The statement also enhances accountability and transparency through revised note disclosures and required supplementary information (RSI). Statement No. 71 amends paragraph 137 of Statement 68 to require that, at transition, a government recognize a beginning deferred outflow of resources for its pension contributions, if any made subsequent to the measurement date of the beginning net pension liability.

Net Position, December 31, 2014 – As previously stated	$ 758,948,554
Authority Share of Beginning Plan Net Pension Liability	(18,611,360)
Authority Share of 2014 Employer Contributions	2,500,240
Net Position, December 31, 2014 – As restated	**$ 742,837,434**

Required *Supplementary Information*

December 31, 2015

Supplemental Schedule of the Proportionate Share of the Net Pension Liability

For the Years Ended December 31

	2014	2013
Traditional Pension Plan		
Authority's Proportion of the Net Pension Liability (Asset)	0.158207%	0.158207%
Authority's Proportionate Share of the Net Pension Liability (Asset)	$ 19,081,519	$ 18,650,531
Authority's Covered-Employee Payroll	19,380,362	19,724,066
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered-Employee Payroll	98.46%	94.56%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability (Asset)	86.45%	86.36%
Combined Plan		
Authority's Proportion of the Net Pension Liability	0.373312%	0.373312%
Authority's Proportionate Share of the Net Pension Liability	$ (143,734)	$ (39,172)
Authority's Covered-Employee Payroll	1,299,195	1,279,700
Authority's Proportionate Share of the Net Pension Liability as a Percentage of its Covered-Employee Payroll	-11.06%	-3.06%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	114.83%	104.78%

Note: Information prior to calendar year 2013 is not available.

Supplemental Schedule of the Authority's Pension Contributions

For the Years Ended December 31

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
TRADITIONAL PENSION PLAN										
Contractually Required Contribution	$ 2,808,526	$ 2,713,249	$ 2,761,368	$ 2,605,823	$ 2,531,772	$ 2,197,533	$ 2,153,067	$ 2,364,138	$ 2,332,640	$ 2,153,899
Contributions in Relation to the Contractually Required Contribution	(2,808,526)	(2,713,249)	(2,761,368)	(2,605,823)	(2,531,772)	(2,197,533)	(2,153,067)	(2,364,138)	(2,332,640)	(2,153,899)
Authority Covered Employee Payroll	$20,062,175	$19,380,362	$19,724,066	$18,613,028	$18,084,102	$15,696,673	$15,379,054	$16,886,714	$16,939,476	$15,904,832
Contributions as a Percentage of Covered Employee Payroll	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	13.77%	13.54%
COMBINED PLAN										
Contractually Required Contribution	$ 193,266	$ 181,887	$ 179,158	$ 142,705	$ 124,371	$ 101,041	$ 87,010	$ 87,058	$ 77,869	$ 67,589
Contributions in Relation to the Contractually Required Contribution	(193,266)	(181,887)	(179,158)	(142,705)	(124,371)	(101,041)	(87,010)	(87,058)	(77,869)	(67,589)
Authority Covered-Employee Payroll	$ 1,380,687	$ 1,299,195	$ 1,279,700	$ 1,019,321	$ 888,368	$ 721,720	$ 621,502	$ 621,843	$ 565,645	$ 499,190
Contributions as a Percentage of Covered Employee Payroll	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	13.77%	13.54%

Notes to Schedules of Required Supplementary Information

December 31, 2015

Note A

Information about factors that significantly affect trends in the amounts reported in the schedules should be presented as notes to the schedule.

Changes in benefit terms: There were no changes in benefit terms from the amounts reported.

Changes in assumptions: There were no changes in methods and assumptions used in the calculation of actuarial determined contributions. See the notes to the basic financials for the methods and assumptions in this calculation.

Supplemental Schedule of Revenue and Expenses: Budget vs. Actual - Budget Basis

For the Year Ended December 31, 2015

	Budget (Unaudited)	Actual	Variance to Budget
OPERATING REVENUES			
Airline Revenue	$ 28,560,550	$ 26,608,031	$ (1,952,519)
Parking Revenue	33,756,209	32,880,358	(875,851)
Concession Revenue	18,822,261	20,121,505	1,299,244
General Aviation Revenue	2,988,148	3,204,717	216,569
Cargo Operations Revenue	4,871,880	5,477,629	605,749
Hotel Revenue	3,604,749	4,094,436	489,687
Foreign Trade Zone Fees	367,500	307,500	(60,000)
Other Revenue	2,116,154	3,184,721	1,068,567
Total Operating Revenues	**95,087,451**	**95,878,897**	**791,446**
OPERATING EXPENSES			
Employee Wages & Benefits	35,143,555	33,005,477	2,138,078
Purchase of Services	25,489,432	27,348,472	(1,859,040)
Materials & Supplies	5,547,651	4,909,127	638,524
Hotel Services	1,972,657	2,148,868	(176,211)
Other Expenses	-	62,587	(62,587)
Total Operating Expenses	**68,153,295**	**67,474,531**	**678,764**
Operating Income before Depreciation	**26,934,156**	**28,404,366**	**1,470,210**
Less Depreciation	**41,498,491**	**42,811,232**	**(1,312,741)**
Operating Loss	**(14,564,335)**	**(14,406,866)**	**157,469**
NON-OPERATING REVENUES (EXPENSES)			
Interest Income	296,450	474,606	178,156
Other Non-Operating Revenues	(88,000)	530,727	618,727
Passenger Facility Charges	12,625,000	13,575,767	950,767
Rental Car Facility Charges	6,262,000	7,875,528	1,613,528
Interest Expense	(2,724,644)	(2,746,913)	(22,269)
Loss On Securities	-	(65,047)	(65,047)
Amortization of Deferred Charges	-	(185,296)	(185,296)
Gain (Loss) On Disposal of Assets	-	1,272,671	1,272,671
Total Non-Operating Revenues	**16,370,806**	**20,732,043**	**4,361,237**
Income Before Capital Contributions	**1,806,471**	**6,325,177**	**4,518,706**
Adjustments To Reconcile Gaap Net Income Before Capital Contributions Budgeted To Net Income -			
Loss On Securities	-	65,047	65,047
Pension Adjustments - GASB 68 & 71	-	(1,421,712)	-
Total Adjustments	**-**	**(1,356,665)**	**65,047**
Net Income Adjusted to the Budgetary Basis of Accounting	**$ 1,806,471**	**$ 4,968,512**	**$ 3,162,041**

Statistical Section

(unaudited)

The Statistical Section presents comparative data (when available) and differs from financial statements because they usually cover more than one fiscal year and may present non-accounting data.

Financial Trends and Revenue Capacity
These schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time. Also contained in these schedules is information to help the reader understand the Authority's most significant revenue sources and the Authority's capacity to insure itself against material risk.

Debt Capacity
This schedule presents information to help the reader assess the affordability of the Authority's current levels of outstanding debt and also the ability of the Authority to issue additional debt in the future.

Operating Information
These schedules contain information to help the reader understand and to provide context for the Authority's operations and how this relates to the Authority's financial position.

Economic and Demographic Information
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

Revenues and Expenses by Type

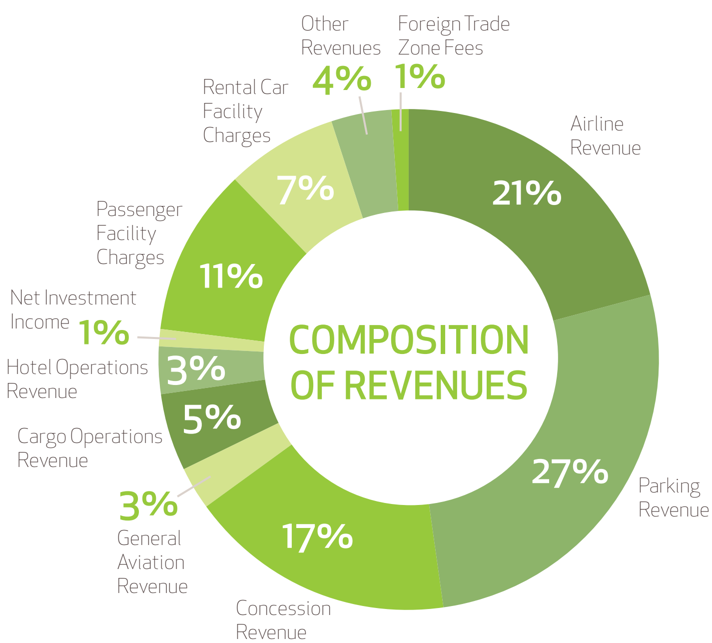
For the 10 Years Ended December 31, 2015

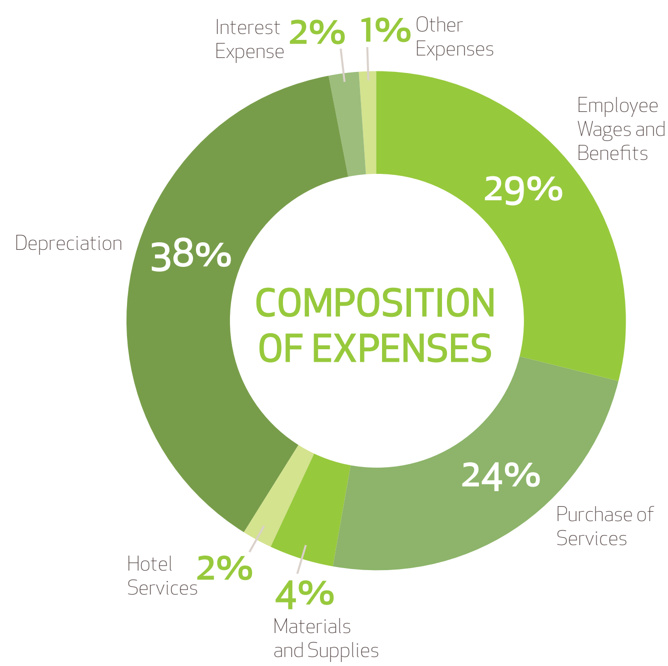
(dollars in thousands)

	2015		2014	2013	2012	2011	2010	2009	2008	2007	2006
REVENUES:											
Airline Revenue	$ 26,608	21%	$ 26,869	$ 28,241	$ 27,222	$ 25,085	$ 24,783	$ 24,204	$ 25,930	$ 20,817	$ 18,227
Parking Revenue	32,880	27%	30,131	28,888	27,788	27,188	25,395	24,391	28,144	29,081	23,984
Concession Revenue	20,122	17%	18,937	18,091	18,578	18,276	17,486	16,897	18,985	18,881	16,030
General Aviation Revenue	3,205	3%	3,031	3,429	2,522	2,602	2,304	2,256	2,452	2,245	2,359
Cargo Operations Revenue	5,478	5%	4,808	4,064	2,240	1,647	1,614	1,582	1,791	1,990	2,003
Hotel Operations Revenue	4,094	3%	1,380	0	0	0	0	0	0	0	0
Foreign Trade Zone Fees	307	1%	363	370	380	382	378	440	493	482	607
Net Investment Income	410	1%	286	124	464	822	1,130	1,122	3,424	3,075	4,156
Passenger Facility Charges	13,576	11%	12,562	12,238	12,954	13,059	13,332	12,584	15,487	19,141	16,004
Rental Car Facility Charges	7,876	7%	6,519	6,470	6,257	5,615	5,011	4,457	3,211	2,140	0
Other Revenues	4,989	4%	3,247	4,654	7,249	5,528	7,412	8,648	10,438	7,634	6,745
	119,545	**100%**	**108,133**	**106,569**	**105,654**	**100,204**	**98,845**	**96,581**	**110,355**	**105,486**	**90,115**
EXPENSES:											
Employee Wages & Benefits	33,005	29%	32,854	33,267	31,672	30,680	30,252	28,267	30,537	28,348	26,101
Purchase of Services	27,349	24%	26,177	26,224	25,878	28,128	19,829	20,198	21,689	19,048	16,967
Materials and Supplies	4,909	4%	5,701	5,621	3,672	3,599	3,568	2,745	2,469	2,708	2,120
Hotel Services	2,149	2%	665	-	-	-	-	-	-	-	-
Depreciation	42,811	38%	42,259	38,312	35,259	33,777	32,260	29,199	25,905	24,819	23,580
Interest Expense	2,748	2%	2,846	3,718	3,929	4,136	4,425	4,704	5,196	4,679	5,833
Other Expenses	249	1%	298	245	202	246	256	191	243	614	(30)
	113,220	**100%**	**110,800**	**107,387**	**100,612**	**100,566**	**90,590**	**85,304**	**86,039**	**80,216**	**74,571**
Income Before Capital Contributions, Special & Extraordinary Items	**$ 6,325**		**$ (2,667)**	**$ (818)**	**$ 5,042**	**$ (362)**	**$ 8,255**	**$ 11,277**	**$ 24,316**	**$ 25,270**	**$ 15,544**

Note: 2014 and prior do not conform to the requirements of GASB 68 and 71

Source: The Authority's Accounting Department





Revenues and Expenses by Area

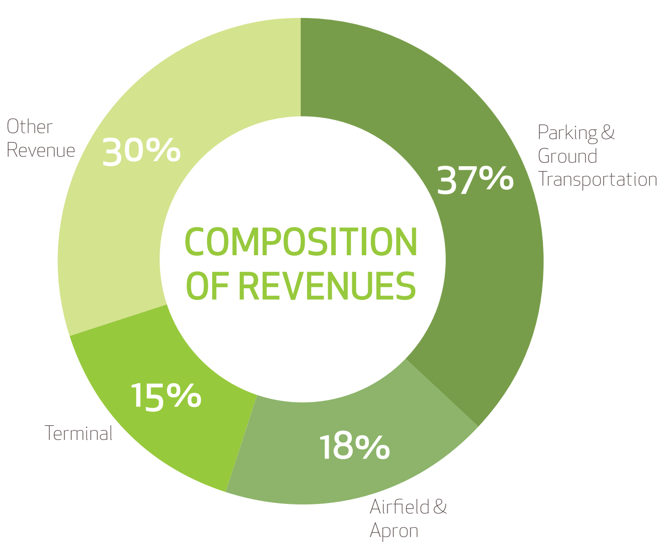
For the 10 Years Ended December 31, 2015

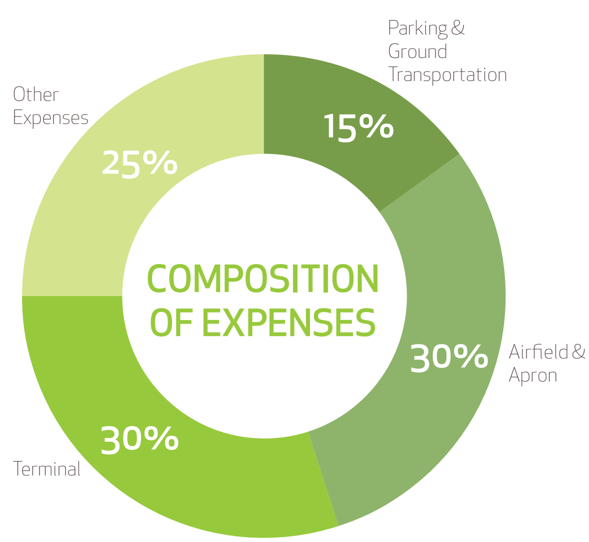
(dollars in thousands)

	2015		2014	2013	2012	2011	2010	2009	2008	2007	2006
REVENUES:											
Parking & Ground Transportation	$ 43,926	37%	$ 40,981	$ 39,022	$ 38,144	$ 37,134	$ 34,913	$ 33,187	$ 38,672	$ 39,699	$ 33,695
Airfield & Apron	21,533	18%	20,673	22,197	19,418	16,856	17,415	17,812	17,994	14,869	13,741
Terminal	17,723	15%	17,780	16,740	16,074	15,788	14,237	13,034	14,773	13,119	10,955
Other Revenue	36,363	30%	28,699	28,610	32,018	30,426	32,280	32,548	38,916	37,799	31,724
	119,545	**100%**	**108,133**	**106,569**	**105,654**	**100,204**	**98,845**	**96,581**	**110,355**	**105,486**	**90,115**
EXPENSES:											
Parking & Ground Transportation	10,691	15%	12,955	13,856	14,939	13,333	11,692	12,221	13,927	15,455	14,143
Airfield & Apron	21,328	30%	22,920	20,890	18,950	18,151	17,207	15,723	16,079	14,733	14,473
Terminal	20,910	30%	21,000	17,598	18,839	19,053	17,586	16,398	18,131	17,450	17,753
Other Expenses	17,480	25%	11,666	16,731	12,625	16,252	11,845	11,763	11,997	7,759	4,622
Expenses Before Depreciation:	**70,409**	**100%**	**68,541**	**69,075**	**65,353**	**66,789**	**58,330**	**56,105**	**60,134**	**55,397**	**50,991**
Depreciation	42,811		42,259	38,312	35,259	33,777	32,260	29,199	25,905	24,819	23,580
	113,220		**110,800**	**107,387**	**100,612**	**100,566**	**90,590**	**85,304**	**86,039**	**80,216**	**74,571**
Income Before Capital Contributions, Special & Extraordinary Items	**$ 6,325**		**$ (2,667)**	**$ (818)**	**$ 5,042**	**$ (362)**	**$ 8,255**	**$ 11,277**	**$ 24,316**	**$ 25,270**	**$ 15,544**

Note: 2014 and prior do not conform to the requirements of GASB 68 and 71

Source: The Authority's Accounting Department





Total Annual Revenues, Expenses, and Changes in Net Position

For the 10 Years Ended December 31, 2015

(dollars in thousands)

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
OPERATING REVENUES										
Airline Revenue	$ 26,608	$ 26,869	$ 28,241	$ 27,222	$ 25,085	$ 24,783	$ 24,204	$ 25,930	$ 20,817	$ 18,227
Parking Revenue	32,880	30,131	28,888	27,788	27,188	25,395	24,391	28,144	29,081	23,984
Concession Revenue	20,122	18,937	18,091	18,578	18,276	17,486	16,897	18,985	18,881	16,030
Other Revenue	16,269	12,256	9,732	7,360	6,900	6,552	7,585	7,225	6,869	6,942
Total Operating Revenues	**95,879**	**88,193**	**84,952**	**80,948**	**77,449**	**74,216**	**73,077**	**80,284**	**75,648**	**65,183**
OPERATING EXPENSES										
Employee Wages & Benefits	33,005	32,854	33,267	31,672	30,680	30,252	28,267	30,537	28,348	26,101
Purchase of Services	27,349	26,177	26,224	25,878	28,128	19,829	20,198	21,689	19,048	16,967
Materials & Supplies	4,909	5,701	5,621	3,672	3,599	3,568	2,745	2,469	2,708	2,120
Hotel Services	2,149	665	-	-	-	-	-	-	-	-
Other Expenses	63	120	60	17	61	71	6	58	61	(30)
Total Operating Expenses	**67,475**	**65,517**	**65,172**	**61,239**	**62,468**	**53,720**	**51,216**	**54,753**	**50,165**	**45,158**
Operating Income Before Depreciation	**28,404**	**22,676**	**19,780**	**19,709**	**14,981**	**20,496**	**21,861**	**25,531**	**25,483**	**20,025**
Less: Depreciation	42,811	42,259	38,312	35,259	33,777	32,260	29,199	25,905	24,819	23,580
Operating Income (Loss)	**(14,407)**	**(19,583)**	**(18,532)**	**(15,550)**	**(18,796)**	**(11,764)**	**(7,338)**	**(374)**	**664**	**(3,555)**
NON-OPERATING REVENUES (EXPENSES)										
Investment Income	475	334	319	447	804	1,244	1,524	2,851	2,666	3,734
Other Non-Operating Revenues	530	672	2,712	2,766	5,354	5,458	5,262	5,367	5,263	5,280
Passenger Facility Charges	13,576	12,562	12,238	12,954	13,059	13,332	12,584	15,487	19,141	16,004
Rental Car Facility Charges	7,876	6,519	6,470	6,257	5,615	5,011	4,457	3,211	2,140	-
Interest Expense	(2,748)	(2,846)	(3,718)	(3,929)	(4,136)	(4,425)	(4,704)	(5,196)	(4,679)	(5,833)
Gain (Loss) on Securities	(65)	(48)	(195)	17	18	(114)	(402)	572	409	422
Amortization of Deferred Charges	(185)	(177)	(185)	(185)	(185)	(185)	(185)	(184)	(553)	-
Gain (Loss) on Disposal of Assets	1,273	(100)	73	2,265	(2,095)	(302)	79	2,582	219	(508)
Total Non-Operating Revenues	**20,732**	**16,916**	**17,714**	**20,592**	**18,434**	**20,019**	**18,615**	**24,690**	**24,606**	**19,099**
Income Before Capital Contributions, Special & Extraordinary Items	6,325	(2,667)	(818)	5,042	(362)	8,255	11,277	24,316	25,270	15,544
Capital Contributions	2,089	15,652	14,200	45,770	34,276	22,950	10,719	17,975	26,514	26,107
Increase In Net Position	**8,414**	**12,985**	**13,382**	**50,812**	**33,914**	**31,205**	**21,996**	**42,291**	**51,784**	**41,651**
Net Position - Beginning of Year	758,949	745,964	732,582	681,770	647,856	616,651	594,655	552,364	500,580	458,929
Net Position - Beginning of Year, Restatement for GASB 68 & 71	(16,112)	-	-	-	-	-	-	-	-	-
Total Net Position-End of Year	**$751,251**	**$758,949**	**$745,964**	**$732,582**	**$681,770**	**$647,856**	**$616,651**	**$594,655**	**$552,364**	**$500,580**

Note: 2014 and prior do not conform to the requirements of GASB 68 and 71

Source: The Authority's audited financial statements

Statements of Net Position

For the 10 Years Ended December 31, 2015

(dollars in thousands)

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
ASSETS:										
Current Assets - Unrestricted:										
Cash & Cash Equivalents	$ 20,983	$ 24,547	$ 16,784	$ 22,187	$ 23,388	$ 22,178	$ 28,031	$ 27,890	$ 25,094	$ 19,154
Other Investments	3,998	2,501	9,135	9,153	3,262	6,090	14,791	4,622	19,180	27,074
Accounts Receivable - Trade & Capital Grants, Net	21,031	31,877	33,395	33,551	13,584	16,049	9,594	12,922	15,679	13,801
Accounts Receivable - Other	1,005	1,011	1,826	1,869	1,643	2,278	1,113	2,710	1,481	752
Interest Receivable	187	131	99	95	153	192	254	355	457	335
Direct Financing Leases Receivable	-	-	-	-	-	368	491	491	491	491
Deposits, Prepaid Items & Other	2,624	2,795	2,499	2,347	1,960	2,373	2,212	2,263	1,746	1,548
Total Current Assets - Unrestricted	**49,828**	**62,862**	**63,738**	**69,202**	**43,990**	**49,528**	**56,486**	**51,253**	**64,128**	**63,155**
NON-CURRENT ASSETS:										
Non-Current Assets - Unrestricted:										
Other Investments	37,188	73,833	60,826	53,520	52,848	58,029	45,930	45,988	27,575	6,459
Accounts Receivable - Other	274	270	265	261	258	260	266	204	188	1,370
Direct Financing Leases Receivable	-	-	-	-	-	-	368	859	1,350	1,841
Land	101,576	100,168	103,869	103,820	103,733	102,038	104,624	101,966	101,227	61,925
Construction In Progress	75,461	36,080	27,981	104,365	63,311	36,510	18,084	99,841	81,556	60,204
Depreciable Capital Assets, Net of Accumulated Depreciation	581,868	614,021	607,333	515,038	522,482	494,430	504,208	417,042	407,719	390,986
Total Non-Current Assets - Unrestricted	796,367	824,372	800,274	777,004	742,632	691,267	673,480	665,900	619,615	522,785
Non-Current Assets - Restricted:										
Cash & Cash Equivalents	14,553	22,587	22,790	26,714	28,352	30,044	26,755	27,879	36,866	34,474
Other Investments	52,365	-	-	-	-	17,674	12,280	16,665	7,012	34,242
Total Non-Current - Restricted	66,918	22,587	22,790	26,714	28,352	47,718	39,035	44,544	43,878	68,716
Total Non-Current Assets	**863,285**	**846,959**	**823,064**	**803,718**	**770,984**	**738,985**	**712,515**	**710,444**	**663,493**	**591,501**
Total Assets	**913,113**	**909,821**	**886,802**	**872,920**	**814,974**	**788,513**	**769,001**	**761,697**	**727,621**	**654,656**
Deferred Outflows of Resources										
Deferred Loss on Bond Refunding, (Net of Accumulated Amortization)	1,101	1,286	1,462	1,648	1,832	2,018	2,204	2,389	2,574	1,066
Pensions	4,627	-	-	-	-	-	-	-	-	-
Total Deferred Outflows of Resources	5,728	1,286	1,462	1,648	1,832	2,018	2,204	2,389	2,574	1,066
Total Assets & Deferred Outflows of Resources	**$ 918,841**	**$ 911,107**	**$ 888,264**	**$ 874,568**	**$ 816,806**	**$ 790,531**	**$ 771,205**	**$ 764,086**	**$ 730,195**	**$ 655,722**
LIABILITIES										
Current Liabilities - Unrestricted:										
Payable from Unrestricted Assets:										
Accounts Payable - Trade	$ 5,389	$ 6,259	$ 10,290	$ 6,037	$ 6,281	$ 13,886	$ 4,195	$ 6,432	$ 13,164	$ 17,413
Accrued Interest Payable	1,509	1,430	1,494	2,128	2,195	2,285	2,372	2,481	3,274	2,665
Accrued & Withheld Employee Benefits	5,511	4,970	5,188	4,388	3,849	3,882	2,991	4,098	5,268	4,637
Advances from Grantors	518	500	1,258	1,559	1,812	491	1,002	3,246	362	1,157
Other Accrued Expenses	10,683	5,704	4,906	5,760	7,192	7,008	4,242	4,615	5,422	3,040
Total Current Liabilities	**23,610**	**18,863**	**23,136**	**19,872**	**21,329**	**27,552**	**14,802**	**20,872**	**27,490**	**28,912**
Long-Term Liabilities:										
Payable From Restricted Assets - Due within 1 Year:										
Retainages on Construction Contracts	1,109	1,235	1,609	1,275	3,510	559	606	2,256	3,937	2,648
Accrued Interest Payable	-	-	-	-	-	-	-	-	-	33
Customer Deposits & Other	534	451	542	409	506	417	433	405	389	374
Current Portion of Long-Term Debt	7,852	5,266	4,987	4,242	4,052	3,872	3,795	3,635	3,480	5,441
Revolving Bank Loan	2,000	45,000	25,000	20,000	-	-	-	-	-	-
Commercial Paper Notes	-	-	-	-	5,000	5,000	21,500	30,000	25,000	-
Total Payable From Restricted Assets - Due Within 1 Year	**11,495**	**51,952**	**32,138**	**25,926**	**13,068**	**9,848**	**26,334**	**36,296**	**32,806**	**8,496**
Payable From Unrestricted Assets - Due In More Than 1 Year:										
Compensated Absences	1,301	1,618	1,743	1,658	1,536	1,362	1,406	1,426	-	-
Unearned Rental Income	10,992	10,765	10,811	10,552	10,578	11,034	13,696	8,432	11,204	7,007
Net Pension Liability	18,938	-	-	-	-	-	-	-	-	-
Long-Term Debt, Less Current Portion, Net	100,875	68,960	74,471	83,978	88,525	92,879	98,316	102,405	106,331	110,727
Total Payable From Unrestricted Assets - Due In More Than 1 Year:	**132,106**	**81,343**	**87,025**	**96,188**	**100,639**	**105,275**	**113,418**	**112,263**	**117,535**	**117,734**
Total Long-Term Liabilities	143,601	133,295	119,163	122,114	113,707	115,123	139,752	148,559	150,341	126,230
Total Liabilities	**167,211**	**152,158**	**142,299**	**141,986**	**135,036**	**142,675**	**154,554**	**169,431**	**177,831**	**155,142**
Defered Inflows of Resources										
Pensions	379	-	-	-	-	-	-	-	-	-
NET POSITION										
Net Investment In Capital Assets	649,278	632,329	636,188	616,650	593,782	533,246	505,509	485,199	458,266	395,388
Restricted:										
Passenger Facility Charges	-	-	-	-	-	23,387	14,559	17,928	15,253	39,692
Bond Reserves	22,087	20,901	20,639	25,030	24,336	23,355	23,438	23,955	24,299	23,252
Customer Facility Charges (Rental Cars)	43,189	-	-	-	-	-	-	-	-	1,777
Total Net Position - Restricted	65,276	20,901	20,639	25,030	24,336	46,742	37,997	41,883	39,552	64,721
Net Position - Unrestricted	36,697	105,719	89,138	90,902	63,652	67,868	73,145	67,573	54,546	40,471
Total Net Position	751,251	758,949	745,965	732,582	681,770	647,856	616,651	594,655	552,364	500,580
Total Liabilities & Net Position	**$ 918,841**	**$ 911,107**	**$ 888,264**	**$ 874,568**	**$ 816,806**	**$ 790,531**	**$ 771,205**	**$ 764,086**	**$ 730,195**	**$ 655,722**

Note: 2014 and prior do not conform to the requirements of GASB 68 and 71

Source: The Authority's audited financial statements

Schedule of Insurance in Force

As of January 1, 2016

Type of Coverage	Insurer	Amount	Expiration Date
AIRPORT PROPERTY AND EQUIPMENT INSURANCE			
Building & Contents Including Mobile Equipment	XL Insurance America, Inc.	$ 632,181,404	11/01/16
Business Auto	The Scottsdale Indemnity Company	$ 1,000,000	11/01/16
Builder's Risk (Ticket Lobby Renovation Project)	AGCS Marine Insurance Company (Allianz)	$ 25,000,000	01/27/16
Builder's Risk (LCK ATCT Project)	AGCS Marine Insurance Company (Allianz)	$ 7,000,000	06/30/16
LIABILITY INSURANCE			
Aviation & General	ACE Property & Casualty Insurance Co.	$ 750,000,000	11/01/16
Pollution Liability (LCK, CMH, TZR) (includes storage tank pollution)	Illinois Union Insurance Co.	$ 10,000,000	01/01/19
Public Officials & Employment Practices Liability	Illinois National Insurance Co.	$ 10,000,000	11/01/16
Police Professional	Lexington Insurance Co.	$ 10,000,000	11/01/16
Employee Dishonesty	National Union Fire Insurance Co of PA	$ 1,000,000	11/01/16
Fiduciary Liability	Federal Insurance Co.	$ 1,000,000	11/01/16
Special Accident	Federal Insurance Co.	$ 5,000,000	11/01/16
International Commercial Insurance	Vigilant Insurance Co.	$ 1,000,000	11/01/16
Surety Bonds	CAN/Western Surety Co.	$ 250,000	Various
Hotel Liability	Gemini Insurance Company	$ 1,000,000	11/01/16
	Kinsale Insurance Company	$ 4,000,000	11/01/16
	Torus National Insurance Company	$ 10,000,000	11/01/16
WORKERS' COMPENSATION INSURANCE			
Excess Workers' Compensation	Arch Insurance Company	Statutory	11/01/16

Source: The Authority's Accounting Department

Ratios of Outstanding Debt

For the 10 Years Ended December 31, 2015

(in thousands except outstanding debt per enplaned passenger)

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
OUTSTANDING DEBT BY TYPE:										
Revolving Bank Loan	$ 2,000	$ 45,000	$ 25,000	$ 20,000	-	-	-	-	-	-
Commercial Paper Notes	-	-	-	-	5,000	5,000	21,500	30,000	25,000	-
General Airport Revenue Bond (GARB)	108,727	74,226	79,384	88,071	92,354	96,453	100,379	104,146	107,760	112,055
Ohio Public Works Commission	-	-	74	149	223	298	372	447	521	596
Other Debt	-	-	-	-	-	-	1,360	1,447	1,530	3,517
Total Outstanding Debt	**$110,727**	**$119,226**	**$104,458**	**$108,220**	**$ 97,577**	**$101,751**	**$123,611**	**$136,040**	**$134,811**	**$116,168**
Enplaned Passengers	3,393	3,173	3,115	3,175	3,190	3,184	3,123	3,459	3,865	3,363
Outstanding Debt Per Enplaned Passenger	**$ 32.63**	**$ 37.58**	**$ 33.53**	**$ 34.09**	**$ 30.59**	**$ 31.96**	**$ 39.58**	**$ 39.33**	**$ 34.88**	**$ 34.54**

Source: The Authority's Accounting Department

Schedule of Debt and Obligation Coverages

For the 10 Years Ended December 31, 2015

(dollars in thousands, except coverage)

				Debt and Obligation Requirements			
Year	Gross Revenue[1]	Operating Expense[2]	Net Revenue Available for Debt & Obligation Payments	Principal	Interest	Total	Coverage
2015	$ 98,257	($67,475)	$ 30,782	$ 5,266	$ 2,747	$ 8,013	3.84
2014	$ 89,050	($65,517)	$ 23,533	$ 4,987	$ 2,846	$ 7,833	3.00
2013	$ 87,861	($65,172)	$ 22,689	$ 4,242	$ 3,717	$ 7,959	2.85
2012	$ 86,443	($61,239)	$ 25,204	$ 4,089	$ 3,929	$ 8,018	3.14
2011	$ 81,530	($62,468)	$ 19,062	$ 3,909	$ 4,135	$ 8,044	2.37
2010	$ 80,500	($53,719)	$ 26,781	$ 5,099	$ 4,425	$ 9,524	2.81
2009	$ 79,539	($51,215)	$ 28,324	$ 3,672	$ 4,704	$ 8,376	3.38
2008	$ 91,657	($54,753)	$ 36,904	$ 3,517	$ 5,196	$ 8,713	4.24
2007	$ 84,204	($50,165)	$ 34,039	$ 7,112	$ 4,679	$ 11,791	2.89
2006	$ 74,111	($45,157)	$ 28,954	$ 6,268	$ 5,833	$ 12,101	2.39

Source: The Authority's Accounting Department

[1] Gross revenue includes Operating Revenue, Investment Income, Other Non-Operating Revenues, Gain (Loss) on Securities, Gain (Loss) on Disposal of Assets and Special & Extraordinary Items.

[2] Direct Operating Expense excludes Depreciation. 2014 and prior do not conform to requirements of GASB 68/71.

Capital Asset Statistics By Function

For Year Ended December 31, 2015

Airport Codes:

CMH Port Columbus International Airport | LCK Rickenbacker International Airport | TZR Bolton Field Airport

	CMH	LCK	TZR
Location	6 miles East of downtown Columbus	10 miles South of downtown Columbus	8 miles Southwest of downtown Columbus
Elevation:	815 ft	744 ft	905 ft
International:	Yes: FIS facility	Yes: FIS facility	No
Tower:	24/7 daily + TRACON	24/7 daily	0730-1930 daily
FBO:	Lane, Signature	Rickenbacker Aviation	Capital City Jet Center
Acres (+/-):	2,271	4,187	1,307
Runways:	10L-28R: ILS, GPS 8,000 x 150 ft 10R-28L: ILS, GPS 10,113 x 150 ft	5L-23R: GPS 11,902 x 150 ft 5R-23L: ILS, GPS,NDB 12,102 x 200 ft	4-22: ILS, GPS 5,500 x 100 ft
TERMINAL:			
Airlines - sq ft	276,872		
Tenants - sq ft	75,000	706	307
Public/Common - sq ft	224,406	14,872	2,015
Mechanical - sq ft	92,979	1,054	1,290
Other-sq ft	216,622	25,819	3,078
Total - sq ft	**885,879**	**42,451**	**6,690**
Number of passenger gates	33	2	0
Number of loading bridges	29	2	0
Number of Concessionaires in Terminal	46	1	1
Number of Rental Car Agencies	8	0	0
APRON:			
Commercial Airlines - sq ft	1,393,814	0	0
Cargo Airlines - sq ft	0	3,210,300	0
FBO - sq ft	487,900	474,100	39,600
PARKING:			
Spaces Assigned:			
Garage:		Controlled 350	
Short-term	568		
Long-term	2,556		
Shuttle/Remote Lots:		Manual/Overflow 237	
Blue Lot:			
Covered	570		
Uncovered	4,303		
Red Lot	2,686		
Green Lot	2,130		
Employees	1,217		
Rental Cars (8 Rental Agencies)	1,144		
Total	**15,174**	**587**	
CARGO:			
Air Cargo Building - sq ft	60,000	212,800	0

Source: The Authority's Accounting Department

Air Commerce Trends — Port Columbus International Airport

For the 10 Years Ended December 31, 2015

Year	Total Passenger Volume	% Change	Cargo[1]	IN POUNDS Freight[2]	Mail
2015	6,796,214	6.9	254,184	7,471,160	3,658,735
2014	6,355,974	1.9	232,582	8,056,811	2,620,976
2013	6,236,528	(1.8)	371,992	7,596,259	2,876,666
2012	6,350,446	(0.4)	213,757	7,735,935	2,656,239
2011	6,378,722	0.2	66,236	7,093,122	2,256,616
2010	6,366,191	2.1	96,055	6,919,425	2,630,001
2009	6,233,485	(9.8)	74,535	7,663,839	2,633,530
2008	6,910,045	(10.5)	142,347	9,762,126	4,460,295
2007	7,719,340	14.6	273,735	9,538,051	3,716,194
2006	6,733,990	1.9	827,486	9,584,434	8,537,279

Source: The Authority's Accounting Department

1) Freight carried by cargo carriers
2) Freight carried in the belly of an air carrier

Air Commerce Trends — Rickenbacker International Airport

For the 10 Years Ended December 31, 2015

Year	Total Passenger Volume	% Change	Cargo (in pounds)	% Change
2015	166,251	81.6	198,596,025	15.9
2014	91,572	175.2	158,087,915	2.9
2013	33,269	129.9	153,670,161	(2.4)
2012	14,469	(2.8)	157,373,134	7.7
2011	14,880	40.5	146,164,909	(5.0)
2010	10,587	(19.1)	153,793,913	(2.9)
2009	13,082	(41.1)	158,450,106	(20.7)
2008	22,222	204.5	199,814,163	(9.4)
2007	7,299	27.2	220,529,131	(12.1)
2006	5,739	(85.5)	250,748,061	0.7

Source: The Authority's Business Development and Communications Department

Airline Cost Per Enplaned Passenger — Port Columbus International Airport

For the 10 Years Ended December 31, 2015

(in thousands except airline cost per enplaned passenger)

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Airline Cost for the Airfield Area	$16,278	$16,400	$16,404	$16,458	$16,403	$16,060	$14,809	$14,933	$13,630	$11,563
Airline Cost for the Terminal Building	13,464	12,735	11,977	12,014	11,007	9,820	9,194	12,556	11,448	10,402
Airline Cost for the Aircraft Parking Area	3,903	3,880	3,732	3,404	2,913	2,639	2,060	2,033	1,819	1,561
General Airline Credit	(4,804)	(7,377)	(4,461)	(4,431)	(5,853)	(3,953)	(3,275)	(3,275)	(3,950)	(4,625)
Supplemental Airline Credit	(3,250)	-	-	-	-	-	-	-	-	-
Total Airline Cost	**$25,591**	**$25,638**	**$27,652**	**$27,445**	**$24,470**	**$24,566**	**$22,788**	**$26,247**	**$22,947**	**$18,901**
Enplanements	3,393	3,173	3,115	3,175	3,190	3,184	3,123	3,459	3,865	3,363
Airline Cost Per Enplaned Passenger	**$ 7.54**	**$ 8.08**	**$ 8.88**	**$ 8.64**	**$ 7.67**	**$ 7.72**	**$ 7.30**	**$ 7.59**	**$ 5.94**	**$ 5.62**

Source: The Authority's Accounting Department

NOTE: The Authority negotiated a five-year agreement effective January 1, 2015. The rates and charges are calculated pursuant to formulas set forth in the agreement.

Air Carrier Market Shares — Port Columbus International Airport

For the 10 Years Ended December 31, 2015

		Market Share Percentage 2015	Total Airline Passengers 2015	TOTAL AIRLINE PASSENGERS 2014	2013	2012	2011	2010	2009	2008	2007	2006
1	**Southwest Airlines**	35.0%	2,377,201	2,033,400	1,651,723	1,783,944	1,796,696	1,713,855	1,695,002	1,781,405	1,643,557	1,521,778
	AirTran Airways[1]			77,415	423,509	381,670	380,337	-	-	-	-	-
2	**American Airlines Group**	27.3%	1,853,766									
	American Airlines[2]			936,617	815,779	824,959	787,556	746,322	739,273	821,772	956,494	871,197
	US Airways[2]			935,069	944,344	905,789	946,018	952,168	941,864	1,091,472	1,138,854	1,147,376
	America West[2]											
3	**Delta Airlines**	22.9%	1,557,554	1,470,983	1,425,673	1,482,740	1,452,169	1,430,551	883,794	1,019,877	1,209,366	1,232,978
	Northwest[3]	0.0%		-	-	-	-	-	493,543	546,485	525,810	604,941
4	**United Airlines**	13.5%	917,109	835,235	898,478	904,514	543,080	554,292	558,088	641,690	700,422	682,027
	Continental[4]	0.0%		-	-	-	340,083	817,446	800,804	498,364	513,554	493,613
5	**Air Canada Jazz**	0.7%	52,704	43,632	39,435	33,805	35,607	32,690	26,007	39,059	39,692	41,079
	Frontier Airlines[5]	0.0%	-	472	19,113	14,516	80,860	98,673	73,284	79,100	80,189	43,441
	Jetblue Airways	0.0%	-	-	-	-	-	-	-	2,674	230,769	52,416
	Skybus	0.0%	-	-	-	-	-	-	-	352,155	635,274	-
	Independence Air	0.0%	-	-	-	-	-	-	-	-	-	969
	Commercial Total	**99.4%**	**6,758,334**	**6,332,823**	**6,218,054**	**6,331,937**	**6,362,406**	**6,345,997**	**6,211,659**	**6,874,053**	**7,673,981**	**6,691,815**
	Scheduled Charter	0.2%	10,414	9,829	11,157	7,398	7,154	6,840	6,915	18,383	26,767	29,414
	Non-scheduled Charter	0.4%	27,466	13,322	7,317	11,111	9,162	13,354	14,911	17,609	18,592	12,761
	Charter Total	**0.6%**	**37,880**	**23,151**	**18,474**	**18,509**	**16,316**	**20,194**	**21,826**	**35,992**	**45,359**	**42,175**
	Total Passenger	**100.0%**	**6,796,214**	**6,355,974**	**6,236,528**	**6,350,446**	**6,378,722**	**6,366,191**	**6,233,485**	**6,910,045**	**7,719,340**	**6,733,990**

Source: The Authority's Accounting Department

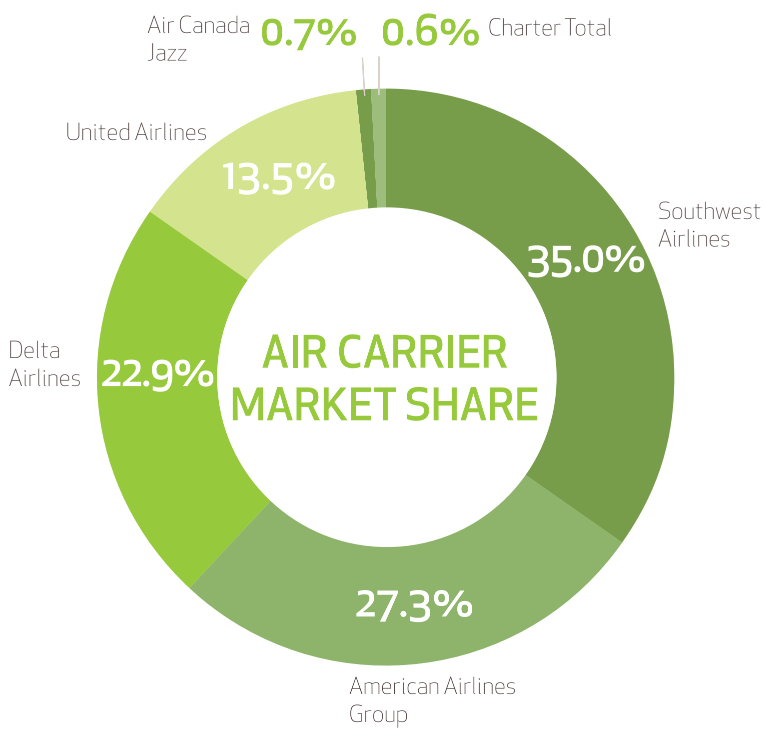
[1] Airtran Airways merged with Southwest in December 2014

[2] America West merged with US Airways in 2006; American Airways and US Airways merged in October 2015 to form American Airlines Group

[3] Northwest was merged into Delta In January 2010.

[4] Continental was merged into United in March 2012.

[5] Frontier ceased operations in January 2014.



Top Ten Customers

For Year Ended December 31, 2015

	% of 2015 Operating Revenue	2015 Revenue	2006 Revenue
Southwest Airlines	11.9%	$ 11,375,000	$ 4,342,000
American Airlines Group	7.7%	$ 7,352,000	$ 4,892,000
Delta Airlines	7.1%	$ 6,790,000	$ 2,662,000
United Airlines Inc.	3.7%	$ 3,556,000	$ 1,773,000
Byers Enterprises	2.5%	$ 2,418,000	$ 2,574,000
Avis Rent A Car	2.4%	$ 2,327,000	$ 2,361,000
HMS Host	2.3%	$ 2,230,000	$ 1,287,000
National Rent A Car	1.8%	$ 1,698,000	$ 1,026,000
Paradies	1.7%	$ 1,600,000	$ 1,326,000
Enterprise Rent A Car	1.7%	$ 1,592,000	$ 745,000
Remainder	57.2%	$ 54,940,000	$ 37,429,000
Total Operating Revenue	**100.0%**	**$ 95,878,000**	**$ 60,417,000**

Source: The Authority's Accounting Department

Budgeted Employees By Department

For the 10 Years Ended December 31, 2015

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Administration	6	5	5	6	6	5	4	4	4	4
Airfield Services	77	82	82	79	79	75	82	82	80	79
Business Development & Communication	13	16	16	14	14	15	13	16	16	17
Facilities & Custodial	112	112	115	110	105	101	103	109	105	105
Finance, Accounting & Legal	31	29	29	29	28	27	27	30	30	29
Human Resources	9	10	10	9	7	6	6	6	6	6
Technologies	22	22	22	18	10	9	8	8	7	7
Operations	34	33	32	31	32	29	35	40	33	32
Parking & Ground Transportation	11	11	11	11	12	11	11	11	11	7
Planning & Construction Administration	21	21	21	26	24	21	24	25	24	21
Public Safety	59	59	59	62	62	65	65	69	69	66
Real Estate	11	10	7	5	5	5	4	5	5	4
Total	**406**	**410**	**409**	**400**	**384**	**369**	**382**	**405**	**390**	**377**

Source: The Authority's Finance Department

Largest Employers in the Greater Columbus Area

Ranked by number of full time employees

		% of 2014 Employment	2014*	% of 2006 Employment	2006
1	The Ohio State University	3.17%	30,963	2.20%	20,345
2	State of Ohio	2.44%	23,859	2.83%	26,239
3	OhioHealth	2.04%	19,936	1.01%	9,336
4	JPMorgan Chase & Co.	1.96%	19,200	1.56%	14,469
5	Nationwide Mutual Insurance Co.	1.25%	12,200	1.27%	11,768
6	Kroger Co.	1.05%	10,242	0.43%	3,982
7	Mount Carmel Health System	0.90%	8,818	0.62%	5,750
8	City of Columbus	0.87%	8,510	0.89%	8,227
9	Nationwide Children's Hospital	0.87%	8,508	0.39%	3,618
10	Honda North America Inc.	0.80%	7,800	0.86%	8,000
11	Franklin County	0.71%	6,959	0.65%	6,055
12	Columbus City School District	0.66%	6,488	0.78%	7,181
13	L Brands	0.62%	6,090	0.52%	4,800
14	Huntington Bancshares Inc.	0.48%	4,661	0.52%	4,800
15	Cardinal Health Inc.	0.47%	4,635	0.29%	2,700
16	Wal-Mart Stores	0.46%	4,543	0.00%	-
17	Giant Eagle Inc.	0.39%	3,816	0.13%	1,200
18	U.S. Postal Service	0.37%	3,630	0.60%	5,526
19	American Electric Power Company Inc.	0.37%	3,627	0.46%	4,221
20	Alliance Data	0.35%	3,465	0.21%	1,900
21	PNC Financial Services Group	0.31%	3,000	0.00%	-
22	Covelli Enterprises/Panara Bread	0.28%	2,750	0.00%	-
23	DLA Land and Maritime	0.27%	2,600	0.00%	-
24	South-Western City Schools	0.26%	2,505	0.25%	2,353
25	Group Managment Services Inc.	0.25%	2,475	0.00%	-
	Other Employers	78.40%	766,420	83.53%	773,830

*2015 information is currently unavailable

Sources: Business First. July 11, 2015 Issue and December 2015 Book of Lists

Information on The List was obtained from individual organizations, Columbus 2020 and Columbus Business First reasearch

Estimated Civilian Labor Force and Annual Average Unemployment Rates

For the 10 Years Ended December 31, 2015

(labor force in thousands)

	FRANKLIN COUNTY		COLUMBUS MSA[1]		OHIO		U.S.
Year	Labor Force[2]	Unemployment Rate[3]	Labor Force[2]	Unemployment Rate[3]	Labor Force[2]	Unemployment Rate[3]	Unemployment Rate[3]
2015	651.6	4.0%	1,036.1	4.1%	5,725	4.9%	5.3%
2014	646.0	4.8%	1,027.2	4.8%	5,719	5.7%	6.2%
2013	640.3	6.4%	1,018.4	6.5%	5,726	7.5%	7.4%
2012	630.2	6.4%	1,004.2	6.5%	5,710	7.4%	8.1%
2011	627.2	7.7%	1,003.5	7.8%	5,772	8.8%	8.9%
2010	626.8	8.9%	1,004.3	9.0%	5,847	10.3%	9.6%
2009	625.0	8.5%	994.8	8.7%	5,907	10.3%	9.3%
2008	625.0	5.5%	995.8	5.7%	5,965	6.4%	5.8%
2007	622.1	4.7%	990.5	4.8%	5,990	5.6%	4.6%
2006	609.1	4.7%	973.2	4.8%	5,945	5.4%	4.6%

Source: Ohio Department of Job & Family Services, Office of Workforce Development (Preliminary data which is subject to change)

[1] *The Columbus Metropolitan Statistical Area (MSA) includes Delaware, Franklin, Licking, Madison, Morrow, Pickaway and Union Counties.*

[2] *Civilian labor force is the estimated number of persons 16 years of age and over, working or seeking work.*

[3] *The unemployment rate is equal to the estimate of unemployed persons divided by the estimated civilian labor force.*

Population and Personal Income Statistics

For the 10 Years Ended December 31, 2015

Year	FRANKLIN COUNTY Personal Income (in thousands)(2)	FRANKLIN COUNTY Population (in thousands)(3)	FRANKLIN COUNTY Per Capita Personal Income(4)	COLUMBUS MSA(1) Personal Income (in thousands)(2)	COLUMBUS MSA(1) Population (in thousands)(3)	COLUMBUS MSA(1) Per Capita Personal Income(4)	OHIO Personal Income (in thousands)(2)	OHIO Population (in thousands)(3)	OHIO Per Capita Personal Income(4)	U.S. Per Capita Personal Income(4)
2015	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)
2014	55,607,860	1,231	45,158	89,559,301	1,995	44,902	489,694,974	11,594	42,236	46,049
2013	53,212,003	1,214	43,838	85,923,198	1,969	43,637	471,546,929	11,572	40,749	44,438
2012	52,835,541	1,197	44,142	84,450,430	1,946	43,405	465,838,605	11,551	40,329	44,266
2011	49,483,176	1,180	41,946	79,420,789	1,926	41,246	448,017,767	11,545	38,807	42,453
2010	45,829,004	1,166	39,301	73,666,662	1,906	38,646	419,791,344	11,540	36,377	40,277
2009	44,259,049	1,155	38,306	71,323,717	1,888	37,786	409,618,652	11,529	35,530	39,376
2008	44,968,409	1,141	39,405	72,236,308	1,866	38,719	421,955,271	11,515	36,643	41,082
2007	44,001,647	1,127	38,037	70,244,095	1,842	38,144	409,790,385	11,500	35,632	39,821
2006	42,541,467	1,116	38,122	67,514,255	1,817	37,157	395,120,357	11,481	34,415	38,144

Sources: U.S. Department of Commerce, Bureau of Economic Analysis, Regional Income Division - November 2015 (Preliminary data which is subject to change)

All dollar estimates are in current dollars (not adjusted for inflation).

Estimates for 2004 forward reflect the results of the comprehensive revision to the national income and product accounts released in July 2013.

(NA) Data not available for this year.

(1) The Columbus Metropolitan Statistical Area (MSA) includes Delaware, Franklin, Licking, Madison, Morrow, Pickaway and Union Counties

(2) The personal income of an area is the income that is received by, or on behalf of, all the individuals who live in the area; therefore, the estimates of personal income are presented by the place of residence of the income recipients.

(3) Census Bureau midyear population estimates. Estimates for 2010-2014 reflect county population estimates available as of March 2015.

(4) Per capita personal income is total personal income divided by total midyear population.

Compliance Section

This section contains the following subsections:

plante moran

Plante & Moran, PLLC
Suite 200
537 E. Pete Rose Way
Cincinnati, OH 45202-3578
Tel: 513.595.8800
Fax: 513.595.8806
plantemoran.com

Report on Internal Control Over Financial Reporting and on Compliance
and Other Matters Based on an Audit of Financial Statements
Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

To Management and the Board of Directors
Columbus Regional Airport Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of the of the Columbus Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2015, and related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated April 14, 2016.

Internal Control Over Financial Reporting

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

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

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

To Management and the Board of Directors
Columbus Regional Airport Authority

Compliance and Other Matters

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

Purpose of this Report

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

Plante & Moran, PLLC

April 14, 2016

Plante & Moran, PLLC
Suite 200
537 E. Pete Rose Way
Cincinnati, OH 45202-3578
Tel: 513.595.8800
Fax: 513.595.8806
plantemoran.com

Report on Compliance for Each Major Federal Program and Passenger Facility Charge Program; Report on Internal Control Over Compliance

Independent Auditor's Report

To the Board of Directors
Columbus Regional Airport Authority

Report on Compliance for Each Major Federal Program and the Passenger Facility Charge Program

We have audited Columbus Regional Airport Authority's (the "Authority") compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement that could have a direct and material effect on its major federal program and passenger facility charge program for the year ended December 31, 2015. In addition, we audited compliance with the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the "Guide") for the year ended December 31, 2015. Columbus Regional Airport Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. The passenger facility charge program is identified in the passenger facility charge revenue and expenditure schedule.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal program and passenger facility charge program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Columbus Regional Airport Authority's major federal programs and passenger facility charge program based on our audit of the types of compliance requirements referred to above.

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

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

Opinion on Each Major Federal Program and the Passenger Facility Charge Program

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

Report on Internal Control Over Compliance

Management of the Columbus Regional Airport Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Columbus Regional Airport Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program or the passenger facility charge program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies, and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and the *Passenger Facility Charge Audit Guide for Public Agencies.* Accordingly, this report is not suitable for any other purpose.

Plante & Moran, PLLC

April 14, 2016

Schedule of Expenditures of Federal Awards

For the Year Ended December 31, 2015

Federal Grantor	Federal CFDA Number	Grant Number	Federal Receipts	Federal Expenditures
DEPARTMENT OF TRANSPORTATION				
Direct:				
Federal Aviation Administration - Airport Improvement Program (AIP):	20.106			
Residential Sound Insulation Program, Phase XI		3-39-0025-77	$ 45,415	$ -
Replacement Runway Projects		3-39-0025-81	10,371,110	10,371,110
Runway 10L/28R Rehab & Shoulder Improvements		3-39-0025-82	800,193	800,193
Update Pavement Management Program		3-39-0026-22	30,707	-
Rehab Apron B & Update Pavement Management Program		3-39-0026-23	362,749	362,750
Rehab Runway 5R/23L		3-39-0117-39	477,537	-
Acquire Snow Removal Equipment		3-39-0117-40	1,143,414	-
Subtotal Federal Aviation Administration			**13,231,125**	**11,534,053**
Pass Through:				
Ohio Dept. of Transportation -				
Highway Planning & Construction	20.205	LPA#22625	968,221	558,514
Highway Planning & Construction	20.205	LPA#23903	101,463	101,463
Highway Planning & Construction	20.205	PID#95941	48,000	48,000
Subtotal Ohio Department of Transportation			**1,117,684**	**707,977**
National Highway Traffic Safety Administration - Minimum Penalties for Repeat Offenders for Driving While Intoxicated	20.608	DUI FFY 2015	3,113	4,044
Subtotal National Highway Traffic Safety Administration			**3,113**	**4,044**
TOTAL DEPARTMENT OF TRANSPORTATION			**14,351,922**	**12,246,074**
DEPARTMENT OF JUSTICE				
Direct:				
Drug Enforcement Agency - Equitable Sharing Program	16.922	N/A	215,591	108,059
TOTAL DEPARTMENT OF JUSTICE			**215,591**	**108,059**
TOTAL FEDERAL AWARDS			**$ 14,567,513**	**$ 12,354,133**

See Accompanying Notes to Schedule of Expenditures of Federal Awards and Schedule of Passenger Facility Charges

Schedule of Expenditures of Passenger Facility Charges

For the Year Ended December 31, 2015

Program	Receipts	Expenditures
Passenger Facility Charges	$ 13,120,527	$ 14,179,781

See Accompanying Notes to Schedule of Expenditures of Federal Awards and Schedule of Passenger Facility Charges

Notes to Schedule of Expenditures of Federal Awards and Schedule of Passenger Facility Charges

For the Year Ended December 31, 2015

Note 1 - *Summary of Significant Accounting Policies*

General — The accompanying schedule of expenditures of federal awards and schedule of passenger facility charges present the activity of all federal assistance programs of the Columbus Regional Airport Authority (the "Authority"). The Authority's reporting entity is defined in Note 1 to the Authority's financial statements. The Authority has not elected to use the 10-percent de minimus indirect cost rate to recover indirect costs as allowed under the Uniform Guidance.

Note 2 - *Basis of Accounting*

Basis of Accounting — The accompanying schedule of expenditures of federal awards and schedule of passenger facility charges are prepared on the basis of cash receipts and disbursements. Consequently, revenues are recognized when received rather than when earned, and expenses are recognized when paid and requested rather than when the obligations are incurred. The basis for determining when federal awards are expended is presented in accordance with the requirements of the Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. In addition, expenditures reported on the Schedule are recognized following, as applicable, either the cost principles contained in OMB Circular A-87, or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

Section I - *Summary of Auditors' Results*

1. The independent auditors' report on the financial statements expressed an unmodified opinion.

2. No significant deficiencies or material weaknesses in internal control over financial reporting were identified.

3. No instance of noncompliance considered material to the financial statements was disclosed.

4. No significant deficiencies or material weaknesses in internal control over compliance with requirements applicable to major federal awards programs were identified.

5. The independent auditors' report on compliance with requirements applicable to major federal award programs expressed an unmodified opinion.

6. The audit disclosed no findings, which are required to be reported by Section 2 CFR 200.516 (a).

7. The organization's major program was:

   Airport Improvement Program ("AIP") (CFDA #20.106).

8. Dollar threshold used to distinguish between Type A and Type B programs: $750,000.

9. The Auditee did not qualify as a low-risk auditee as that term is defined in the Uniform Guidance.

Section II - *Financial Statement Findings Section*

No matters were noted.

Section III - *Federal Award Findings and Questioned Cost Section*

No matters were noted.


Shop
Eat


EDDIE GEORGE'S grille
27
DETERMINATION.
GEORGE 27

COLUMBUS
REGIONAL AIRPORT AUTHORITY

This page intentionally left blank.

COLUMBUS REGIONAL AIRPORT AUTHORITY

FRANKLIN COUNTY

CLERK'S CERTIFICATION

This is a true and correct copy of the report which is required to be filed in the Office of the Auditor of State pursuant to Section 117.26, Revised Code, and which is filed in Columbus, Ohio.

Susan Babbitt

CLERK OF THE BUREAU

CERTIFIED
JUNE 21, 2016

88 East Broad Street, Fourth Floor, Columbus, Ohio 43215-3506
Phone: 614-466-4514 or 800-282-0370 Fax: 614-466-4490
www.ohioauditor.gov