

2016

COMPREHENSIVE ANNUAL FINANCIAL REPORT



Memphis-Shelby County Airport Authority MEMPHIS, TENNESSEE

For the Fiscal Years Ended June 30, 2016 and 2015
A COMPONENT UNIT OF THE CITY OF MEMPHIS

Memphis-Shelby County Airport Authority
MEMPHIS, TENNESSEE

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**Comprehensive
Annual
Financial Report**

For the Fiscal Years Ended June 30, 2016 and 2015
PREPARED BY THE FINANCE DIVISION

Memphis-Shelby County Airport Authority

JUNE 30, 2016

BOARD OF COMMISSIONERS

Pace Cooper, Chairman
James J. Keras, Jr., Vice-Chairman
Pamela Z. Clary
J.W. Gibson II
Michael E. Keeney
Darrell K. Thomas
Keri Wright

OFFICERS AND KEY STAFF MEMBERS POSITION

MEMBERS POSITION

Scott A. Brockman, A.A.E. President and Chief Executive Officer

Forrest B. Artz, C.P.A. Vice President of Finance and Administration and Chief Financial Officer,
Authority Treasurer

Terry S. Blue, A.A.E. Vice President Operations

Brian L. Kuhn, Esquire General Counsel and Authority Secretary

Jeffrey W. Hanley Director of Finance and Authority Assistant Treasurer

Janice Avery-Walthall Director of Human Resources

Mahi C. Chambers, C.P.A. Director of Staff Services

Phillip Florey Director of Maintenance

James A. Hay II Director of Development

J. Jarrett Morgan Director of Information Technology

T. E. Wallace III, A.A.E. Director of Operations and Public Safety

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INTRODUCTORY SECTION

This Section Contains the Following:

Letter of Transmittal and Exhibits

Organizational Chart



October 26, 2016

To the Board of Commissioners of the
Memphis-Shelby County Airport Authority

The Comprehensive Annual Financial Report (“CAFR”) of the Memphis-Shelby County Airport Authority (the “Authority”) for the fiscal year ended June 30, 2016, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Finance Division of the Authority. To the best of our knowledge and belief, and as indicated by the opinion of our independent auditors, the enclosed data of the Authority is accurate in all material respects and reported in a manner designed to present fairly the financial position, results of operations, and cash flows in accordance with accounting principles generally accepted in the United States of America (“GAAP”). All disclosures necessary to enable the reader to gain an understanding of the Authority’s financial activities have been included.

In developing and evaluating the Authority’s accounting system, consideration is given to the adequacy of internal control. The objectives of internal control are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, and that transactions are executed in accordance with management’s authorization and recorded properly to permit the preparation of financial statements in accordance with GAAP. The concept of reasonable assurance recognizes that: 1) the cost of a control should not exceed the benefits likely to be derived; and 2) the evaluation of costs and benefits requires estimates and judgments by management. We believe that the Authority’s internal control processes adequately safeguard assets and provide reasonable assurance that financial transactions are authorized and recorded properly.

The CAFR is presented in four sections: Introductory, Financial, Statistical and Compliance. Just prior to the Introductory Section is a list of principal officials and the table of contents. The Introductory Section includes this transmittal letter, the Authority’s organizational chart and a copy of the Certificate of Achievement for Excellence in Financial Reporting awarded to the Authority by the Government Finance Officers Association of the United States and Canada for the fiscal year ended June 30, 2015. The Financial Section includes the independent auditors’ report, Management’s Discussion and Analysis (“MD&A”) of the financial condition of the Authority, the Authority’s financial statements, and supplemental schedules. The Statistical Section includes select financial and demographic information, generally presented on a multi-year basis. The Compliance Section includes Schedule of Expenditures of Federal and State Awards, the related independent auditors’ reports and the Schedule of Findings and Questioned Costs.

Management is required by GAAP to provide a narrative introductory overview and analysis as an accompaniment to the financial statements in the form of MD&A. This letter of transmittal should be read in conjunction with MD&A, which is discussed in the preceding paragraph and can be found in the Financial Section of this report.

Pursuant to Article VII E. of the Agreement between the City of Memphis (“City”) and the Authority dated May 26, 1970, an audit of the financial statements has been completed by the Authority’s independent certified public accountants, Dixon Hughes Goodman LLP. The goal of the independent audit is to provide reasonable assurance that the financial statements of the Authority for the fiscal year ended June 30, 2016, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Authority’s financial statements for the fiscal year ended June 30, 2016, are fairly presented in conformity with GAAP. The independent auditors’ report is presented as the first component of the Financial Section of this report.

The Single Audit Act of 1984 and Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, require the Authority to arrange for an annual audit in conformity with their provisions. Information related to a single audit, including the Schedule of Expenditures of Federal and State Awards, findings and recommendations, is reported in the Compliance Section of this report. The independent auditors’ reports on the internal control structure and compliance with applicable laws and regulations are also included in the Compliance Section of this report.

PROFILE OF THE MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

The Authority is established pursuant to the Metropolitan Airport Authority Act of Tennessee and all amendments thereto. The major purposes of the Authority are to plan, establish, acquire, construct, improve and operate one or more airports within the City and Shelby County (the “County”). The Authority has the power to issue bonds to accomplish any of the purposes authorized by the Metropolitan Airport Authority Act of Tennessee. All bonds shall be payable solely from the revenues, income, and charges of the Authority and such bonds shall not constitute an obligation of the City or County.

The Mayor of the City, with the Mayor of Shelby County nominating two, appoints all members of the seven-member Board of Commissioners (the “Board”) to govern the Authority. The Memphis City Council confirms these appointments for a seven-year term. A member of the Board may be removed from office by a two-thirds vote of the Memphis City Council, but only after notice of cause for the removal has been served and the member has been granted an opportunity for a public hearing on the matter.

The Board appoints the President, who is the chief executive officer of the Authority. The President appoints, and the Board confirms, the remaining officers. These officers manage and operate the Authority’s airports with a staff of approximately 300 employees, both permanent and temporary.

The Authority prepares an annual budget on the basis established by the 1973 General Revenue Bond Resolution dated June 15, 1973 for all accounts and funds established by those agreements and resolutions, except construction and debt service funds. The annual budget serves as the foundation for the Authority's financial planning and control. All appropriations, except open project account appropriations, lapse at the end of each fiscal year and must be reappropriated. Since there is no legal requirement to report on the budgetary basis, no budget information is presented in the accompanying financial statements.

The Authority owns Memphis International (the "Airport"), Charles W. Baker ("Baker"), and General DeWitt Spain ("Spain") Airports. Baker Airport is located south of Millington, Tennessee and Spain Airport is located just north of downtown Memphis. Both Baker and Spain Airports serve general aviation and are considered reliever airports for the Airport.

The Airport occupies about 4,600 acres of land in Shelby County and is 13 miles by road southeast of downtown Memphis. The Airport is 99.9% unaffected by impassable weather and handles all types of aircraft. The Airport has four runways equipped with precision instrument landing systems suitable for use by large aircraft and a surface movement guidance system allowing the Airport to operate down to a 300 foot runway visual range. The terminal building has 60 gates to accommodate passenger aircraft and includes a Federal Inspection Station ("FIS") for clearing international flights and associated passengers.

FACTORS AFFECTING FINANCIAL CONDITION

Economic Conditions and Outlook

The Memphis area continues to show the effects of the slow recovering economy. The Memphis Metropolitan Statistical Area ("MMSA") unemployment rate for August 2016 was 5.5%, which was above the State of Tennessee and the national rates of 4.4% and 4.9%, respectively.

During Fiscal Year 2016, over 99 percent of the enplanement activity was origination and destination (O&D) activity. Of the total FY 2016 enplanement activity at the Airport, Delta Air Lines comprised 34 percent, American Airlines approximately 29 percent, Southwest about 17 percent, United Airlines about 13 percent with all other airlines making up the balance. The outlook for FY 2017 is for American Airlines, Southwest, United Airlines, Allegiant and Frontier to continue to comprise larger percentages of the total enplanement activity with the concentration of enplanement activity spread across all carriers. As a result, the Airport is experiencing enhanced air service competition and additional non-stop destinations which results in a reduction of average air fares for the Memphis passenger market. The Airport's FY 2017 first quarter O&D traffic grew more than 4 percent over the prior year's first quarter activity level.

The Authority has developed multi-year financial projections, taking into account estimated impacts on the Airport's landed weight, non-airline revenues, amount of leased space in the terminal complex and operating expenses and projects a cost per enplaned passenger ("CPE") to be reasonable when compared to airports of similar size and activity levels.

Cargo air carriers, primarily FedEx Express, continue to have a significant impact at the Airport; accordingly, the Airport handled a total of 4.8 million U.S. tons of cargo in fiscal year 2016. The Airport is ranked #1 in the United States for total air cargo handled, and #2 in the world according to statistics reported by Airports Council International, Geneva, Switzerland. Over 92% of the cargo handled at Memphis International Airport was reported as domestic. FedEx Corporation (“FedEx”), the world’s largest express transportation company, is headquartered in Memphis and operates its primary overnight package sorting facility at the Airport. FedEx continues to dominate the cargo business at the Airport, transporting approximately 99% of all cargo handled at the Airport in fiscal year 2016. This activity keeps the Airport active twenty-four hours a day. Based on information from FedEx, the Authority believes that FedEx has shifted sorting activity from its regional facilities back to the Airport in order to make better use of the SuperHub capacity.

Population and Employment

The MMSA encompasses a 3,000-square-mile area comprised of Shelby, Fayette and Tipton Counties in Tennessee, Benton, Desoto, Marshall, Tate and Tunica Counties in Mississippi, and Crittenden County in Arkansas. Transportation and distribution services, tourism, technology, healthcare, trade, and construction help make the MMSA a richly diverse economic engine.

The MMSA population was 1,239,292 according to the United States 2010 Census, which is up 9% from 2000. Additionally, the population for the MMSA is expected to increase to 1,402,486 by 2025. Shelby County’s population for 2010 was 927,644, which was 3% higher than the 897,500 for 2000. More population information can be found in the Statistical Section.

The Airport and the Port of Memphis, as well as the seven federal highways, 15 state highways and two U. S. interstate systems, with a third one under construction, that cross the City, along with its central location in the United States, all contribute to Memphis’ position as America’s Distribution Center. Accordingly, transportation plays a major role in the economy of the MMSA. More metropolitan markets can be served overnight (within 600 miles) from Memphis than any other city in the central United States. Memphis offers multiple inter-modal transportation options such as air to truck or truck to air, water to truck or rail, or rail to truck. Memphis boasts the fourth busiest inland river port with enhanced inter-modal capabilities.

Visitors are also attracted to Memphis for sporting events such as the Grizzlies, a National Basketball Association team, the Redbirds, a AAA team affiliate with Major League Baseball’s 2011 World Champion St. Louis Cardinals, the AutoZone Liberty Bowl Football Classic and the St. Jude Golf Classic, to name a few. Gaming has developed as a major contributor to the economy of the MMSA. Tunica County, Mississippi, just 30 miles from downtown Memphis, is recognized as the seventh largest grossing gaming center in the country. Memphis also attracts worldwide visitors to Graceland, home of Elvis Presley, St. Jude Children’s Research Center, Stax Museum of American Soul Music and the National Civil Rights Museum.

LONG TERM FINANCIAL PLANNING

Master Plan/Strategic Plan

One of the tools the Authority uses for long term planning is the Airport Master Plan, which is updated every 7 to 10 years. The Authority issued a Master Plan update in January 2010. This document is prepared with the input of staff, the signatory airlines, and other key tenants of the Airport. The Master Plan specifies the physical improvements that are needed to meet projections of future demand. It consists of a technical report that specifies the logic and reasoning for proposed capital improvements as well as large scale drawings that illustrate the physical layout of the improvements. The financial implications of a master plan are very important because it serves as the basis for requesting federal funds for the construction of capital improvements proposed in the plan. The Authority's most recent update of the Master Plan provides a flexible and cost-effective guide for the future development of the Airport through the year 2020. Capital improvements recommended by the plan are demand-driven, only those that are needed as a result of actual increase in demand will be constructed. The Authority is currently in the process of completing a new Airport Master Plan.

The Authority has also developed a comprehensive Strategic Plan, which identifies and inventory strengths and weaknesses and guides the Authority's operating, capital and financial planning for the next 5-7 years.

Multi-Year Financial Plan

The Authority prepares Multi-Year Financial Plans, which are updated annually. This plan contains the first year of the proposed annual Operating Budget and the remaining two years reflecting fiscal projections developed through a combination of historical trends, contractual and other known commitments, anticipated changes to future revenues and expenditures, and other reasonable assumptions. The five year Capital Improvements Budget is updated annually and contains the current fiscal year and the ensuing four fiscal years.

RELEVANT FINANCIAL POLICIES

Cash and Investment Management

The Authority uses a portfolio manager to help direct the investment of the Authority's funds and to provide comparative investment market information. Allowable investments are limited to those authorized by the 1988 Bond Resolution. All investments were made in compliance with their applicable resolution or bond indenture.

The Authority invests temporarily idle cash in direct obligations of or obligations guaranteed by the United States Government, obligations of specific agencies of the United States Government, New Housing Authority Bonds or Project Notes issued by public agencies or municipalities and guaranteed by the United States Government, secured negotiable certificates of deposit, and secured repurchase agreements. Investments are insured, registered or held by a trustee in the Authority's name.

The Authority's primary objective under this policy is to preserve the principal of those funds within the portfolio.

The portfolio is managed in such a manner that assures that funds are available as needed to meet immediate and/or future operating requirements and that it is managed to maximize the return of investments. At year-end, all Authority investments are presented in the basic financial statements at fair market value.

Risk Management

It is the policy of the Authority to eliminate or transfer risk where possible. The Authority currently maintains approximately \$1.2 billion of total insurance coverage. For claims arising out of bodily injury or property damage at the Airport, the Authority carries approximately \$300 million of liability insurance. The Authority also has approximately \$800 million of property insurance on airport properties, which includes flood and earthquake coverage. The Authority or its tenants, within limits and with deductibles approved by the Authority, maintain fire insurance coverage on all buildings at the airports. Contractors and lessees are required to carry certain amounts of insurance. A schedule of insurance in force at June 30, 2016, can be found in the Statistical Section of this report.

In addition to the coverage discussed above, the Authority maintains an Owner Controlled Insurance Program (“OCIP”). OCIP is a method of assuring that all contractors and subcontractors of any tier performing work at a construction project jobsite are provided insurance for Tennessee Workers’ Compensation, Employers Liability, and Commercial General Liability, including Completed Operations and Excess Liability. The Authority pays for the full cost of the OCIP and charges those costs back to the projects covered.

The Authority has also implemented various risk control techniques including employee safety and accident training. The Authority’s general counsel reviews all contracts and leases.

Debt Management

As part of its strategic and long-term financial planning, the Authority strives to ensure that financial resources are adequate to meet long-term planning objectives. In managing its debt, the Authority strives to achieve the lowest cost of capital, ensure high credit quality, assure access to the capital credit markets, preserve financial flexibility, and manage interest rate risk exposure. See Note 7 of the notes to the basic financial statements in the Financial Section for Long-Term Debt information.

Pension and other Post-employment Benefits

The Authority participates in the defined benefit pension plans of the City of Memphis Retirement System. A Board of Administration administers the plans under the direction of the City’s Mayor. Substantially all full-time salaried employees are required to participate in one of the two plans. The plans provide retirement benefits as well as death and disability benefits. The Authority is required to contribute at a statutorily determined rate set by the City of Memphis Retirement System funding policy. This policy states “that beginning in the plan year commencing on July 1, 2015, the City will fund the actuarially determined contribution (“ADC”) each year over a graduated progress percentage so that in a maximum of five (5) years the City will be funding 100% of the ADC each year. The graduated progress percentage each year is at a minimum the percentage determined by dividing five (5) the difference between the percentage of the ADC paid in the plan year commencing July 1, 2014, subtracted from 100%. The ADC shall be recalculated each year and the percentage of funding shall be based on

the most recent recalculation of the ADC”. See Note 10 of the notes to the basic financial statements in the Financial Section for more information.

The Authority also provides a supplemental retirement benefit to eligible Authority participants in the City of Memphis Retirement System. It is a defined contribution plan under which the Authority makes contributions on a discretionary basis. See Note 11 of the notes to the basic financial statements in the Financial Section for more information.

In addition to the pension benefits, the Authority provides 80% of the cost of certain health care and life insurance coverage to active employees and certain eligible employees who retire from the Authority under the provisions of the City’s Retirement System. See Note 13 of the notes to the basic financial statements in the Financial Section for more information.

MAJOR INITIATIVES

Concourse Modernization Project. The Authority's preliminary Concourse B modernization concepts and the related design efforts began in December 2015. This project will create higher ceilings and wider corridors filled with natural light throughout the concourse, add moving walkways, create special purpose public use areas and enhance concession concept opportunities. The project is expected to take approximately three years to complete at a cost yet to be determined. Construction should begin in fiscal year 2017 with a projected completion by late fiscal year 2020.

Airfield Maintenance Facility. The Authority is in the design phase of a new airfield maintenance facility which will replace the existing airfield maintenance building and warehouse facilities located contiguous to the current FedEx leased space. Construction of the new facility is anticipated to begin in the summer of 2017 and to be completed in late 2018. The new facility is anticipated to include both secure and non-secure operations. The airfield maintenance portion of the facility will include approximately ten mechanics bays, some sized for large snow removal equipment, an airfield electrical shop, a paint shop, a sign shop, supervision offices, equipment storage and covered parking for rolling stock, including snow removal equipment and ground maintenance and support equipment. As well, the airport police department, communications center, emergency operations center, operations duty department and snow command center will relocate from terminal facilities to the new airfield maintenance facility.

Glycol De-Ice Pads. With the Authority's current NPDES storm water permit expiring December 2018, the Airport is in the design phase of 12 de-ice pads which will be designed to separate the deicer and anti-icer impacted water from the storm drainage system. This project includes asphalt in-field areas for vehicle and equipment staging, lighting system, glycol impacted collections system, non-glycol impacted collections system, relocation of an existing public street, vehicle service road bridge, as well as the construction of two crossfield taxiways. Construction is anticipated to begin in the summer of 2017 and to be completed in late 2019.

AWARDS AND ACKNOWLEDGMENTS

Certificate of Achievement

The Government Finance Officers Association of the United States and Canada (“GFOA”) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its Comprehensive Annual Financial Report (“CAFR”) for the fiscal year ended June 30, 2015. The Authority has received a Certificate of Achievement for twenty-seven consecutive fiscal years from 1989-2015. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparations of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized CAFR, the contents of which conform to program standards. The CAFR must satisfy both GAAP and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement Program’s requirements, and we are submitting it to GFOA for consideration.

Acknowledgements

The preparation of the financial statements would not have been possible without the efficient and dedicated services of the entire staff of the Finance Division. We would like to express our appreciation to all members of the Division for their help and contributions to its preparation.

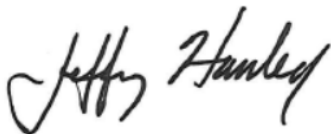
Respectfully submitted,



Scott A. Brockman, A.A.E.
President and Chief Executive Officer



Forrest B. Artz, C.P.A.
Vice President of Finance and Administration,
Authority Treasurer



Jeffrey W. Hanley
Director of Finance
Authority Assistant Treasurer



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**Memphis-Shelby County
Airport Authority, Tennessee**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2015

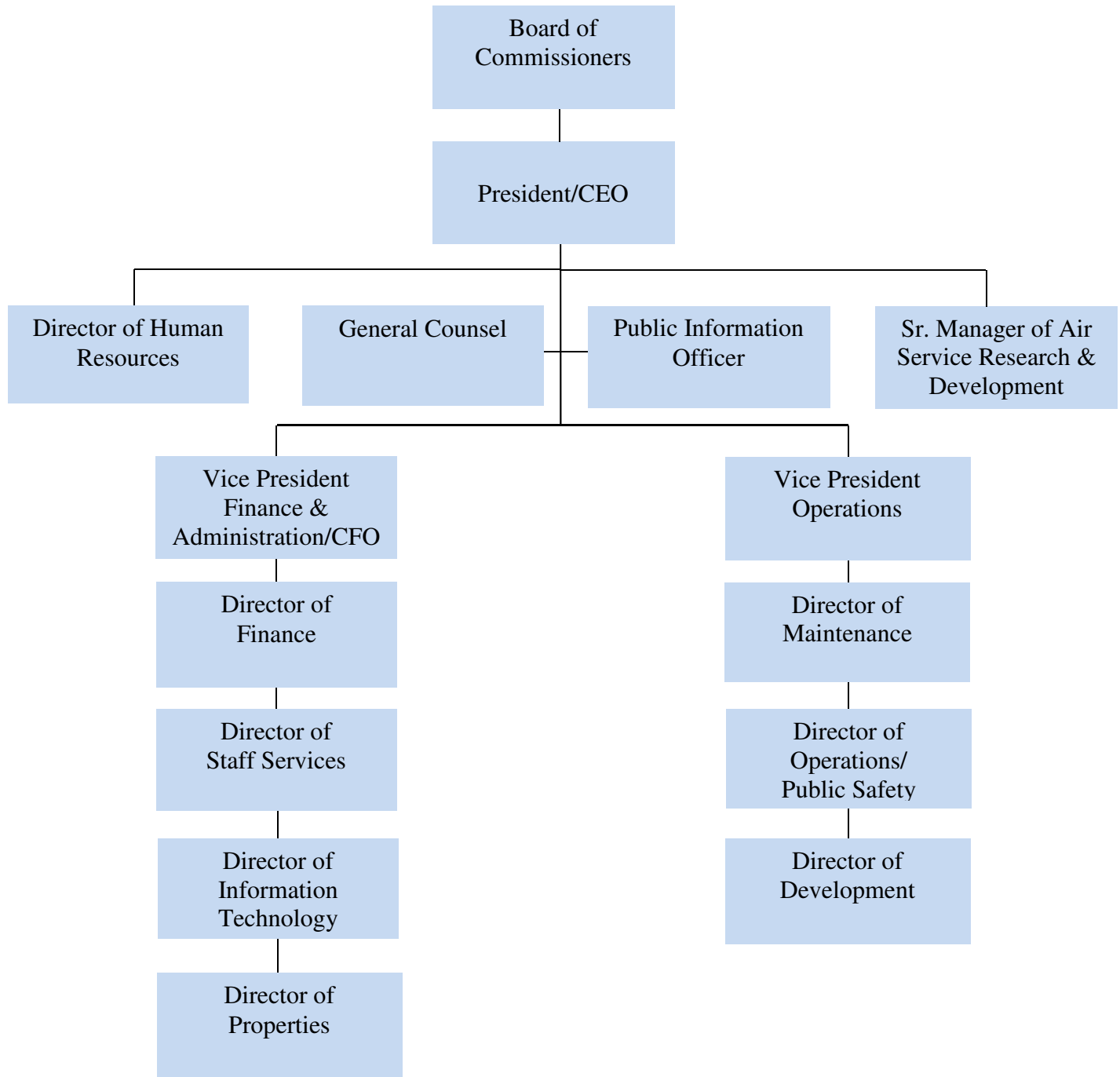
A handwritten signature in black ink, reading "Jeffrey R. Egan". The signature is fluid and cursive.

Executive Director/CEO



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

Organizational Chart





FINANCIAL SECTION

This Section Contains the Following:

Independent Auditors' Report

Management's Discussion and Analysis

Financial Statements

Supplemental Schedules

Independent Auditors' Report

The Board of Commissioners and Management
Memphis-Shelby County Airport Authority
Memphis, Tennessee

Report of the Financial Statements

We have audited the accompanying financial statements of the Memphis-Shelby County Airport Authority (the "Authority"), a component unit of the City of Memphis, Tennessee, as of and for the years ended June 30, 2016 and 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.

Auditors' Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' 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 opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the net position of the Authority as of June 30, 2016 and 2015, and the respective changes in net position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

Changes in Accounting Principle

As described in Note 1 to the financial statements, the Authority changed its revenue recognition method for incremental amounts due to and from airlines under the Airport Use and Lease Agreement. The cumulative effect of the adoption of this new policy resulted in a restatement in net position as of June 30, 2015 of \$12,215,000. Our opinion is not modified with respect to this matter.

In fiscal year 2015, the Authority adopted new accounting guidance, GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – An Amendment of GASB Statement No. 27*, which is described in Note 1 to the financial statements. The cumulative effect of the adoption of this new guidance resulted in a restatement in net position as of June 30, 2014 of \$15,492,000. 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 on pages 18 through 36, the schedule of proportionate share of the net pension liability and related ratios and the schedule of contributions on page 70 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, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The introductory section, supplemental schedules, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements.

The supplemental schedules and the schedule of expenditures of federal and state awards 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 schedules and the schedule of expenditures of federal and state awards are fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections 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 October 26, 2016, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Dixon Hughes Goodman LLP

Memphis, Tennessee

October 26, 2016

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2016

The following discussion and analysis of Memphis-Shelby County Airport Authority's (the "Authority") financial performance provides an introduction and overview of the Authority's financial activities for the fiscal years ended June 30, 2016 and 2015. Please read this discussion in conjunction with the Authority's basic financial statements and the notes to the basic financial statements immediately following this discussion.

All dollar amounts, except per unit data, are expressed in thousands.

OVERVIEW OF THE FINANCIAL STATEMENTS

The Authority owns and operates Memphis International Airport and two general aviation airports, Charles W. Baker and General DeWitt Spain. The Authority is presented as an enterprise fund with separate accounts for each of the three airports. The accounts of the Authority are reported using the flow of economic resources measurement focus. The financial statements are prepared on the accrual basis of accounting, under which revenues are recognized when earned and expenses are recognized when incurred. All capital assets, except land, aviation easements, and construction-in-process are capitalized and depreciated over their useful lives. See Note 1 of the notes to the basic financial statements for a summary of the Authority's significant accounting policies.

The *Statements of Net Position* present all of the Authority's assets, deferred outflows of resources, liabilities and deferred inflows of resources. The difference between assets plus deferred outflows of resources and liabilities plus deferred inflows of resources is reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Authority's financial position. However, the consideration of other non-financial factors, such as changes within the airline industry, may be necessary in the assessment of the overall financial position and health of the Authority.

The *Statements of Revenues, Expenses and Changes in Net Position* present all revenues and expenses of the Authority, regardless of when cash is received or paid, and the ensuing change in net position.

The *Statements of Cash Flows* report how cash was provided and used by the Authority's operating, capital financing, and investing activities. These statements are prepared on a cash basis and present the cash received and disbursed, the net increase or decrease in cash for the year, and the cash and balance at year-end.

In addition to the basic financial statements, this report includes a section for statistical information. This section presents certain unaudited information related to the Authority's historical financial and non-financial operating results, bonded debt activity, capital asset activity, and other demographic information.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)

FINANCIAL HIGHLIGHTS FOR FISCAL YEAR 2016

- Operating revenues of \$104,820 for fiscal year 2016 increased by \$4,278 (4 percent) compared to fiscal year 2015 revenues of \$100,542.
- Operating expenses, before depreciation and amortization, of \$56,310 for fiscal year 2016 increased by 4 percent compared to fiscal year 2015 operating expenses of \$53,923.
- The Authority's total net position at June 30, 2016 was \$650,883. This is a decrease of \$17,807 (3 percent) over total net position of \$668,690 at June 30, 2015.
- Capital assets, net of accumulated depreciation decreased by \$34,887 mainly due to fiscal year 2016 net capital additions of approximately \$26,930; offset by the current year change in accumulated depreciation of \$61,817.
- The Authority's total outstanding long-term bonds and notes payable, net at June 30, 2016 decreased by \$42,501 (11.8 percent) compared to June 30, 2015 due primarily to scheduled principal payments made during fiscal year 2016 and the additional amounts paid towards notes payable.

FINANCIAL HIGHLIGHTS FOR FISCAL YEAR 2015

- Operating revenues of \$100,542 for fiscal year 2015 decreased by \$12,910 (11 percent) compared to fiscal year 2014 revenues of \$113,452.
- Operating expenses, before depreciation and amortization, of \$53,923 for fiscal year 2015 decreased by 3 percent compared to fiscal year 2014 operating expenses of \$55,617.
- The Authority's total net position at June 30, 2015 was \$668,690. This is a decrease of \$17,069 (2 percent) over total net position of \$685,759 at June 30, 2014.
- Capital assets, net of accumulated depreciation decreased by \$20,883 mainly due to fiscal year 2015 net capital additions of approximately \$43,453; offset by the current year change in accumulated depreciation of \$64,336.
- The Authority's total outstanding long-term bonds and notes payable, net at June 30, 2015 decreased by \$15,602 (4.5 percent) compared to June 30, 2014 due primarily to scheduled principal payments made during fiscal year 2015, the reclassification of certain debt between current and long-term liability and the addition of a \$7 note payable.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

SUMMARY OF CHANGES IN NET POSITION

FINANCIAL ANALYSIS

At June 30, 2016, the Authority's net position decreased year over year with total assets and deferred outflows of \$1,091,274, total liabilities and deferred inflows of \$440,391 and total net position of \$650,883. A comparative combined condensed summary of the Authority's net position at June 30, 2016, 2015 and 2014 is as follows:

	<u>2016</u>	<u>2015</u>	<u>2014</u>
Assets			
Current assets	\$151,882	\$169,037	\$193,481
Net capital assets	900,782	935,669	956,552
Other non-current assets	28,210	25,182	52,550
Total assets	<u>1,080,874</u>	<u>1,129,888</u>	<u>1,202,583</u>
Deferred outflows of resources	<u>10,400</u>	<u>7,268</u>	<u>4,491</u>
Liabilities			
Current liabilities	55,761	52,081	107,207
Long-term liabilities	377,988	411,796	414,108
Total liabilities	<u>433,749</u>	<u>463,877</u>	<u>521,315</u>
Deferred inflows of resources	<u>6,642</u>	<u>4,589</u>	
Net position			
Net investment in capital assets	579,291	587,325	593,252
Restricted	56,960	66,037	61,599
Unrestricted	14,632	15,328	30,908
Total net position	<u>\$650,883</u>	<u>\$668,690</u>	<u>\$685,759</u>

Fiscal Year 2016

Current assets at June 30, 2016 decreased by \$17,155 (10.1 percent) when compared to current assets at June 30, 2015. This decrease was primarily due to a decrease of \$14,784 in cash and investments and \$3,030 in capital contributions receivable, partially offset by an increase of \$394 in accounts receivable and an increase of \$245 in prepaid expenses. The decrease in cash and investments was mainly due to the ongoing construction costs for the Terminal Apron Project and various other ongoing design and construction projects, as well as, a decrease in investments due to the purchase of additional non-current investments and the reduction in capital contributions receivable. The decrease in capital contributions receivable results from the timing of when capital expenditures were incurred (revenue recognized) and when the related reimbursements were received from the grantor agency. These decreases were partially offset by the increase in accounts receivable due to the timing on receipt of certain year-end invoices and an increase in prepaid expenses due to certain prepaid insurance coverages.

Capital assets, net of depreciation decreased by \$34,887 in fiscal year 2016 compared to fiscal year 2015 primarily due to the annual asset depreciation, offset partially by the Authority's ongoing capital improvement program. Fiscal year 2016 net capital additions were \$26,930, offset by the current year change in accumulated depreciation of \$61,817.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

SUMMARY OF CHANGES IN NET POSITION (CONTINUED)

Non-current assets, other than capital assets, increased by \$3,028 due to an increase in investments occurring from the purchase of additional non-current investments.

The deferred outflows of resources at June 30, 2016 were \$10,400, an increase of \$3,132 compared to June 30, 2015 of \$7,268. The deferred outflows of resources relates to the loss on bond refundings (the difference between the reacquisition price and the net carrying amount of the old debt) and deferred actuarial loss under GASB 68. The decrease of \$705 in deferred losses on bond refundings is the systematic recognition of interest expense over the remaining life of the old debt or of the new debt, whichever is shorter. This was offset by an increase in deferred losses under GASB 68 of \$3,837 due mainly to an increase in investment losses as compared to the expected return on assets.

Current liabilities increased from \$52,081 in 2015 to \$55,761 in 2016. This increase of \$3,680 (7 percent) is primarily due to the addition of unearned revenue (\$14,001) and accounts payable (\$708), offset partially by decreases in current maturities of long-term debt (\$7,832), construction contracts payable (\$2,283) and accrued interest payable (\$650). The addition of unearned revenue is due to a change in the Authority's method of revenue recognition. The increase in accounts payable is due to the timing of the receipt of normal operating invoices subsequent to the fiscal year end. The decrease in current maturities of long-term debt is mainly due to the retiring of 2008A and 2003 revenue bonds. The decrease in accrued interest payable is due to the reduced principal balance of outstanding bonds as a result of the payment of principal, based on amortization schedules, during the fiscal year. The decrease in construction contracts payable is due to the completion of the Terminal Apron Project.

Long-term liabilities at June 30, 2016 were \$377,988, a decrease of \$33,808 compared to June 30, 2015 (\$411,796). The decrease in long-term liabilities was primarily due to the net decrease (\$24,518) for certain debt reclassified from long-term debt to a current liability; as it is due within one year, the payments made toward notes payable (\$8,834), the amortization for bond premium costs (\$1,317), the amortization to recognize rental revenue from FedEx Corporation related to the prior TnANG facility (\$1,540), offset by the GASB 68 required recording of the additional net pension liability (\$2,258) and increased compensated absences (\$143), due to certain amounts reclassified to a current liability from a long-term liability.

The deferred inflows of resources at June 30, 2016 were \$6,642, an increase of \$2,053 compared to June 30, 2015 of \$4,589. The deferred inflows of resources relates to the deferred actuarial gains as a result of implementing GASB 68. This increase was due to the reduction in the Authority's pro rata share of the overall pension liability.

The largest portion of the Authority's net position is the net investment in capital assets of \$579,291 (e.g. land, buildings, machinery and equipment). The Authority uses these assets to provide services to passengers, visitors and tenants of the airport; accordingly, these assets are not available for future spending or to service the related debt. Therefore, the resources needed to repay this debt must be provided from operations, since the capital assets themselves are not used to liquidate these liabilities.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

SUMMARY OF CHANGES IN NET POSITION (CONTINUED)

Fiscal Year 2015

Current assets at June 30, 2015 decreased by \$24,444 (12.6 percent) when compared to current assets at June 30, 2014. This decrease was primarily due to a decrease of \$46,012 in Special Facilities rent receivable, offset by an increase of \$13,347 in cash and investments, a \$9,039 increase in capital contributions receivable, and an increase of \$262 in accounts receivable. The decrease in Special Facilities rent receivable was due to the final payment from FedEx on the Special Facilities Revenue Bonds, Refunding Series 2003. The increase in cash and investments was mainly due to the reclassification of certain non-current investments to current investments, offset by ongoing construction costs for the Terminal Apron Project and various other ongoing construction projects. The increase in capital contributions receivable results from the timing of when capital expenditures were incurred (revenue recognized) and thus became eligible for the related reimbursement from the grantor agency. The increase in accounts receivable was mainly due to the final agreed upon completion of our Ground Transportation Center capital project.

Capital assets, net of depreciation decreased by \$20,883 in fiscal year 2015 compared to fiscal year 2014 primarily due to the Authority's ongoing capital improvement program. Fiscal year 2015 net capital additions were \$43,453, offset by the current year change in accumulated depreciation of \$64,336.

Non-current assets, other than capital assets, decreased by \$27,368 due to a decrease of \$20,691 in investments occurring from the reclassification of certain non-current investments to current investments and a decrease in notes receivable related to the fuel farm improvements of \$6,677.

The deferred outflows of resources relates to the loss on bond refundings (the difference between the reacquisition price and the net carrying amount of the old debt) and deferred actuarial loss under GASB 68. The decrease of \$1,007 in deferred losses on bond refundings is the systematic recognition of interest expense over the remaining life of the old debt or of the new debt, whichever is shorter.

Current liabilities decreased from \$107,207 in 2014 to \$52,081 in 2015. This decrease of \$55,126 (51 percent) is primarily due to decreases in current maturities of long-term debt (\$54,414) and accrued interest payable (\$1,632), offset partially by increases in accounts payable (\$1,100) and construction contracts payable (\$358). The decrease in current maturities of long-term debt is mainly due to the final balloon payment from FedEx of \$45,000 on the Special Facilities Revenue Bonds, Refunding Series 2003. The decrease in accrued interest payable is due to the reduced principal balance of outstanding bonds as a result of the payment of principal, based on amortization schedules, during the fiscal year. The increase in accounts payable is due to the timing of the receipt of normal operating invoices subsequent to the fiscal year end. The increase in construction contracts payable is due to the increased activity on the Terminal Apron Project.

Long-term liabilities at June 30, 2015 were \$411,796, a decrease of \$2,312 compared to June 30, 2014 (\$414,108). The decrease in long-term liabilities was due to the net decrease of \$20,916 for certain debt reclassified from long-term debt to a current liability; as it is due within one year, the amortization of \$1,469 for bond premium costs, the amortization of \$1,540 to recognize rental revenue from FedEx Corporation related to the prior TnANG

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

SUMMARY OF CHANGES IN NET POSITION (CONTINUED)

facility, offset by the GASB 68 required recording of the cumulative net pension liability (\$14,719), the new MEMFuel note payable (\$6,783) and increased compensated absences (\$111), due to certain amounts reclassified to a current liability from a long-term liability.

The deferred inflows of resources relates to the deferred actuarial gains as a result of implementing GASB 68.

The largest portion of the Authority's net position is the net investment in capital assets of \$587,325 (e.g. land, buildings, machinery and equipment). The Authority uses these assets to provide services to passengers, visitors and tenants of the airport; accordingly, these assets are not available for future spending or to service the related debt. Therefore, the resources needed to repay this debt must be provided from operations, since the capital assets themselves are not used to liquidate these liabilities.

SUMMARY OF CHANGES IN NET POSITION

	2016	2015	2014
Operating revenues	\$104,820	\$100,542	\$113,452
Operating expenses	(56,310)	(53,923)	(55,617)
Operating income before depreciation	48,510	46,619	57,835
Depreciation	(62,176)	(65,587)	(65,370)
Operating loss	(13,666)	(18,968)	(7,535)
Non-operating income	8,679	7,974	7,873
Non-operating expense	(16,386)	(17,972)	(22,450)
Loss before capital contributions	(21,373)	(28,966)	(22,112)
Capital contributions	15,781	27,389	24,919
Increase (decrease) in net position	(\$5,592)	(\$1,577)	\$2,807

The following table presents revenue by major source for the years ended June 30, 2016, 2015 and 2014 and the pie charts show the percentage of revenues by source for the years ended June 30, 2016 and 2015. Due to the strong presence of cargo operations at Memphis International Airport (FedEx super-hub and the world's second largest in total tonnage), airline revenues have been separated to reflect separate passenger and cargo categories.

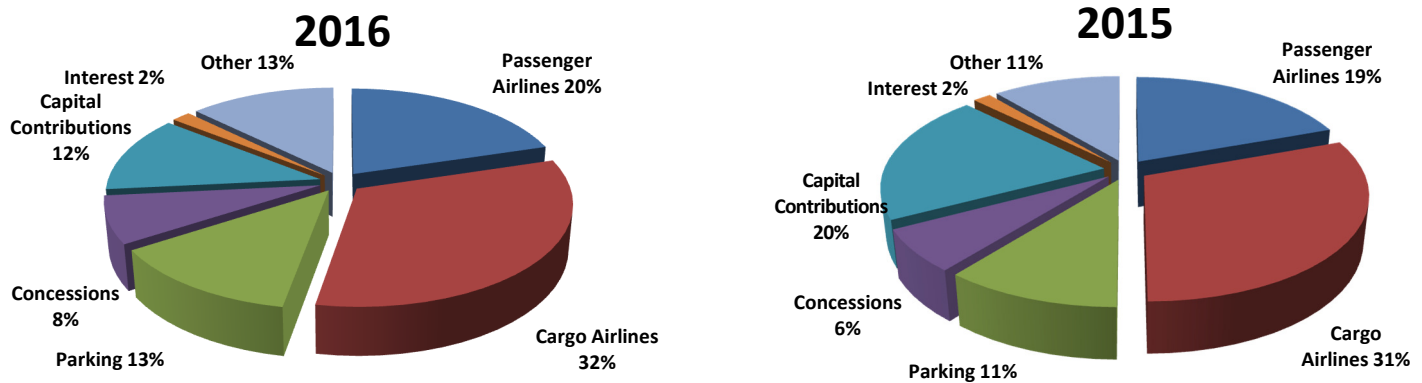
MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

REVENUES BY MAJOR SOURCE

	<u>2016</u>	<u>2015</u>	<u>2014</u>
Operating Revenues			
Passenger Airlines			
Passenger landing fee	\$3,009	\$2,747	\$3,589
Airline terminal rentals	22,666	23,041	27,297
Airline fee payments-FIS	10	95	12
Other rentals	558	555	504
Total Passenger Airlines	<u>26,243</u>	<u>26,438</u>	<u>31,402</u>
Cargo Airlines			
Cargo landing fees	28,843	28,361	32,726
Ground rents	10,860	10,809	8,764
Other rentals	2,406	2,360	2,482
Total Cargo Airlines	<u>42,109</u>	<u>41,530</u>	<u>43,972</u>
Non-Airline Rentals			
Concessions-terminal	2,077	2,112	2,679
Concessions-rental car	7,667	6,719	6,457
Public parking	16,237	13,914	12,939
Employee parking	607	673	951
GTC rentals	1,145	1,321	1,012
Other rentals	8,622	7,567	9,409
Total Non-Airline Rentals	<u>36,355</u>	<u>32,306</u>	<u>33,447</u>
Other Revenue			
Restricted rental income	113	268	356
Special facilities lease income			4,275
Total other revenues	<u>113</u>	<u>268</u>	<u>4,631</u>
Total Operating Revenues	<u>104,820</u>	<u>100,542</u>	<u>113,452</u>
Non-operating Revenues			
Interest and investment income	2,158	2,115	2,495
Customer facility charges	6,392	5,703	5,330
Other	129	156	48
Total Non-Operating Revenues	<u>8,679</u>	<u>7,974</u>	<u>7,873</u>
Capital Contributions	<u>15,781</u>	<u>27,389</u>	<u>24,919</u>
Total Revenues	<u>\$129,280</u>	<u>\$135,905</u>	<u>\$146,244</u>

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

REVENUES



Fiscal Year 2016

Operating revenues of \$104,820 for fiscal year 2016 increased by \$4,278 (4.3 percent) compared to fiscal year 2015 revenues of \$100,542. This increase in operating revenues is primarily due to increased public parking revenues (\$2,323), rental car concessions (\$948), cargo landing fees (\$482), passenger landing fees (\$262) and other non-airline rentals (\$1,055), offset by decreases in other restricted rental income (\$155), GTC rentals (\$176), airline terminal rentals (\$375) and FIS fees (\$85). Such activity was due to the residual Airport Use Agreement that requires airline revenues to be recognized to the extent necessary to pay the Authority's operating and maintenance expenses and net debt service requirements, reduced by non-airline revenues.

Non-operating revenues for fiscal year 2016 are comprised of interest income (\$2,158), customer facility charges (CFC) (\$6,392), operating grants (\$67) and gain on disposal of fixed assets (\$62). Total non-operating revenues increased by \$705 in fiscal year 2016 compared to fiscal year 2015 non-operating revenues. This increase was mainly due to additional CFC revenues (\$689) due to increased rental car activity, gain on investment earnings (\$43) and gain on operating grants (\$48), offset partially by a reduced gain on the disposal of assets (\$75).

Capital contributions, comprised primarily of Federal capital grants, decreased from \$27,389 in fiscal year 2015 to \$15,781 in fiscal year 2016, as a result of when capital expenditures were incurred (revenue recognized) and thus became eligible for the related reimbursement from the Federal government.

Fiscal Year 2015

Operating revenues of \$100,542 for fiscal year 2015 decreased by \$12,910 (11.4 percent) compared to fiscal year 2014 revenues of \$113,452. This decrease in operating revenues is primarily due to decreased passenger landing fees (\$842), airline terminal rentals (\$4,256), cargo landing fees (\$4,365), terminal concessions (\$567), other non-airline rentals (\$1,842) and Special Facilities lease income (\$4,275), offset by increases in cargo ground rents (\$2,045), parking revenues (\$975), GTC rentals (\$309) and rental car concessions (\$262). Such activity was due to the residual Airport Use Agreement that requires airline revenues to be recognized to the extent necessary to pay the Authority's operating and maintenance expenses and net debt service requirements, reduced by non-airline revenues.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

REVENUES (CONTINUED)

Non-operating revenues for fiscal year 2015 are comprised of interest income (\$2,115), customer facility charges (CFC) (\$5,703), operating grants (\$19) and gain on disposal of fixed assets (\$137). Total non-operating revenues increased by \$101 in fiscal year 2015 compared to fiscal year 2014 non-operating revenues. This increase was mainly due to additional CFC revenues (\$373) due to increased rental car activity, gain on the disposal of assets (\$137) offset by reduced investment earnings of \$380 as a result of slightly lower yields.

Capital contributions, comprised primarily of Federal capital grants, increased from \$24,919 in fiscal year 2014 to \$27,389 in fiscal year 2015, as a result of when capital expenditures were incurred (revenue recognized) and thus became eligible for the related reimbursement from the Federal government.

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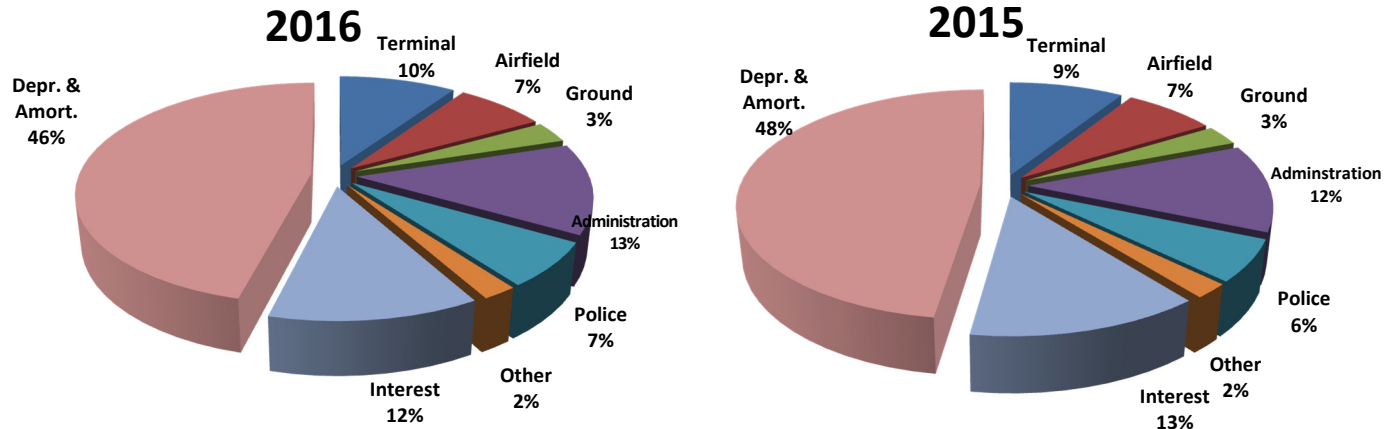
EXPENSES

The following table presents expenses by cost center for the years ended June 30, 2016, 2015 and 2014 and the pie charts show the percentage of expenses by cost center for the years ended June 30, 2016 and 2015.

EXPENSES BY COST CENTER

	2016	2015	2014
Operating Expenses			
Airfield area	\$10,006	\$9,945	\$10,278
Terminal area	12,804	12,435	12,991
Ground transportation area	4,167	3,850	3,904
Administration area	17,808	16,902	17,376
Police and operations area	8,770	8,004	8,146
Other areas	2,755	2,787	2,922
Total operating expense	56,310	53,923	55,617
Non-operating Expense			
Interest expense	16,386	17,972	21,425
Loss on disposal of fixed assets			1,025
Total expenses before depreciation and change in accounting principle	72,696	71,895	78,067
Depreciation	62,176	65,587	65,370
Total Expense	<u>\$134,872</u>	<u>\$137,482</u>	<u>\$143,437</u>

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY EXPENSES (CONTINUED)



Fiscal Year 2016

In fiscal year 2016, the Authority's operating expenses of \$56,310 increased compared to fiscal year 2015 operating expenses of \$53,923 by \$2,387 (4 percent). The net increase was mainly due to increased airfield, terminal, ground transportation, administration and police and operations of \$61, \$369, \$317, \$906 and \$766, respectively. The increase in airfield costs was mainly due to the increase in costs related to a fire protection and ambulance services contract, the increase in joint sealant maintenance and an increase in slab repairs on the airfield; offset partially by lower deicing chemicals costs due to a decreased number of snow events. The increase in terminal costs was mainly due to salaries and benefits costs and an increase in repairs and maintenance. The increase in ground transportation was mainly due to an increase in repairs and maintenance from equipment coming off of warranty and increased parking management and bank fees related to increase public parking traffic. The increase in administration costs was primarily due to increased salaries and wages and related benefits, offset partially by lower overall expenses. The increase in the police and operations expenses was mainly due to higher salaries and wages and related benefit costs and additional security guard services.

Depreciation expense decreased from \$65,587 in fiscal year 2015 to \$62,176 for fiscal year 2016. This decrease of \$3,411 is mainly due to a large number of depreciable assets reaching the end of their depreciable life in fiscal year 2015.

Non-operating expenses are comprised of interest expenses on outstanding debt. Fiscal year 2016 interest expense of \$16,386 decreased \$1,586 compared to fiscal year 2015 interest expense of \$17,972. This decrease in interest expense was due to the scheduled payments of principal on outstanding bonds and notes; as a result, interest expense was reduced year over year.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

EXPENSES (CONTINUED)

Fiscal Year 2015

In fiscal year 2015, the Authority's operating expenses of \$53,923 decreased compared to fiscal year 2014 operating expenses of \$55,617 by \$1,694 (3 percent). The net decrease was mainly due to decreased airfield, terminal, administration, police and operations and other expenses of \$334, \$556, \$474, \$142 and \$135, respectively. The decrease in airfield costs was mainly due to the decrease in costs related to a fire protection and ambulance services contract, the cost of fuel related to sales at the reliever airports and a reduction in overall expenses; offset partially by higher deicing chemicals costs due to an increased number of snow events. The decrease in terminal costs was mainly due to decreased utility costs and salaries and benefits costs. The decrease in administration costs was primarily due to decreased salaries and wages and related benefits and costs related to the airline incentive program offset by increased legal fees. The decrease in the police and operations expenses was mainly due to lower salaries and wages and related benefit costs. The decrease in other costs was mainly due to fewer field shop equipment parts for ongoing maintenance and lower fuel costs.

Depreciation expense increased from \$65,370 in fiscal year 2014 to \$65,587 for fiscal year 2015. This increase of \$217 is mainly due to greater depreciation expense related to the increase of depreciable Authority assets year over year.

Non-operating expenses are comprised of interest expenses on outstanding debt and loss on disposal of fixed assets. Fiscal year 2015 interest expense of \$17,972 decreased \$3,453 compared to fiscal year 2014 interest expense of \$21,425. This decrease in interest expense was due to the scheduled payments of principal on outstanding bonds and notes; as a result, interest expense was reduced year over year. The loss on disposal of fixed assets decreased in fiscal year 2015. The loss on disposal of fixed assets (\$1,025) in fiscal year 2014 related to facilities and runway infrastructure that was replaced before the end of their useful lives.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

CAPITAL ASSETS

The Authority's capital assets at June 30, 2016, 2015 and 2014 are summarized as follows:

NET CAPITAL ASSETS

	2016	2015	2014
Avigation easements	\$46,679	\$46,679	\$43,703
Land and improvements	159,581	159,476	162,494
Buildings	555,359	552,072	542,652
Runways, taxiways, and airfield lighting	776,015	719,646	715,340
Facilities constructed for tenants	104,077	104,077	104,077
Roads, bridges, and fences	68,529	67,253	67,109
Equipment and utility systems	116,406	109,454	105,741
Construction in process	13,714	54,773	28,861
Total capital assets	1,840,360	1,813,430	1,769,977
Less accumulated depreciation	939,578	877,761	813,425
Net capital assets	<u>\$900,782</u>	<u>\$935,669</u>	<u>\$956,552</u>

Fiscal Year 2016

At the end of fiscal years 2016 and 2015, the Authority had \$900,782 and \$935,669, respectively, invested in net capital assets. During fiscal year 2016 the Authority had net additions of \$26,930 related to capital activities for runway and taxiway projects, building improvements, equipment and roads, bridges and fencing projects, offset by current year depreciation of \$62,176, less deletions of \$359.

During fiscal year 2016, completed projects totaling \$68,250 were transferred from construction in progress to applicable buildings and other facilities capital asset accounts. These major completed projects were related to runways, taxiways, aprons and airfield lighting (\$56,369), buildings (\$3,287), roads, bridges and fences (\$1,276) and equipment and utility systems (\$7,318).

The Authority's capital activities are funded through revenue bonds, Federal and State grants and airport revenues. Additional information on the Authority's capital assets is presented in Note 5 of the notes to the basic financial statements.

Fiscal Year 2015

At the end of fiscal years 2015 and 2014, the Authority had \$935,669 and \$956,552, respectively, invested in net capital assets. During fiscal year 2016 the Authority had net additions of \$43,453 related to capital activities for runway and taxiway projects, building improvements, equipment and roads, bridges and fencing projects, offset by current year depreciation of \$65,587, less deletions of \$1,251.

During fiscal year 2015, completed projects totaling \$18,834 were transferred from construction in progress to applicable buildings and other facilities capital asset accounts. These major completed projects were related to runways, taxiways, aprons and airfield lighting (\$4,349), buildings (\$9,420), roads, bridges and fences (\$144) and equipment and utility systems (\$4,921).

The Authority's capital activities are funded through revenue bonds, Federal and State grants and airport revenues. Additional information on the Authority's capital assets is presented in Note 5 of the notes to the basic financial statements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

DEBT ACTIVITY

The Authority's outstanding bonds and notes payable, net of any premiums or discounts, at June 30, 2016, 2015 and 2014 are summarized as follows:

BONDS AND NOTES PAYABLE

	<u>2016</u>	<u>2015</u>	<u>2014</u>
Bonds:			
Airport Revenue	\$303,360	\$335,710	\$366,040
Special Facilities Revenue			45,000
Unamortized bond premiums	5,874	7,191	8,660
Note payable	9,383	18,217	11,434
Current portion of bonds and notes payable	<u>(24,518)</u>	<u>(32,350)</u>	<u>(86,764)</u>
Total long-term bonds and notes payable	<u><u>\$294,099</u></u>	<u><u>\$328,768</u></u>	<u><u>\$344,370</u></u>

Fiscal Year 2016

The Authority's June 30, 2016 total long-term bonds and note payable, net, of \$294,099 decreased \$34,669 (10.5 percent) compared to the June 30, 2015 total of \$328,768. The decrease in the total long-term bonds and note payable, net outstanding was mainly due to certain debt reclassified as a current liability as it is due within one year of \$24,518, the amortization of \$1,317 for bond premium costs and the payments toward non-current notes payable of \$8,487.

In December 2015, the Authority reduced its revolving line of credit with a bank to \$30,000. The purpose for this line of credit is to provide temporary funding for the purchase of leaseholds and property for airfield expansion and capital cash flow requirements. The amount available on this line of credit is reduced by the \$2,948 outstanding notes payable leaving \$27,052 available for draw down at June 30, 2016.

More detailed information related to long-term debt can be found in Note 7 of the notes to the basic financial statements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

DEBT ACTIVITY (CONTINUED)

Fiscal Year 2015

The Authority's June 30, 2015 total long-term bonds and note payable, net, of \$328,768 decreased \$15,602 (4.5 percent) compared to the June 30, 2014 total of \$344,370. The decrease in the total long-term bonds and note payable, net outstanding was mainly due to certain debt reclassified as a current liability as it is due within one year of \$32,350 and the amortization of \$1,469 for bond premium costs offset partially by the reclassification of a note payable of \$11,434 from current to non-current, as well as, the addition of a note payable of \$6,783.

In April 2013, the Authority consolidated all lines of credit and obtained a \$45,000 revolving line of credit with a bank. The purpose for this line of credit is to provide temporary funding for the purchase of leaseholds and property for airfield expansion and capital cash flow requirements. The amount available on this line of credit is reduced by the \$11,434 outstanding notes payable leaving \$33,566 available for draw down at June 30, 2015.

More detailed information related to long-term debt can be found in Note 7 of the notes to the basic financial statements.

DEBT SERVICE COVERAGE

Airport revenue bond resolution covenants require that revenues available to pay debt service, as defined in the bond resolution, are equal to a minimum of 125 percent of the debt service on airport revenue bonds. Coverage ratios for fiscal years 2016, 2015 and 2014 are as follows:

COVERAGE RATIO

	2016	2015	2014
Airport Revenue Bonds	160%	147%	152%

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

AIRPORT ACTIVITIES AND HIGHLIGHTS

AIRLINE ACTIVITY

During fiscal year 2016, 3,949,336 passengers traveled through the Airport, an increase of 10.2 percent over the 3,584,163 passengers in fiscal year 2015. Additionally, aircraft landed weight increased from 24,780,791 per thousand pound units in fiscal year 2015 to 25,777,800 per thousand pound units in fiscal year 2016. These changes in activity were realized with the increase in fiscal year 2016 carrier aircraft operations of 190,392 compared to fiscal year 2015 carrier aircraft operations of 185,874.

Air Cargo activity grew in fiscal year 2016 in spite of significant challenges within the national and world economies. Memphis remained the United States' largest cargo airport, and the world's second largest cargo airport with approximately 4.8 million and 4.7 million U.S. tons of total cargo in fiscal years 2016 and 2015, respectively. Cargo activity at the Airport is dominated by FedEx Express, which has its corporate headquarters and operates its worldwide super-hub from Memphis.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

AIRPORT ACTIVITIES AND HIGHLIGHTS (CONTINUED)

The Authority's Airport Use and Lease Agreement, in effect with six airlines known collectively as the signatory airlines, establishes the rates and charges methodology for the signatory airlines and their affiliates each year. A new 5 year agreement became effective July 1, 2012. Landing fees and rates for non-signatory and non-scheduled airlines are assessed at 115 percent and 125 percent, respectively, of the signatory rates.

RATES AND CHARGES

	2016	2015	2014	2013
Terminal Average Square Foot Rate	\$116.07	\$135.26	\$86.71	\$73.58
Cargo Building Square Foot Rate	\$12.00	\$12.00	\$12.00	\$12.00
Aircraft Loading Position				
Rate per Linear Foot	\$256.22	\$252.96	\$91.62	\$76.77
Signatory Landing Fee-per 1,000 lbs. unit	\$1.27	\$1.25	\$1.45	\$1.45

Cost per enplaned passenger ("CPE") is a measure used by the airline industry to reflect the relative costs a passenger airline pays to operate at an airport based upon the number of enplaned passengers for that airport. That measure, however, is not exact for comparison, as not all airports calculate the number in the same way and cautions should be taken when comparing individual or groups of airports.

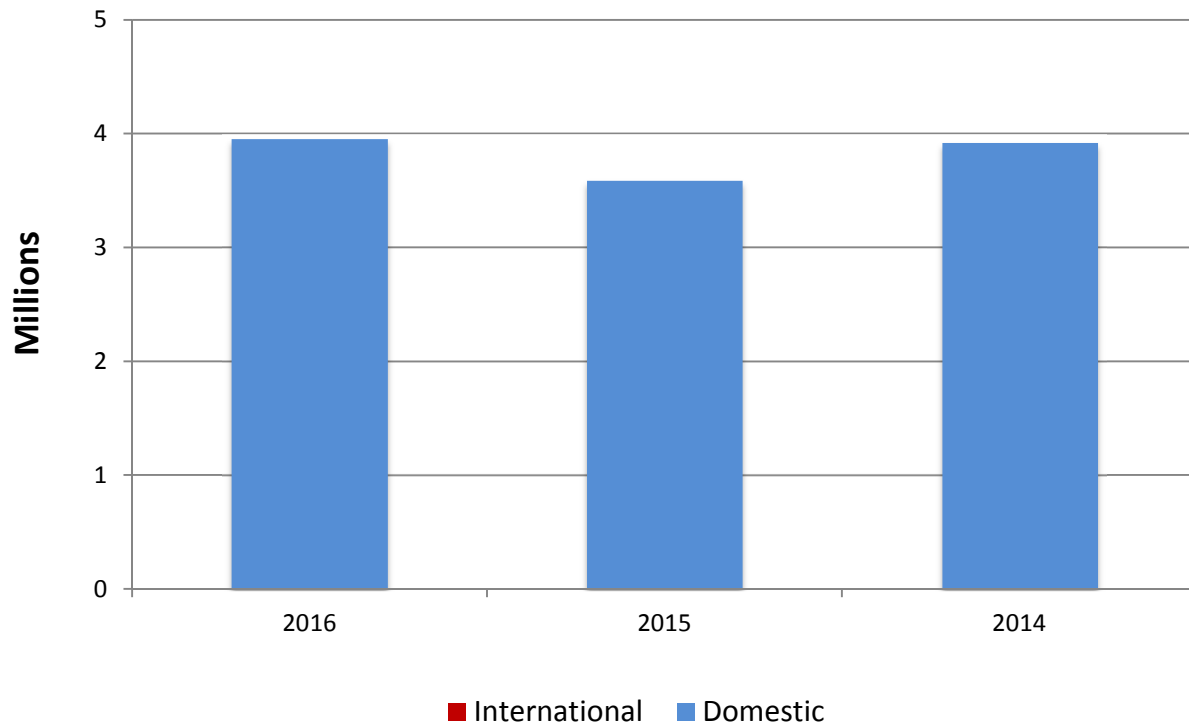
COST PER ENPLANED PASSENGER

	2016	2015	2014
Average Cost Per Enplaned Passenger	\$11.37	\$13.34	\$11.76

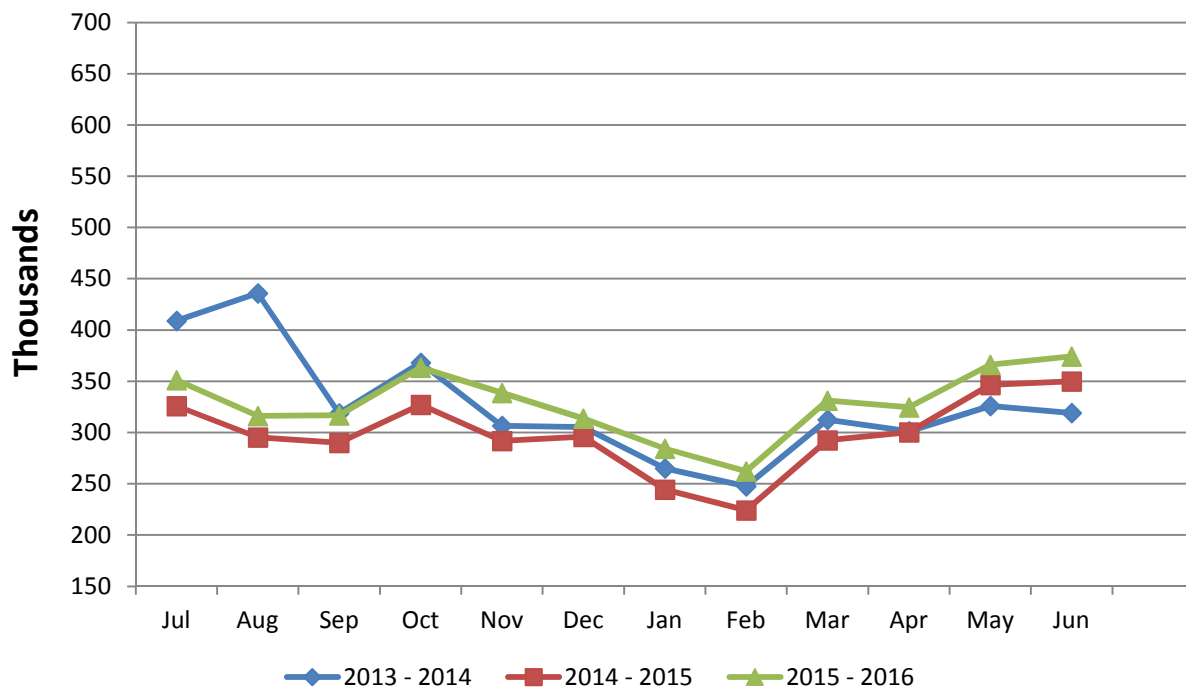
Selected statistical information about total passengers, total cargo, aircraft landed weight, and air carrier movements for the past three years is presented in the table and graphs below.

FISCAL YEAR	TOTAL PASSENGERS	TOTAL CARGO HANDLED (U.S. TONS)	AIRCRAFT LANDED WEIGHT (1000 POUND UNITS)	AIR CARRIER MOVEMENTS
2016	3,949,336	4,779,592	25,777,800	190,392
2015	3,584,163	4,710,197	24,780,791	185,874
2014	3,915,174	4,647,220	24,854,200	192,374

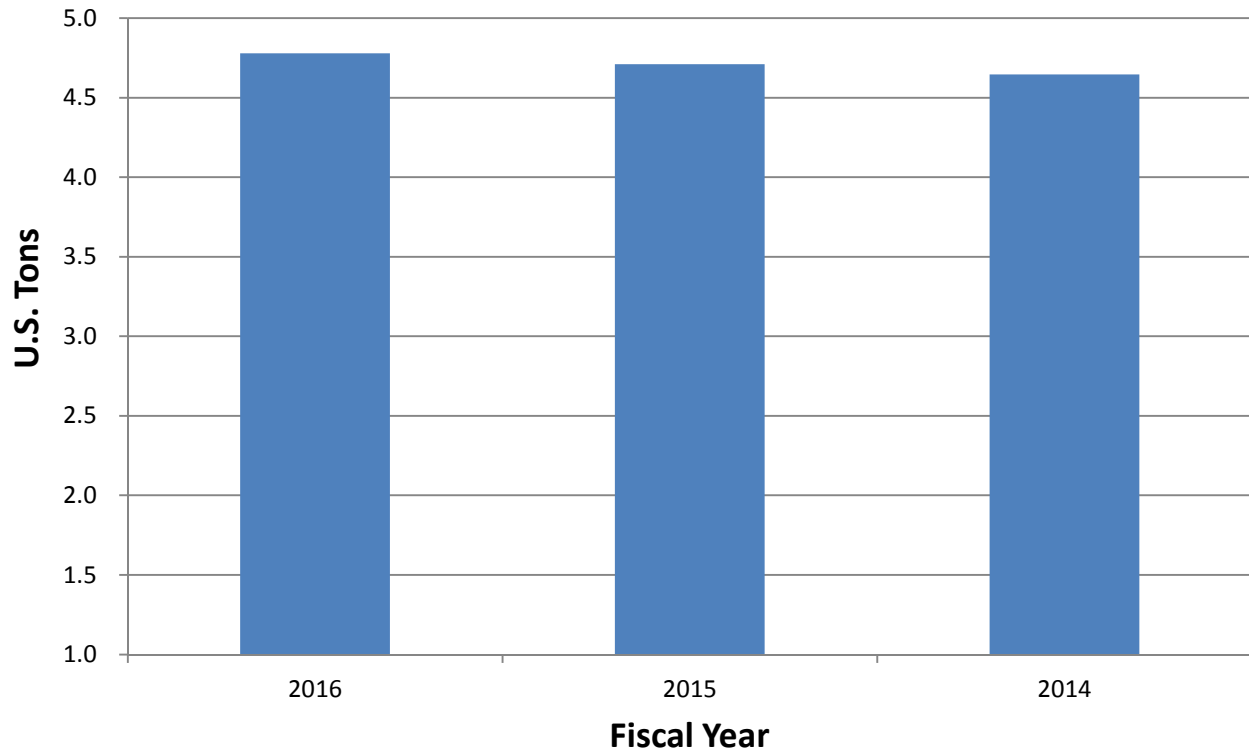
Total Passengers



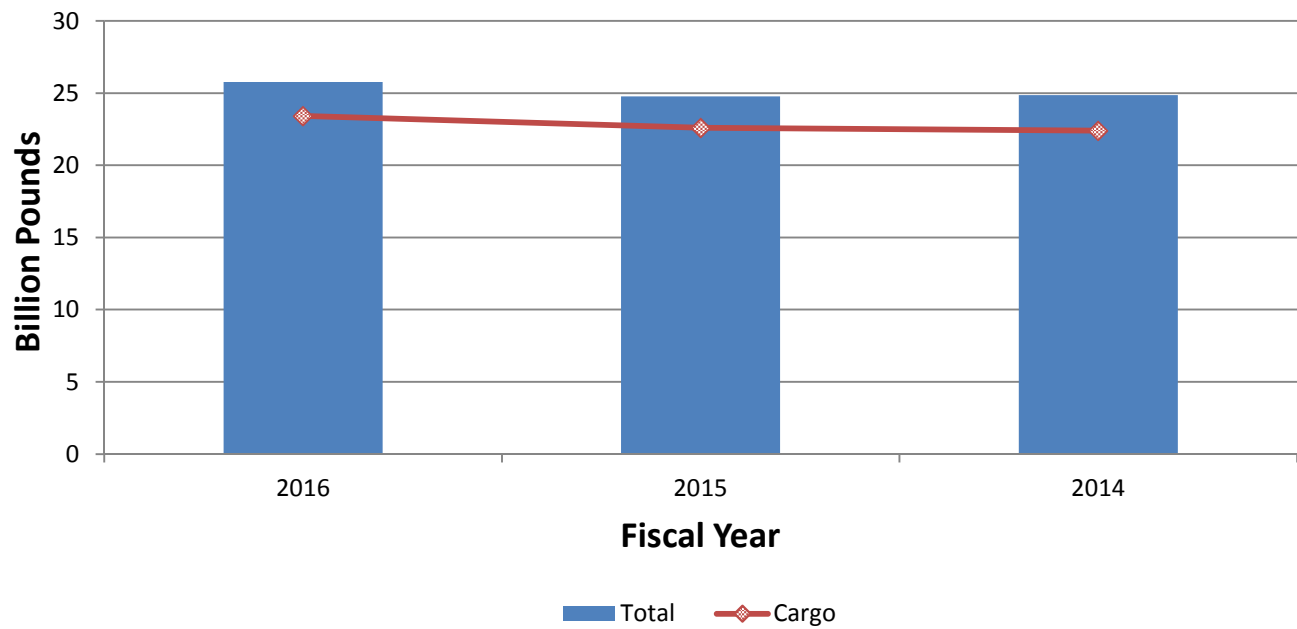
Monthly Passengers



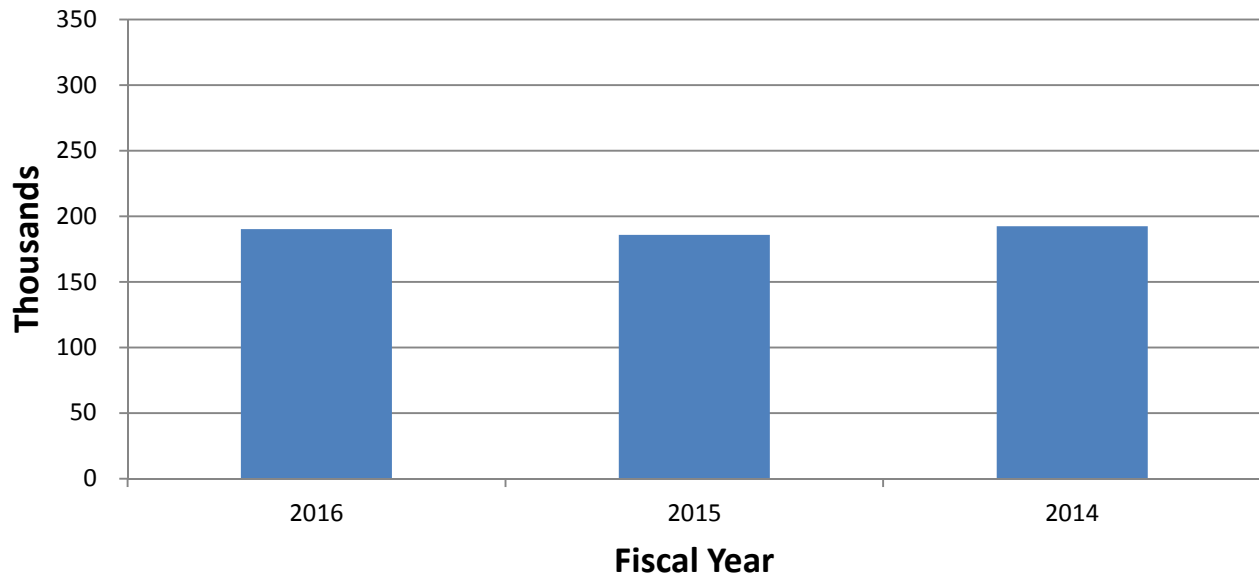
Cargo Handled



Landed Weights



Movements



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY FUTURE OUTLOOK

The Airport continues to work with its existing passenger airline partners and other carriers not currently serving Memphis to identify new markets and air service enhancements. In fiscal year 2016, Allegiant added service to six non-stop destinations - Austin, St Pete-Clearwater, Phoenix-Mesa, Jacksonville, Fort Walton/Destin, and Los Angeles. The Airport also added seasonal flights operated by Southwest to Austin TX and Frontier Airlines added less than daily service to Atlanta. Memphis continues to attract new carriers and began service with GLO, a regional carrier, to New Orleans. The outlook for FY 2017 is for American Airlines, Southwest, United Airlines, Allegiant and Frontier to comprise larger percentages of the total enplanement activity and balance the concentration of enplanement activity across all passenger air carriers. Additional competition in the market is generating additional flights, increased non-stop destinations and upgauging of aircraft which leads to lower average airfares for the Memphis market.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in its finances. Questions concerning any of the information should be addressed to the Chief Financial Officer, Memphis-Shelby County Airport Authority, 2491 Winchester Road, Suite 113, Memphis, Tennessee 38116-3856.



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY**STATEMENTS OF NET POSITION**

JUNE 30, 2016 AND 2015 (\$ IN THOUSANDS)

	<u>2016</u>	<u>2015</u>
ASSETS		
CURRENT ASSETS		
UNRESTRICTED ASSETS		
Cash	\$27,522	\$41,291
Investments	17,962	
Accounts receivable	7,075	6,108
Materials and supplies inventory	1,651	1,616
Prepaid expenses	1,774	1,529
Grants receivable	60	38
Total current unrestricted assets	<u>56,044</u>	<u>50,582</u>
RESTRICTED ASSETS		
Cash	45,025	77,852
Investments	37,217	23,367
Account receivable		573
Accrued interest receivable	535	572
Capital contributions receivable	13,061	16,091
Total current restricted assets	<u>95,838</u>	<u>118,455</u>
TOTAL CURRENT ASSETS	<u>151,882</u>	<u>169,037</u>
NON-CURRENT ASSETS		
RESTRICTED ASSETS		
Investments	<u>28,210</u>	<u>25,182</u>
Total non-current restricted assets	<u>28,210</u>	<u>25,182</u>
CAPITAL ASSETS		
Land and improvements	159,581	159,476
Avigation easements	46,679	46,679
Depreciable capital assets		
(less accumulated depreciation of \$939,578 and \$877,761)	680,808	674,741
Construction in progress	13,714	54,773
Total capital assets, net	<u>900,782</u>	<u>935,669</u>
TOTAL NON-CURRENT ASSETS	<u>928,992</u>	<u>960,851</u>
TOTAL ASSETS	<u>\$1,080,874</u>	<u>\$1,129,888</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred charges on refundings	\$2,779	\$3,484
Deferred actuarial losses - pension	7,621	3,784
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>\$10,400</u>	<u>\$7,268</u>

See notes to basic financial statements.

	<u>2016</u>	<u>2015</u>
LIABILITIES		
CURRENT LIABILITIES		
Payable from unrestricted assets		
Accounts payable	\$5,493	\$4,785
Accrued expenses	2,220	2,520
Current portion - compensated absences	290	254
Unearned revenue	14,001	
Total payable from unrestricted assets	<u>22,004</u>	<u>7,559</u>
Payable from restricted assets		
Construction contracts payable	1,212	3,495
Accrued interest payable	8,027	8,677
Current maturities of long-term debt	24,518	32,350
Total payable from restricted assets	<u>33,757</u>	<u>44,522</u>
TOTAL CURRENT LIABILITIES	<u>55,761</u>	<u>52,081</u>
NON-CURRENT LIABILITIES		
Lease revenue received in advance	65,587	67,127
Compensated absences	1,325	1,182
Net pension liability	16,977	14,719
Bonds and notes payable, net of current maturities	294,099	328,768
TOTAL NON-CURRENT LIABILITIES	<u>377,988</u>	<u>411,796</u>
TOTAL LIABILITIES	<u>\$433,749</u>	<u>\$463,877</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred actuarial gains - pension	\$6,642	\$4,589
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>\$6,642</u>	<u>\$4,589</u>
NET POSITION		
Net investment in capital assets	\$579,291	\$587,325
Restricted		
Capital acquisition	56,960	66,037
Unrestricted	14,632	15,328
TOTAL NET POSITION	<u>\$650,883</u>	<u>\$668,690</u>

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
YEARS ENDED JUNE 30, 2016 AND 2015 (\$ IN THOUSANDS)

	<u>2016</u>	<u>2015</u>
OPERATING REVENUES		
Airfield	\$44,107	\$43,411
Terminal building	24,958	25,760
Ground transportation	27,183	23,632
Other aviation areas	4,713	4,331
Non-aviation areas	3,859	3,408
Total operating revenues	<u>104,820</u>	<u>100,542</u>
OPERATING EXPENSES		
Airfield	10,006	9,945
Terminal building	12,804	12,435
Ground transportation	4,167	3,850
General administration	17,808	16,902
Police	8,770	8,004
Field shop	1,509	1,594
Other aviation areas	238	235
Non-aviation areas	1,008	958
Total operating expenses before depreciation	<u>56,310</u>	<u>53,923</u>
DEPRECIATION	<u>62,176</u>	<u>65,587</u>
OPERATING LOSS	<u>(13,666)</u>	<u>(18,968)</u>
NON-OPERATING REVENUES (EXPENSES)		
Interest and investment income	2,158	2,115
Interest expense	(16,386)	(17,972)
Customer facility charges	6,392	5,703
Operating grants	67	19
Gain on disposal/sale of capital assets	62	137
Total non-operating expenses, net	<u>(7,707)</u>	<u>(9,998)</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS	(21,373)	(28,966)
CAPITAL CONTRIBUTIONS	<u>15,781</u>	<u>27,389</u>
CHANGE IN NET POSITION	<u>(5,592)</u>	<u>(1,577)</u>
TOTAL NET POSITION: BEGINNING OF YEAR, BEFORE RESTATEMENT	668,690	685,759
CUMULATIVE EFFECT OF CHANGE IN		
ACCOUNTING PRINCIPLE	(12,215)	(15,492)
TOTAL NET POSITION: BEGINNING OF YEAR, AFTER RESTATEMENT	<u>656,475</u>	<u>670,267</u>
TOTAL NET POSITION, END OF YEAR	<u>\$650,883</u>	<u>\$668,690</u>

See notes to basic financial statements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2016 AND 2015 (\$ IN THOUSANDS)

	<u>2016</u>	<u>2015</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$100,789	\$100,325
Cash paid to suppliers for goods and services	(27,148)	(25,895)
Cash paid to employees for services	(25,071)	(26,253)
Net cash provided by operating activities	<u>48,570</u>	<u>48,177</u>
CASH FLOWS FROM NON-CAPITAL FINANCING		
Operating grants received	44	29
Net cash provided by non-capital financing	<u>44</u>	<u>29</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Proceeds from sale of capital assets	62	137
Reimbursements from other governments and entities	573	(573)
Acquisition and construction of capital assets	(29,572)	(37,563)
Principal paid on long-term debt and notes payable	(41,184)	(30,547)
Proceeds from note payable		7,000
Interest paid on long-term debt	(17,648)	(20,172)
Capital contributions received	18,812	18,350
Customer facility charges	6,392	5,703
Net cash used in capital and related financing activities	<u>(62,565)</u>	<u>(57,665)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of investment securities	(167,030)	(1,470)
Proceeds from sales and maturities of investment securities	132,263	2,331
Interest and dividends on investments	2,122	2,186
Net cash provided by (used in) investing activities	<u>(32,645)</u>	<u>3,047</u>
NET CHANGE IN CASH	(46,596)	(6,412)
CASH		
Beginning of year	119,143	125,555
End of year	<u>\$72,547</u>	<u>\$119,143</u>
CASH, END OF YEAR CONSISTS OF		
Unrestricted	\$27,522	\$41,291
Restricted	45,025	77,852
TOTAL CASH, END OF YEAR	<u>\$72,547</u>	<u>\$119,143</u>

See notes to basic financial statements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
STATEMENTS OF CASH FLOWS (CONTINUED)
YEARS ENDED JUNE 30, 2016 AND 2015 (\$ IN THOUSANDS)

	<u>2016</u>	<u>2015</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating loss	(\$13,666)	(\$18,968)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation	62,176	65,587
Provision for uncollectible accounts receivable	83	32
(Increase) decrease in assets:		
Receivables	(1,050)	1,291
Materials and supplies inventory	(35)	88
Prepaid expenses	(245)	982
Increase (decrease) in liabilities:		
Accounts payable	708	1,100
Accrued expenses	(1,661)	(1,967)
Net pension liability	474	32
Unearned revenue	1,786	
Net cash provided by operating activities	<u>\$48,570</u>	<u>\$48,177</u>

NON-CASH CAPITAL AND RELATED FINANCING ACTIVITIES AND INVESTING ACTIVITIES

Investments increased by \$96 in fiscal year 2016 and decreased by \$5 fiscal year 2015 due to the change in fair value.

A note receivable in the amount of \$6,677 was exchanged for capital improvements in fiscal year 2015.

Special Facility Bonds of \$45,000 were paid directly by the tenant in fiscal year 2015.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
YEARS ENDED JUNE 30, 2016 AND 2015 (\$ IN THOUSANDS)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

- A. **Organization** – The Memphis-Shelby County Airport Authority (the “Authority”) is a body politic and corporate of the State of Tennessee, created in 1969 pursuant to the Metropolitan Airport Authority Act. The Authority is governed by a seven-member Board of Commissioners (the “Board”), who is appointed by the Mayor of the City of Memphis (the “City”), with two members nominated by the Mayor of Shelby County (the “County”). The Memphis City Council confirms all members. The Authority owns and operates the Memphis International Airport (the “Airport”) and two general aviation reliever airports - Charles W. Baker Airport and General DeWitt Spain Airport. The Authority is reported as a component unit of the City.
- B. **Basis of Accounting** – The Authority is presented as an enterprise fund with separate accounts for each of the three airports. The accounts of the Authority are reported using the flow of economic resources measurement focus. The financial statements are prepared on the accrual basis of accounting, under which revenues are recognized when earned and expenses are recognized when incurred. An enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises. The intent of the Board is that the costs of providing services on a continuing basis be recovered through user charges.

Operating revenues and expenses – Revenues from landing fees, terminal area use charges, cargo building space rentals, parking revenues and concession revenues are reported as operating revenues. Transactions related to financing and investing activities are reported as non-operating revenues. Salaries and wages, repair and maintenance, professional and engineering services, and other expenses that relate to airport operations 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 applies all applicable GASB pronouncements as well as Financial Accounting Standards Board (“FASB”) Statements and Interpretations, Accounting Principles Board (“APB”) Opinions, and Accounting Research Bulletins (“ARBs”) issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements, which were codified into a single source for governmental standards.

- C. **Budgets** – In accordance with the Metropolitan Airport Authority Act, the City entered into an agreement dated May 26, 1970 with the Authority, which transferred all airport properties, functions, and outstanding obligations to the Authority. Provisions of the agreement require the Authority to prepare an annual operating budget, which must be filed with the City. A five-year capital improvement program, including modifications and reasons for such modifications, is also required to be submitted each year. Even though the budgets are required to be filed with the City, the Board is responsible for approving the budget and any subsequent revisions.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The Airline Airport Affairs Committee, composed of signatory airlines, reviews the proposed annual budget, which is the basis for rates and charges under basic airport leases. This committee and other users may present objections and, if not adequately addressed, force a public hearing. Once adopted and issued, users have sixty days to respond after which time the budget becomes effective.

The Authority is not required to demonstrate statutory compliance with its annual operating budget. Accordingly, budgetary data is not included in the basic financial statements. All budgets are prepared in accordance with the Airport Use and Lease Agreement and in conformance with requirements contained in bond resolutions. Unexpended appropriations lapse at year-end.

D. Change in Accounting Principles –

Revenue Recognition: During 2016, the Authority changed its revenue recognition method for incremental amounts due to and from airlines under the Airport Use and Lease Agreement. Landing fees, terminal area use charges, and fueling system charges are assessed to the various airlines throughout each fiscal year based on estimated rates. Such rates are designed to yield collections from airlines adequate to cover certain expenses and required debt service and fund deposits as determined under provisions of the Airport Use and Lease Agreement. Incremental amounts due from the airlines (a deficit) arise when amounts assessed, based on the estimated rates used during the year, are less than actual expenses and required deposits for the year. Such incremental amounts due from airlines are included in amounts to be billed. Incremental amounts due to the airlines (a surplus) arise when amounts assessed, based on the estimated rates used during the year, exceed actual expenses and required deposits for the year. Such incremental amounts due to airlines are included in unearned revenue.

In prior years, the excess revenues or surplus from billings in excess of actual expenses incurred were included in the revenues for the period. The cumulative effective of this change in accounting principle was to decrease net position by \$12,215 at July 1, 2015, as reflected, in the Statement of Revenues, Expenses, and Changes in Net Position. The Authority believes the new revenue recognition method is preferable as it is a more fair representation of current results and is comparable to methods used by their peer airports.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Pension accounting: The Authority implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* (GASB 68) for fiscal year 2015. The objective of GASB 68 is to improve accounting and financial reporting by state and local governments for pensions by establishing standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources and expenditures. GASB 68 requires that prior periods be restated to the extent practical. The City of Memphis informed the Authority that it was not practical to obtain the actuarial data necessary to present the pension liability, deferred inflows, deferred outflows and pension expense as of June 30, 2014; therefore, prior periods were not restated. The cumulative effect of this change in accounting principle was \$15,492, which is included as a reduction in net position in the fiscal year 2015 Statement of Revenues, Expenses and Changes in Net Position.

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 the City of Memphis Retirement System (the “City Plan”) and the additions to/deductions from the City Plan’s fiduciary net position have been determined on the same basis as they are reported by the City Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

- E. **Investments** – Investments are reported at fair value with the exception of nonnegotiable investment contracts, which are reported at cost. The investment portfolio is managed to maintain the preservation of the principal of those funds within the portfolio, while maintaining enough liquidity to meet immediate and/or future operating requirements, and to maximize the return on investments while remaining within the context of these parameters.

Investments with a maturity date within three months of the date acquired, if any, are considered to be cash equivalents.

- F. **Materials and Supplies Inventory** – Inventory is valued at the lower of cost, determined on an average cost method, or market.
- G. **Restricted Assets** – The bond indentures and bond resolutions authorizing the issuance of bonds require segregation of cash and investments into restricted accounts. Additionally, certain assets are restricted by the Board or by regulatory agencies (Note 4).
- H. **Leases** – The Authority is lessor under numerous lease agreements. The leases are classified as operating leases, except for certain special facility leases, which are accounted for as direct financing leases.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

- I. **Capital Assets** – Assets with a cost of five thousand dollars or more are capitalized. Capital assets are stated at cost when purchased or fair value when donated, less accumulated depreciation. During construction of assets, interest incurred on related construction debt, less interest earned from investments whose use is restricted to related capital improvements, is capitalized from the time of borrowing until completion of the project. Depreciation is computed using the straight-line method over the estimated useful lives of the related assets. The estimated lives by general classification are as follows:

Asset Classification	Years
Runways, taxiways, aprons, and airfield lighting	15-30
Buildings	10-40
Facilities constructed for tenants	18
Roads, bridges, and fences	20
Equipment and utility systems	3-40

Avigation easements have an indefinite life and are not subject to amortization.

- J. **Original Issue Discount/Premium** – Original issue discounts and premiums are netted against the bond payable account and amortized over the lives of their respective bond issues using the interest method.
- K. **Capital Contributions** – Grants from Federal, State and local governments and private enterprises are received for payment of costs related to various property acquisitions and construction projects and for debt retirement. Grants are recorded when all applicable eligibility requirements are met.
- L. **Compensated Absences** – Substantially all employees receive compensation for vacations, holidays, illness, and certain other qualifying absences. Liabilities relating to these absences are recognized as incurred.
- M. **Retirement Systems** – The Authority currently funds pension costs, which are composed of normal cost and amortization of unfunded prior service costs (Note 10).
- N. **Taxes** – The Authority is exempt from payment of federal and state income, property, and certain other taxes.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

- O. **Use of Estimates** – The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and deferred outflows of resources and liabilities and deferred inflows of liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.
- P. **Risk Management** – The Authority purchases commercial insurance coverage for claims arising out of bodily injury or property damage as well as property insurance on airport properties, which includes earthquake and flood coverage. There were no significant reductions in insurance coverage in the current year. Additionally, there were no significant settlements, which exceeded insurance coverage for each of the past three years. The Authority is a member of both the City health insurance program and the self-insured fund for health and medical benefits. The City's Health Insurance-Internal Service Fund charges premiums which are used to pay claims and fund the accrual for "incurred but not reported" claims and administrative costs of its health and medical benefits program.
- Q. **Deferred Outflows/Inflows of Resources** - In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as outflow of resources (expense) until then. In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.
- R. **Net Position** – The Authority recognizes the difference between its assets plus deferred outflows of resources less liabilities and deferred inflows of resources as net position. Net position categories include:
- i. Net investment in capital assets – comprised of the Authority's capital assets, net of depreciation, reduced by the outstanding balances of bonds and notes that are attributable to the acquisition, construction or improvement of those assets. Applicable deferred outflows of resources and deferred inflows of resources are also included in this component of net position, if any.
 - ii. Restricted for debt service – comprised of the Authority's assets, mainly cash and investments, restricted by bond resolution to be used in paying debt service obligations.
 - iii. Restricted for capital acquisition – comprised of the Authority's assets restricted by contributors, bond resolutions, and state and federal regulations to be used in purchasing or construction of capital items or improvements reduced by liabilities and deferred inflows of resources, if any, related to these assets.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

- iv. Unrestricted – the remaining balance of the net amount of assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital or the restricted components of net position.

S. **Net Position Flow Assumption** - Sometimes the Authority will fund outlays for a particular purpose from both restricted (e.g., restricted bond or grant proceeds) and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the Authority's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

T. **Conduit Debt** – The conduit debt obligations are special limited obligations of the Authority, payable solely from and secured by pledges of rentals to be received from lease agreements the Authority has secured with Pinnacle Airlines. The bonds do not constitute a debt or pledge of the faith and credit or net revenues of the Authority, the City, the County, or the State. As such, the debt is considered “conduit debt” to the Authority, and the related assets and liabilities are not included in the accompanying statements of net position. Conduit debt transactions are more fully described in Note 8 of the notes to the basic financial statements.

U. **Fair Value Measurement** - In February 2015, GASB issued Statement No. 72, *Fair Value Measurement and Application*. This statement addresses accounting and financial reporting issues related to fair value measurements. The definition of fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. This statement provides guidance for determining a fair value measurement for financial reporting purposes. This statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. This statement is effective for periods beginning after June 15, 2015 and was implemented during 2016.

Assets and liabilities recorded at fair value in the statement of net position are categorized based on the level of judgement associated with the inputs used to measure their fair value. Level inputs are as follows:

Level 1 – Values are unadjusted quoted prices for identical assets in active markets accessible at the measurement date.

Level 2 – Inputs include quoted prices for similar assets in active markets, quoted prices from those willing to trade in markets that are not active, or other inputs that are observable or can be corroborated by market data for the term of the instrument. Such inputs include market interest rates and volatilities, spreads and yield curves.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

1. ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Level 3 – Certain inputs are unobservable (supported by little or no market activity) and significant to the fair value measurement. Unobservable inputs reflect the Authority's best estimate of what hypothetical market participants would use to determine a transaction price for the asset or liability at the reporting date.

Fair value disclosures are provided in Note 3 of the notes to the basic financial statements.

2. DEPOSITS AND INVESTMENTS

- A. **Deposits** – Cash deposits as of June 30, 2016 and 2015, had a carrying value of \$72,544 and \$119,140, respectively. These deposits consisted of interest bearing and non-interest bearing demand accounts. Petty cash as of June 30, 2016 and 2015 was \$3. The Authority had no cash equivalents at June 30, 2016 or 2015.

Custodial credit risk – In the case of deposits, this is the risk that in the event of bank failure, the Authority's deposits may not be returned. The Authority's policy is for the deposits to be collateralized through the State of Tennessee collateral pool or for collateral to be pledged on such deposits held by the custodian. State statute requires cash deposits in excess of Federal Deposit Insurance Corporation insurance to be collateralized at 105 percent. At June 30, 2016, all amounts were properly collateralized.

- B. **Investments** – Investments consist of the following at June 30, 2016 and 2015:

	2016	2015	WEIGHTED AVERAGE MATURITY (YEARS) AT June 30, 2016
At fair value:			
U. S. Government agencies	\$58,497	\$23,314	0.81
Deferred compensation- mutual funds	1,052	1,395	
At cost:			
Forward purchase agreement	23,840	23,840	8.68
Total Investments	\$83,389	\$48,549	

The investments made during fiscal years 2016 and 2015 were limited to the classifications above. Investments in U.S. Government agencies included the U.S Treasury, Federal National Mortgage Association, Federal Home Loan Mortgage Company and Federal Home Loan Bank. With the exception of the discount note investments, which were rated P-1, all investments in U.S. Government agencies had a credit rating of Aaa by Moody's at June 30, 2016.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

2. DEPOSITS AND INVESTMENTS (CONTINUED)

In 2000, the Authority entered into a forward purchase agreement to invest \$24,513 of bond reserve funds. Per the agreement, this amount was reduced to \$23,840 on March 1, 2012. Under the agreement, the trustee holds the investments until they are required for bond maturities or until the agreement is terminated. The Authority is paid a fixed return of 6.558 percent. If the agreement is terminated prior to the bond's maturity, the Authority or the Trustee may be required to pay a termination amount. This termination amount would be determined by prevailing interest rates at the time of termination. The Authority records this nonnegotiable investment contract at cost. This investment represents 29 percent of the Authority's portfolio at June 30, 2016. The issuer of this investment contract had a credit rating of Aa2 by Moody's at June 30, 2016.

Interest rate risk – In accordance with its investment policy, the Authority manages its exposure to declines in fair values by limiting the maturity of individual investments to no more than 5 years from the date of purchase unless the security is matched to a specific obligation or debt of the Authority.

Credit risk - Bond resolutions generally authorize the Authority to invest in direct obligations of or obligations guaranteed by the U.S. Government, obligations issued or guaranteed by specific agencies of the U.S. Government, secured certificates of deposit, secured repurchase agreements, and money market funds. The Authority may also invest in municipal bonds and investment agreements as long as the issuer is rated in one of the two highest rating categories by at least two nationally recognized rating agencies.

Concentration of credit risk – The Authority's investment policy provides for certain maximum limits in each eligible security type to reduce the risk of loss from an over concentration in a specific class of security. The policy also does not allow for an investment in any one issuer that is in excess of 5 percent of the Authority's total investments with the following exceptions:

<u>INVESTMENT TYPE</u>	<u>MAXIMUM</u>
U.S. Treasury Obligations	100%
Each Federal Agency	50%
Each Repurchase Agreement Counterparty	25%
Bank Deposits or Savings Accounts	80%
<u>Investment Agreements</u>	<u>50%</u>

Custodial Credit Risk – The Authority's investment policy provides that all securities purchased by the Authority or held as collateral on either deposits or investments shall be held in third-party safekeeping at a qualified financial institution.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

2. DEPOSITS AND INVESTMENTS (CONTINUED)

C. Reconciliation of Deposits and Investments to the Statements of Net Position – A reconciliation of cash and investments as shown in the accompanying statements of net position is as follows:

	2016	2015
Unrestricted current assets:		
Cash	\$27,522	\$41,291
Short-term investments	17,962	
Restricted current assets:		
Cash	45,025	77,852
Short-term investments	37,217	23,367
Restricted non-current assets:		
Investments	28,210	25,182
Total	\$155,936	\$167,692
Total deposits and petty cash	\$72,547	\$119,143
Total investments	83,389	48,549
Total	\$155,936	\$167,692

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

3. FINANCIAL INSTRUMENTS REPORTED AT FAIR VALUE

Disclosures concerning financial instruments that are reported at fair value are presented below. Fair value has been determined based on the Authority's assessment of available market information and appropriate valuation methodologies. The following table summarizes fair value disclosures and measurements at June 30, 2016 and 2015:

		Fair Value Measurements at Reporting Date Using		
		Prices in Active	Significant Other	Significant
		Markets for	Observable	Unobservable
		Identical Assets	Inputs	Inputs
		(Level 1)	(Level 2)	(Level 3)
Fair Value				
<u>June 30, 2016</u>				
Investments:				
U.S. Agencies	\$58,497		\$58,497	
Mutual Funds	\$1,052	\$1,052		
<u>June 30, 2015</u>				
Investments:				
U.S. Agencies	\$23,314		\$23,314	
Mutual Funds	\$1,395	\$1,395		

The following methods were used to estimate fair value of each class of significant financial instruments measured at fair value on a recurring basis:

Mutual Funds - Prices for investment securities such as mutual funds are readily available in the active markets in which those securities are traded, and the resulting fair values are categorized as Level 1.

U.S. Agencies - Prices for U.S. government and agency fixed income securities, collateralized debt obligations and mortgage-backed securities are determined on a recurring basis based on inputs that are readily available in public markets or can be derived from information available in publicly quoted markets and are categorized as Level 2.

The fair value presented herein is based on pertinent information available to management as of June 30, 2016 and 2015. Although management is not aware of any factors that would significantly affect fair value amounts, future events or other valuation techniques for determining fair value may differ significantly from the amounts presented herein.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

4. RESTRICTED ASSETS

Restricted assets consist of the following at June 30, 2016 and 2015:

	Cash	Investments	Accrued Interest Receivable	Other Receivables	2016 Total	2015 Total
Restricted by Bond						
Indentures:						
Debt service:						
Airport revenue bonds	\$29,265				\$29,265	\$29,159
General obligation bonds	307				307	307
Total	29,572				29,572	29,466
Bond reserves:						
Airport revenue bonds	34	\$36,607	\$528		37,169	46,432
Total	34	36,607	528		37,169	46,432
Construction and land						
acquisition and associated						
costs:						
Airport expansion	8,467	17,809	2	\$13,061	39,339	51,761
Contractor retainage	347				347	347
Total	8,814	17,809	2	13,061	39,686	52,108
Restricted by Contributors:						
Customer facility charges	6,605	9,959	5		16,569	14,236
Deferred compensation		1,052			1,052	1,395
Total	6,605	11,011	5		17,621	15,631
Total Restricted Assets	\$45,025	\$65,427	\$535	\$13,061	\$124,048	\$143,637

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

4. RESTRICTED ASSETS (CONTINUED)

Revenues of the Authority are deposited to the Revenue Fund, which was created by the airport revenue bond resolution. Monies in the revenue fund are to be used and applied in the following order of priority:

First, there shall be applied each month the amount that the Authority determines to be required to pay costs of operation and maintenance;

Second, there shall be deposited each month into the Airport Improvement Bond Fund and the accounts therein the amounts by the resolution to be used for the purposes specified therein;

Third, so long as the Authority shall be required to make payments to the City or the County or other municipality for the payment by such city, county or other municipality of principal, interest and premiums on bonds, notes or other evidences of indebtedness issued by it for the Airport, there shall be set aside in the separate account of the Authority continued under the Basic Resolution that amount which, together with other monies credited to such account, if the same amount were set aside in such account in each month thereafter prior to the next date on which the Authority is required to make payments to the City or the County or other municipality, as the case may be, for the payment by the City, County or other municipality of principal and interest and premium on the bonds, notes or other evidences of indebtedness issued by it for the Airport, the aggregate of the amounts so set aside in such separate account will on such next date be equal to the payment required to be made on such date by the Authority to the City or the County or such other municipality, as the case may be; and

Fourth, the Authority may use any monies remaining for any lawful purpose of the Authority.

The Authority covenants in bond resolutions that it will impose, prescribe, and collect rates, rentals, fees, and charges for the use of the airports, and revise the same when necessary, to assure that the Authority will be financially self-sufficient and that revenues so produced shall be sufficient to pay debt service when due; to pay all costs of operations and maintenance; and to pay any other claims payable when due. The Authority was in compliance with its debt covenant requirements at June 30, 2016.

The construction and land acquisition accounts are to be used for construction projects and acquisition of land in connection with the Authority's noise compatibility and airport expansion programs. Withdrawals of money on credit in these accounts are made upon written requisition.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

5. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2016, was as follows:

	Balance July 1, 2015	Additions & Reclassifications	Less Deletions & Reclassifications	Balance June 30, 2016
CAPITAL ASSETS NOT BEING DEPRECIATED				
Land and improvements	\$159,476	\$105		\$159,581
Avigation easements	46,679			46,679
Construction in progress	54,773	27,836	\$68,895	13,714
Total capital assets not being depreciated	260,928	27,941	68,895	219,974
CAPITAL ASSETS BEING DEPRECIATED				
Runways, taxiways, aprons and airfield lighting	719,646	56,369		776,015
Buildings	552,072	3,287		555,359
Facilities constructed for tenants	104,077			104,077
Roads, bridges and fences	67,253	1,276		68,529
Equipment and utility systems	109,454	7,318	366	116,406
Total capital assets being depreciated	1,552,502	68,250	366	1,620,386
ACCUMULATED DEPRECIATION				
Runways, taxiways, aprons and airfield lighting	419,892	31,425		451,317
Buildings	289,579	17,906		307,485
Facilities constructed for tenants	44,642	2,801		47,443
Roads, bridges and fences	38,242	3,290		41,532
Equipment and utility systems	85,406	6,754	359	91,801
Total accumulated depreciation	877,761	62,176	359	939,578
Total capital assets being depreciated, net	674,741	6,074	7	680,808
CAPITAL ASSETS, NET	\$935,669	\$34,015	\$68,902	\$900,782

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

5. CAPITAL ASSETS (CONTINUED)

Capital asset activity for the year ended June 30, 2015, was as follows:

	Balance July 1, 2014	Additions & Reclassifications	Less Deletions & Reclassifications	Balance June 30, 2015
CAPITAL ASSETS NOT BEING DEPRECIATED				
Land and improvements	\$162,494	\$268	\$3,286	\$159,476
Avigation easements	43,703	2,976		46,679
Construction in progress	28,861	39,605	13,693	54,773
Total capital assets not being depreciated	235,058	42,849	16,979	260,928
CAPITAL ASSETS BEING DEPRECIATED				
Runways, taxiways, aprons and airfield lighting	715,340	4,349	43	719,646
Buildings	542,652	9,420		552,072
Facilities constructed for tenants	104,077			104,077
Roads, bridges and fences	67,109	144		67,253
Equipment and utility systems	105,741	4,921	1,208	109,454
Total capital assets being depreciated	1,534,919	18,834	1,251	1,552,502
ACCUMULATED DEPRECIATION				
Runways, taxiways, aprons and airfield lighting	387,577	32,358	43	419,892
Buildings	271,864	17,715		289,579
Facilities constructed for tenants	42,262	2,380		44,642
Roads, bridges and fences	34,678	3,564		38,242
Equipment and utility systems	77,044	9,570	1,208	85,406
Total accumulated depreciation	813,425	65,587	1,251	877,761
Total capital assets being depreciated, net	721,494	(46,753)	0	674,741
CAPITAL ASSETS, NET	\$956,552	(\$3,904)	\$16,979	\$935,669

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

5. CAPITAL ASSETS (CONTINUED)

The Authority had no capitalized interest expense for fiscal year 2016 and \$106 in 2015.

Substantially all capital assets are held by the Authority for the purpose of rental or related use.

6. LEASE AND USE OF AIRPORT FACILITIES

The Authority leases terminal space, buildings, and airfield space on both a fixed-fee and contingent rental (percent of revenue) basis. Contingent rentals generally have fixed specified minimum rent provisions. Contingent rentals were \$43,031 and \$40,446 for fiscal years 2016 and 2015, respectively.

Substantially all of the leases provide for periodic re-computation (based on a defined formula) of the rental amounts. Rates and fees charged by the Authority for the use of its facilities are required by terms of the individual leases to be sufficient to cover operating expenses, debt service and general obligation debt, but not depreciation and amortization.

Other fees are received from public parking and miscellaneous other sources. Non-aviation revenue consists primarily of commercial rentals. Site and building rentals from these tenants are governed by the terms of various leases.

The Authority has acquired equipment or constructed facilities for lease to others under agreements accounted for as operating leases. The cost of these leased properties was financed by the airport revenue bonds issued by the Authority (Note 7). The lease agreements provide for rentals equal to or exceeding principal and interest payments due on the related bonds and, in addition, call for certain ground rentals.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

6. LEASE AND USE OF AIRPORT FACILITIES (CONTINUED)

Minimum future rentals for leases are as follows:

<u>YEAR</u>	<u>AMOUNT</u>
2017	\$39,544
2018	21,285
2019	22,271
2020	20,177
2021	20,057
2022-2026	94,800
2027-2031	76,874
2032-2036	77,314
2037-2041	36,572
2042-2046	7,682
2047-2051	7,682
2052-2056	7,682
2057-2059	4,609
<u>Total</u>	<u>\$436,549</u>

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

7. LONG-TERM DEBT

Long-term debt information and activity for fiscal year 2016 is as follows:

	ORIGINAL ISSUE AMOUNT	INTEREST RATES	BALANCE JULY 1, 2015	ADDITIONS	DEDUCTIONS	BALANCE JUNE 30, 2016	AMOUNTS DUE WITHIN ONE YEAR
Airport Revenue Bonds:							
Series 2003A	\$21,030	4.00 - 5.25%	\$2,205		\$2,205		
Series 2008A	90,375	3.75 - 5.00%	14,505		14,505		
Series 2010A	30,290	4.46 - 5.02%	30,290			30,290	
Series 2010B	159,340	3.00 - 5.75%	147,905		2,090	145,815	5,730
Series 2011A-1	57,825	3.00 - 6.00%	42,255		8,915	33,340	10,610
Series 2011A-2	32,030	3.00 - 5.50%	17,740		4,635	13,105	4,870
Series 2011B	17,600	4.50 - 5.00%	17,600			17,600	
Series 2011C	22,040	5.00%	22,040			22,040	
Series 2011D	41,170	4.00 - 5.25%	41,170			41,170	
Total	471,700		335,710		32,350	303,360	21,210
Note Payable	11,500	Variable	11,434		8,486	2,948	2,948
Note Payable	7,000	4.48%	6,783		348	6,435	360
Unamortized bond premiums			7,191		1,317	5,874	
Total bonds and notes payable	490,200		361,118	0	42,501	318,617	24,518
Other liabilities:							
Compensated absences			1,436	596	417	1,615	290
Total other liabilities			1,436	596	417	1,615	290
Total long-term debt	\$490,200		\$362,554	\$596	\$42,918	\$320,232	\$24,808

Interest expense includes amortization of deferred charges on refunding for fiscal years 2016 and 2015 of \$705 and \$1,007, respectively, and amortization of the net premium of \$1,317 and \$1,469, respectively.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

7. LONG-TERM DEBT (CONTINUED)

Long-term debt information and activity for fiscal year 2015 is as follows:

	ORIGINAL ISSUE AMOUNT	INTEREST RATES	BALANCE JULY 1, 2014	ADDITIONS	DEDUCTIONS	BALANCE JUNE 30, 2015	AMOUNTS DUE WITHIN ONE YEAR
Airport Revenue Bonds:							
Series 2003A	\$21,030	4.00 - 5.25%	\$4,310		\$2,105	\$2,205	\$2,205
Series 2008A	90,375	3.75 - 5.00%	28,190		13,685	14,505	14,505
Series 2010A	30,290	4.46 - 5.02%	30,290			30,290	
Series 2010B	159,340	3.00 - 5.75%	149,700		1,795	147,905	2,090
Series 2011A-1	57,825	3.00 - 6.00%	50,585		8,330	42,255	8,915
Series 2011A-2	32,030	3.00 - 5.50%	22,155		4,415	17,740	4,635
Series 2011B	17,600	4.50 - 5.00%	17,600			17,600	
Series 2011C	22,040	5.00%	22,040			22,040	
Series 2011D	41,170	4.00 - 5.25%	41,170			41,170	
Total	471,700		366,040		30,330	335,710	32,350
Special Facilities Revenue Bonds:							
Series 2003	45,000	4.5%	45,000		45,000		
Note Payable	11,500	Variable	11,434			11,434	
Note Payable	7,000	4.48%		\$7,000	217	6,783	
Unamortized bond premiums			8,660		1,469	7,191	
Total bonds and notes payable	535,200		431,134	7,000	77,016	361,118	32,350
Other liabilities:							
Compensated absences			1,600	614	778	1,436	254
Total other liabilities			1,600	614	778	1,436	254
Total long-term debt	\$535,200		\$432,734	\$7,614	\$77,794	\$362,554	\$32,604

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

7. LONG-TERM DEBT (CONTINUED)

Airport Revenue Bonds – These bonds were issued for airfield and terminal building improvements and expansion of Airport parking capacity. The bond resolution contains a rate covenant which requires collection of rentals and charges for the use of the airports so that the Authority will be financially self-sufficient and the revenues produced will be sufficient to pay principal, interest, and premium, if any, when due. The Authority may issue additional airport revenue bonds, subject to historical and future revenue tests.

Special Facilities Revenue Bonds – Special Facilities Revenue Bonds – Series 1993 were issued to fund construction of an aircraft maintenance hangar, corporate hangar, and apron area for FedEx Express.

The Authority issued \$45,000 in Special Facilities Bonds, Refunding Series 2003. These bonds were used to refund the Special Facilities Revenue Bonds, Series 1993. The bonds were due and paid July 1, 2014 and bore an interest at 4.5 percent payable semi-annually. Costs of issuance were paid by the lessee. The bonds were payable solely by rentals from the facilities. Rents collected by the trustee were sufficient to pay debt service and certain administrative and trustee costs.

Line of Credit – In December 2015, the Authority renewed its revolving line of credit with a bank in the amount of \$30,000. The purpose for this line of credit is to provide temporary funding for the purchase of leaseholds and property for airfield expansion and cash flow for other certain capital projects. The amount available on this line of credit is reduced by the \$2,948 outstanding note payable, leaving \$27,052 available for draw down at June 30, 2016. The line of credit is renewable on December 31, 2017 and bears interest at a rate of 30 day LIBOR plus 1.83 percent.

Notes Payable - On July 12, 2011, the Authority drew on the revolving line of credit and entered into a note payable with an original amount of \$11,500 to purchase lease holds on currently owned property for airfield expansion. The note is renewable on December 31, 2017 and bears interest at a rate of 30 day LIBOR plus 1.83 percent. The Authority has paid \$8,552 towards principal through fiscal year 2016 leaving a balance of \$2,948 at June 30, 2016. The note was paid in full subsequent to year end.

On October 24, 2014, the Authority issued a \$7,000 Memphis-Shelby County Airport Authority Revenue Note, Subordinate Series ("Note"). The Note matures October 27, 2029 and bears interest at 4.48 percent. The Note was issued to reimburse costs related to the improvements to certain existing airport fueling facilities and the proceeds were used to offset the existing note receivable of \$6,677 outstanding at June 30, 2015. The Note is secured by general airport revenues collected from airport operations.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

7. LONG-TERM DEBT (CONTINUED)

Maturities of Bond Debt and Interest Payable – Maturities and interest payments of long-term debt are as follows:

YEAR	AIRPORT REVENUE BONDS	INTEREST PAYMENTS
2017	21,210	15,523
2018	22,230	14,425
2019	23,740	13,228
2020	24,360	11,944
2021	25,675	10,578
2022-2026	149,915	28,919
2027-2031	13,310	6,990
2032-2036	11,490	4,351
2037-2041	11,430	1,178
Total	\$303,360	\$107,136

The airport revenue bonds are subject to optional redemption at a premium over no greater than a five-year period prior to maturity. Bond resolutions provide that airport revenues are to be used to satisfy debt service requirements of the airport revenue bonds and general operation and maintenance costs of the airport, respectively. The airport revenue bonds are not an obligation of any other governmental unit.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

7. LONG-TERM DEBT (CONTINUED)

Maturities of Notes and Interest Payable – Maturities and interest payments of long-term debt are as follows:

YEAR	NOTES	INTEREST PAYMENTS
2017	3,308	295
2018	377	264
2019	395	247
2020	413	229
2021	432	210
2022-2026	2,473	766
2027-2031	1,985	156
Total	\$9,383	\$2,167

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

8. CONDUIT DEBT

The conduit debt obligation is a special limited obligation of the Authority, payable solely from and secured by pledges of rentals to be received from lease agreements the Authority has secured with Pinnacle Airlines. The bonds do not constitute a debt or pledge of the faith and credit or net revenues of the Authority, the City, the County or the State. Accordingly, this debt has not been reported in the accompanying financial statements. The Authority has facilitated the issuance of the series of the Special Facilities Revenue Bonds - Refunding Series 1997 in the amount of \$3,160 bearing interest at 6.125 percent, due in full on December 1, 2016. The balance outstanding at June 30, 2016 and 2015 was \$1,480. Proceeds used to refund bonds previously issued to finance the cost of the acquisition and construction of certain aircraft maintenance and repair facilities for Pinnacle Airlines and are payable solely from and are secured by a pledge of rental payments to be received from lease agreements and an Unconditional Guaranty. Pinnacle Airlines defaulted on the December 1, 2012 principal and interest payment and filed for Chapter 11 bankruptcy on April 1, 2013.

9. CAPITAL CONTRIBUTIONS

The Authority has received capital contributions by means of Federal and State grants and other Federal agreements as follows:

	2016	2015
Federal grants	\$12,079	\$20,857
State grants	3,702	6,532
Total capital contributions	\$15,781	\$27,389

10. DEFINED BENEFIT RETIREMENT PLANS

General Information about the Pension Plan

Plan Description. The Authority participates in the City of Memphis Retirement System ("City Plan"). The City Plan was established under Chapter 25, Code of Ordinances, City of Memphis, Tennessee and is administered by a Board of Administration under the direction of the Mayor. The City Plan is included in the City of Memphis' basic financial statements as a pension trust fund.

Benefits provided. Eligible employees may elect to retire at any time after age 60 or 65 (or after age 55 for safety and security employees with completion of 10 years of service), for the 1948 and 1978 Plans, respectively.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

10. DEFINED BENEFIT RETIREMENT PLANS (CONTINUED)

Employees who retire at or after normal retirement age, as defined, are entitled to a retirement benefit, payable monthly for life, equal to one-twelfth of the product of 2.25%-2.50% of average earnings multiplied by years of credited service up to a maximum benefit of 72.50%. Average earnings are the average of annual earnings for the five full consecutive calendar years in which earnings were the highest or for such lesser number of full calendar years of service as have been actually completed. Credited service is the total number of years and completed one-half months of service from the date of hire to date of termination, adjusted for some certain periods of unpaid absence.

Disability retirement under the Plan is retirement from service prior to the participant's normal retirement date for medical reasons. Participants taking disability retirement receive reduced benefits. There are also certain benefit provisions upon death.

Changes to the Plan, including benefits provided thereunder can be made only by formal resolutions of the City of Memphis' City Council (the "City Council") based on recommendations from the Board of Administration. Benefit provisions are established and may be amended by the City Council.

Contributions. Authority employees are required to contribute a percentage of their Compensation, as defined, in accordance with the plan they belong to. Under the 1948 Plan, employees must contribute 5.00%. Under the 1978 Plan, employees are required to contribute 8.00%. The Authority is required to contribute at a statutorily determined rate set by the City of Memphis Retirement System funding policy. This policy states "that beginning in the plan year commencing on July 1, 2015, the City will fund the actuarially determined contribution ("ADC") each year over a graduated progress percentage so that in a maximum of five (5) years the City will be funding 100% of the ADC each year. The graduated progress percentage each year is at a minimum the percentage determined by dividing five (5) the difference between the percentage of the ADC paid in the plan year commencing July 1, 2014, subtracted from 100%. The ADC shall be recalculated each year and the percentage of funding shall be based on the most recent recalculation of the ADC". Contributions to the Plan from the Authority were \$1,067 and \$996 for the years ended June 30, 2016 and 2015, respectively.

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2016 and 2015, the Authority reported a liability of \$16,977 and \$14,719, respectively for its proportionate share of the net pension liability. The net pension liability was measured as of July 1, 2016, and the total pension liability used to calculate the pension liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability was based on a proportion of Authority's average contributions to the pension plan over the previous 5 years relative to the average of the total contributions of all participants in the City Plan over the same period. At July 1, 2016 and 2015, the Authority's proportion was 3.22 percent and 3.85 percent, respectively.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

10. DEFINED BENEFIT RETIREMENT PLANS (CONTINUED)

For the year ending June 30, 2016 and 2015, the Authority recognized pension expense of \$1,676 and \$1,028, respectively and reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2016 Deferred Outflows of Resources	2016 Deferred Inflows of Resources	2015 Deferred Outflows of Resources	2015 Deferred Inflows of Resources
Experience gains or losses		\$1,698		\$1,847
Change in assumptions		253		
Net difference between projected and actual earnings on investments	\$6,675		\$3,159	
Changes in proportion		4,691		2,742
Changes in contributions	946		625	
Total	<u>\$7,621</u>	<u>\$6,642</u>	<u>\$3,784</u>	<u>\$4,589</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions as of June 30, 2016 will be recognized in pension expense as follows:

Year ended June 30:

2017	\$163
2018	\$163
2019	\$190
2020	\$463

Actuarial Assumptions. The total pension liability in the July 1, 2016 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3%
Salary increases	Scale that varies by age and service with a weighted average of 4.25% per year
Investment rate of return	7.5%

Mortality rates were based on the Fully Generational RP-2014 Mortality Table for males and females with MP-2015 projection scale from 2014 forward and adjusted by a 1 year set forward for general employees. For Fire and Police, mortality rates were based on the Fully Generational RP-2014 Mortality Table with Blue Collar adjustment for males and females with MP-2015 projection scale from 2014 forward and adjusted by a 1 year set forward. For disabled participants, mortality rates were based on the Fully Generational RP-2014 Disability Mortality Table with MP-2015 projection scale from 2014 forward and adjusted by a 3 year set back.

The actuarial assumptions used in the July 1, 2016 valuation were based on the results of an actuarial experience study conducted in May 2014 using 10 years of census data (2003 – 2012).

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

10. DEFINED BENEFIT RETIREMENT PLANS (CONTINUED)

The long term expected rate of return on pension plan investments was determined based on the Tennessee Consolidated Retirement System's ("TCRS") long-term rate of return, which is used to set the statutorily allowed range of available discount rates. TCRS uses a blended capital market method in which best-estimates ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

Discount rate. The discount rate used to measure total pension liability is 7.5%. The projection of cash flows used to determine the discount rate assumed that Authority contributions will be made at rates at least equal to the actuarially calculated amount computed in accordance with the current funding policy adopted by the City of Memphis, and is applicable to the Authority, which requires payment of normal cost and amortization of the unfunded actuarially accrued liability in level dollar installments over 30 years utilizing a closed period approach. Pursuant to The Public Employee Defined Benefit Security Act of 2014, the City, and Authority, will phase into funding 100% of the actuarially calculated amount over a 5 year period beginning with the fiscal year beginning July 1, 2015. Based on this assumption, the City Plan's fiduciary net position was projected to be available to make all projected future benefit payments. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the net pension liability to changes in the discount rate. The following represents the net pension liability calculated using the stated discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	1% Decrease 6.50%	Current Rate 7.50%	1% Increase 8.50%
Net Pension Liability	\$26,303	\$16,977	\$9,144

Pension plan fiduciary net position. The City Plan issues a publicly available financial report that includes financial statements and required supplementary information. Detailed information on the pension plan's fiduciary net position is available in this separately issued financial report. That report may be obtained by writing to City of Memphis, 125 North Main Street, Memphis, Tennessee 38013.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

11. DEFINED CONTRIBUTION PLAN

On July 1, 1999, the Authority established and is administrator of the Memphis-Shelby County Airport Authority Supplemental Defined Contribution Plan that was designed to meet the requirements of Code Section 401(a). The Metropolitan Airport Authority Act assigns the ability to establish and amend the provisions of the Supplemental Defined Contribution Plan. All participants in the Supplemental Defined Contribution Plan are also participants in the City Plan. The purpose of the supplemental plan is to provide supplemental retirement benefits to participants in addition to the benefits provided by the City Plan. The Authority makes contributions on a discretionary basis. The participants vest in the Authority's contributions after three years of employment and any forfeitures are added to the Authority's contributions. The amount of contributions expensed for fiscal years 2016 and 2015 was \$737 and \$701, respectively. Since the plan assets are held in trust for the benefit of the plan members, the related assets of the plan are not included in the accompanying statements of net position. At June 30, 2016 and 2015, the fair value of the plan assets was \$15,957 and \$15,728, respectively. There is no separate, audited postemployment benefit plan report available for the defined contribution postemployment plan.

12. DEFERRED COMPENSATION PLAN

The Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, administered by the Authority and available to all Authority employees, permits the deferral of a portion of salary until future years. Participation in the plan is optional. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency.

The plan has been amended to meet the enacted requirements of Internal Revenue Code Section 457. The amended plan provides that assets or income of the plan shall be used for the exclusive purpose of providing benefits for participants and their beneficiaries or defraying reasonable expenses of administration of the plan. Since the assets of the amended plan are held in custodial and annuity accounts for the exclusive benefit of plan participants, the related assets of the plan are not included in the accompanying statements of net position. At June 30, 2016 and 2015, the fair value of the plan assets was \$7,772 and \$7,480, respectively.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS (CONTINUED)

13. POST-EMPLOYMENT BENEFITS OTHER THAN PENSION BENEFITS

In addition to the pension benefits described in Notes 10 and 11, the Authority provides post-retirement health care benefits to eligible employees who retire from the Authority under the provisions of the City Plan. The Board, in conjunction with the City, has established benefit provisions and contribution obligations. Currently, 154 employees are eligible for post-employment benefits, of which 59 of these are currently enrolled in the various medical plans. The plan provides 80% of the cost of certain health care and life insurance coverage to eligible retirees. The Authority accounts for the cost of these benefits as a cost-sharing employer under GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions* ("GASB No 45"). Expenses for post-employment health care benefits are recognized when premiums are incurred. Premiums are determined on a contract basis with the City. Expenses for fiscal years 2016, 2015, and 2014 were \$464, \$1,002 and \$1,153, respectively which were equal to the required contributions. The Authority has no liability for premiums due at June 30, 2016 and 2015.

The other post-employment benefits plan is included in the City's basic financial statements as a pension trust fund. That report may be obtained by writing to the City of Memphis, Comptroller's Office, 125 N. Main Street, Memphis, TN 38103.

14. RELATED PARTIES AND MAJOR CUSTOMERS

The City provided fire protection and other services to the Authority at a cost of \$3,502 and \$3,407 for fiscal years 2016 and 2015, respectively.

The Authority receives a large portion of its operating revenues from two airlines, FedEx Express and Delta Air Lines. Rentals, landing fees, and other revenues from these two airlines were approximately 44 percent and 53 percent of operating revenues for fiscal years 2016 and 2015, respectively.

15. COMMITMENTS AND CONTINGENCIES

The Authority's construction projects are estimated at \$146,064, of which \$124,358 has been expended through June 30, 2016. Of the remaining \$21,706 expected to be spent, the outstanding commitments were \$14,601 at June 30, 2016, related primarily to design of concourse modernization, design of a glycol management system, perimeter fence replacement and an AGIS survey and mapping program. The remaining commitments relate to projects to be funded from Airport Expansion funds included in restricted assets (Note 4) and Federal grants.

Amounts received or receivable from grantor agencies are subject to audit by the grantor agencies, principally the Federal government. Disallowed expenditures, if any, may constitute a liability of the applicable funds. The Authority is not aware of any disallowed expenditures at this time.

It is the opinion of management that, based on the information presently available, no matters will have a material adverse effect upon the financial position or results of operations of the Authority.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION (\$ IN THOUSANDS)

Schedule of Proportionate Share of the Net Pension Liability and Related Ratios under GASB 67 and 68 ⁽¹⁾

Net Pension Liability

(1)	(2)	(3)	(4)	(5)	(6)
Year Ending	Proportion of	Proportionate	Actual Covered	Net Pension	Fiduciary Net
June 30	the Net	Share of Net	Employee Payroll ⁽³⁾	Liability as a	Position as
	Liability (Asset) ⁽²⁾	Pension Liability		Percentage of	% of Total
				Covered Payroll	Pension Liability
				(3) ÷ (4)	
2015	3.85%	\$14,719	\$19,297	76.3%	85.2%
2016	3.22%	\$16,977	\$18,420	92.2%	79.9%

- (1) The information presented above is for those years for which it is available. It was prepared prospectively from the Plans's fiscal year ending June 30, 2014 for GASB 67 purposes and prospectively from fiscal year ending June 30, 2015 for GASB 68 purposes.
- (2) Based on the cost sharing allocation percentage as of the measurement date.
- (3) The actual covered employee payroll is defined under GASB 82 to be the payroll on which contributions to a pension plan are based. As pensionable pay is used for determining contributions under the plan, pensionable pay is shown above starting on July 1, 2016. Prior to July 1, 2016 the gross payroll is shown, consistent with the requirements prior to the release of GASB 82. Note, actual covered employee payroll is for the year immediately preceding the valuation date.

Schedule of Employer Contributions under GASB 67 and 68 ⁽¹⁾

(1)	(2)	(3)	(4)	(5)	(6)
Year Ending	Statutorily	Actual	Contribution	Actual	Contributions as a
June 30	Required	Employer	Excess/(Deficiency)	Covered	Percentage of
	Contribution	Contributions ⁽²⁾	(3) - (2)	Employee	Covered Payroll
				Payroll ⁽³⁾	(3) ÷ (5)
2015	\$996	\$996		\$19,297	5.2%
2016	\$2,848	\$1,067	(\$1,781)	\$18,420	5.8%

- (1) This schedule is prepared to illustrate the requirement to show information regarding the Net Pension Liability and Related Ratios for 10 years. The information presented above is for those years for which it is available. It was prepared prospectively from the fiscal year ending June 30, 2014 for GASB 67 purposes and prospectively from fiscal year ending June 30, 2015 for GASB 68 purposes.
- (2) Represents the portion of the Plan's actuarially determined contribution allocated to the Airport Authority. Details may be found in the funding valuation report for the corresponding fiscal year.
- (3) The actual covered employee payroll is defined under GASB 82 to be the payroll on which contributions to a pension plan are based. As pensionable pay is used for determining contributions under the plan, pensionable pay is shown above starting on July 1, 2016. Prior to July 1, 2016 the gross payroll is shown, consistent with the requirements prior to the release of GASB 82. Note, actual covered employee payroll is for the year immediately preceding the valuation date.

SUPPLEMENTAL SCHEDULES

Supplemental schedules, although not necessary for fair presentation of financial position and results of operation in conformity with generally accepted accounting principles, are often included to provide additional information.



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF NET POSITION
INFORMATION BY AIRPORT

JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015

(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General De Witt Spain Airport	Total	Total
ASSETS					
CURRENT ASSETS					
UNRESTRICTED ASSETS					
Cash	\$27,517	\$1	\$4	\$27,522	\$41,291
Investments	17,962			17,962	
Accounts receivable	7,059	5	11	7,075	6,108
Materials and supplies inventory	1,571	41	39	1,651	1,616
Prepaid expenses	1,745	17	12	1,774	1,529
Grants receivable		22	38	60	38
Total current unrestricted assets	55,854	86	104	56,044	50,582
RESTRICTED ASSETS					
Cash	45,025			45,025	77,852
Investments	37,217			37,217	23,367
Account receivable					573
Accrued interest receivable	535			535	572
Capital contribution receivable	11,277	885	899	13,061	16,091
Total current restricted assets	94,054	885	899	95,838	118,455
TOTAL CURRENT ASSETS	149,908	971	1,003	151,882	169,037
NON-CURRENT ASSETS					
RESTRICTED ASSETS					
Investments	28,210			28,210	25,182
Total non-current restricted assets	28,210			28,210	25,182
CAPITAL ASSETS					
Land and improvements	157,841	479	1,261	159,581	159,476
Avigation easements	46,679			46,679	46,679
Depreciable capital assets (less accumulated depreciation of \$939,578 and \$877,761)	672,813	3,924	4,071	680,808	674,741
Construction in progress	13,714			13,714	54,773
Total capital assets, net	891,047	4,403	5,332	900,782	935,669
TOTAL NON-CURRENT ASSETS	919,257	4,403	5,332	928,992	960,851
TOTAL ASSETS	\$1,069,165	\$5,374	\$6,335	\$1,080,874	\$1,129,888
DEFERRED OUTFLOWS OF RESOURCES					
Deferred charges on refundings	\$2,779			\$2,779	\$3,484
Deferred actuarial losses - pension	7,621			7,621	3,784
TOTAL DEFERRED OUTFLOWS OF RESOURCES	\$10,400			\$10,400	\$7,268

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General De Witt Spain Airport	Total	Total
LIABILITIES					
CURRENT LIABILITIES					
Payable from unrestricted assets					
Accounts payable	\$5,488	\$3	\$2	\$5,493	\$4,785
Accrued expenses	2,220			2,220	2,520
Due to (from) other airports	(7,853)	3,545	4,308		
Current portion - compensated absences	284	3	3	290	254
Unearned revenue	14,001			14,001	
Total payable from unrestricted assets	14,140	3,551	4,313	22,004	7,559
Payable from restricted assets					
Construction contracts payable	1,212			1,212	3,495
Accrued interest payable	8,027			8,027	8,677
Current maturities of long-term debt	24,518			24,518	32,350
Total payable from restricted assets	33,757			33,757	44,522
TOTAL CURRENT LIABILITIES	47,897	3,551	4,313	55,761	52,081
NON-CURRENT LIABILITIES					
Lease revenue received in advance	65,587			65,587	67,127
Compensated absences	1,261	32	32	1,325	1,182
Net pension liability	16,977			16,977	14,719
Bonds and note payable	294,099			294,099	328,768
TOTAL NON-CURRENT LIABILITIES	377,924	32	32	377,988	411,796
TOTAL LIABILITIES	\$425,821	\$3,583	\$4,345	\$433,749	\$463,877
DEFERRED INFLOWS OF RESOURCES					
Deferred actuarial gains - pension	\$6,642			\$6,642	\$4,589
TOTAL DEFERRED INFLOWS OF RESOURCES	\$6,642			\$6,642	\$4,589
NET POSITION					
Net investment in capital assets	569,556	4,403	5,332	579,291	587,325
Restricted					
Capital acquisition	55,176	885	899	56,960	66,037
Unrestricted	22,370	(3,497)	(4,241)	14,632	15,328
TOTAL NET POSITION	\$647,102	\$1,791	\$1,990	\$650,883	\$668,690

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF REVENUES, EXPENSES,
AND CHANGES IN NET POSITION INFORMATION BY AIRPORT
YEAR ENDED JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015
(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General DeWitt Spain Airport	Total	Total
OPERATING REVENUES					
Airfield	\$43,245	\$205	\$657	\$44,107	\$43,411
Terminal building	24,958			24,958	25,760
Ground transportation	27,183			27,183	23,632
Other aviation areas	4,479	96	138	4,713	4,331
Non-aviation areas	3,856	3		3,859	3,408
Total operating revenues	103,721	304	795	104,820	100,542
OPERATING EXPENSES					
Airfield	9,198	225	583	10,006	9,945
Terminal building	12,804			12,804	12,435
Ground transportation	4,167			4,167	3,850
General administration	17,292	249	267	17,808	16,902
Police	8,770			8,770	8,004
Field shop	1,509			1,509	1,594
Other aviation areas	230	2	6	238	235
Non-aviation areas	1,008			1,008	958
Total operating expenses before depreciation	54,978	476	856	56,310	53,923
DEPRECIATION	61,461	394	321	62,176	65,587
OPERATING LOSS	(12,718)	(566)	(382)	(13,666)	(18,968)
NON-OPERATING REVENUES (EXPENSES)					
Interest and investment income	2,158			2,158	2,115
Interest expense	(16,386)			(16,386)	(17,972)
Customer facility charges	6,392			6,392	5,703
Operating grants		34	33	67	19
Gain (loss) on sale of capital assets	62			62	137
Total non-operating expenses, net	(7,774)	34	33	(7,707)	(9,998)
LOSS BEFORE CAPITAL CONTRIBUTIONS	(20,492)	(532)	(349)	(21,373)	(28,966)
CAPITAL CONTRIBUTIONS	14,320	880	581	15,781	27,389
CHANGE IN NET POSITION	(6,172)	348	232	(5,592)	(1,577)
TOTAL NET POSITION:					
BEGINNING OF YEAR, BEFORE RESTATEMENT	665,489	1,443	1,758	668,690	685,759
CUMULATIVE EFFECT OF CHANGE IN ACCOUNTING PRINCIPLE	(12,215)			(12,215)	(15,492)
TOTAL NET POSITION:					
BEGINNING OF YEAR, AFTER RESTATEMENT	653,274	1,443	1,758	656,475	670,267
TOTAL NET POSITION, END OF YEAR	\$647,102	\$1,791	\$1,990	\$650,883	\$668,690

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF
CASH FLOWS INFORMATION BY AIRPORT
YEAR ENDED JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015
(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General DeWitt Spain Airport	Total	Total
CASH FLOWS FROM OPERATING ACTIVITIES					
Cash received from customers	\$99,692	\$301	\$796	\$100,789	\$100,325
Cash paid to suppliers for goods and services	(24,219)	(2,198)	(731)	(27,148)	(25,895)
Cash paid to employees for services	(24,672)	(199)	(200)	(25,071)	(26,253)
Net cash provided by (used in) operating activities	50,801	(2,096)	(135)	48,570	48,177
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES					
Operating grants received		30	14	44	29
Net cash provided by non-capital financing activities		30	14	44	29
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Proceeds from the sale of capital assets	62			62	137
Reimbursements from other governments and entities	573			573	(573)
Acquisition and construction of capital assets	(28,683)	(40)	(849)	(29,572)	(37,563)
Principal paid on long-term debt and notes payable	(41,184)			(41,184)	(30,547)
Proceeds from note payable					7,000
Interest paid on long-term debt	(17,648)			(17,648)	(20,172)
Capital contributions received	15,741	2,105	966	18,812	18,350
Customer facility charges	6,392			6,392	5,703
Net cash provided by (used in) capital and related financing activities	(64,747)	2,065	117	(62,565)	(57,665)
CASH FLOWS FROM INVESTING ACTIVITIES					
Purchase of investment securities	(167,030)			(167,030)	(1,470)
Proceeds from sales and maturities of investment securities	132,263			132,263	2,331
Interest and dividends on investments	2,122			2,122	2,186
Net cash provided by (used in) investing activities	(32,645)			(32,645)	3,047
NET CHANGE IN CASH	(46,591)	(1)	(4)	(46,596)	(6,412)
CASH, BEGINNING OF YEAR	119,133	2	8	119,143	125,555
CASH, END OF YEAR	\$72,542	\$1	\$4	\$72,547	\$119,143
CASH, END OF YEAR CONSISTS OF					
Unrestricted	\$27,517	\$1	\$4	\$27,522	\$41,291
Restricted	45,025			45,025	77,852
CASH, END OF YEAR	\$72,542	\$1	\$4	\$72,547	\$119,143

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF
CASH FLOWS INFORMATION BY AIRPORT (CONTINUED)

YEAR ENDED JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015
(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General De Witt Spain Airport	Total	Total
RECONCILIATION OF OPERATING INCOME TO NET					
CASH PROVIDED BY OPERATING ACTIVITIES					
Operating loss	(\$12,718)	(\$566)	(\$382)	(\$13,666)	(\$18,968)
Adjustments to reconcile operating loss to net cash provided by operating activities:					
Depreciation	61,461	394	321	62,176	65,587
Provision for uncollectible accounts receivable	83			83	32
(Increase) decrease in assets:					
Receivables	(1,048)	(3)	1	(1,050)	1,291
Materials and supplies inventory	(31)	8	(12)	(35)	88
Prepaid expenses	(246)		1	(245)	982
Increase (decrease) in liabilities:					
Accounts payable	708			708	1,100
Accrued expenses	(1,668)	4	3	(1,661)	(1,967)
Net pension liability	474			474	32
Unearned revenue	1,786			1,786	
Transfer between airports for operating activities	2,000	(1,933)	(67)		
Net cash provided by operating activities	\$50,801	(\$2,096)	(\$135)	\$48,570	\$48,177

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF OPERATING REVENUES
BY SOURCE BY AIRPORT

YEAR ENDED JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015

(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General DeWitt Spain Airport	Total	Total
AIRFIELD					
Landing fees - cargo	\$28,843			\$28,843	\$28,361
Landing fees - passenger	3,009			3,009	2,747
Apron fees		1	3	4	7
Fuel flow fees - fixed base operations	241	204	654	1,099	1,149
Ground rentals - fixed base operations	1,178			1,178	1,098
Ground rentals - airlines	9,974			9,974	10,049
Total	43,245	205	657	44,107	43,411
TERMINAL BUILDING					
Space rental - airlines	18,431			18,431	18,964
Concessionaires - food and beverages	1,027			1,027	982
Concessionaires - other	1,116			1,116	1,234
Shared tenant - telephone system	130			130	141
Other commissions, fees, etc.	965			965	995
Debt service rental	3,289			3,289	3,444
Total	24,958			24,958	25,760
GROUND TRANSPORTATION					
Public parking	16,237			16,237	13,914
Employee parking	607			607	673
Rental car agencies and other	10,339			10,339	9,045
Total	27,183			27,183	23,632
OTHER AVIATION AREAS					
Building rentals - fixed base operations		3		3	3
Building rentals - airlines	10			10	10
Building rentals - others		69	122	191	207
Cargo building rentals - airlines	586			586	617
Cargo building rentals - other	331			331	282
Fuel farm - airlines	673			673	401
Fuel farm - others	8			8	9
Ground rentals - airlines	861			861	748
Ground rentals - others	2,010	24	16	2,050	2,054
Total	4,479	96	138	4,713	4,331
NON-AVIATION AREAS					
Rental - commercial sites	673			673	843
Other	3,183	3		3,186	2,565
Total	3,856	3		3,859	3,408
TOTAL OPERATING REVENUES	\$103,721	\$304	\$795	\$104,820	\$100,542

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF OPERATING EXPENSES
BY SOURCE BY AIRPORT

YEAR ENDED JUNE 30, 2016, WITH COMPARATIVE TOTALS FOR 2015
(\$ IN THOUSANDS)

				2016	2015
	Memphis International Airport	Charles W. Baker Airport	General DeWitt Spain Airport	Total	Total
AIRFIELD					
Airfield maintenance and operations	\$5,876	\$225	\$583	\$6,684	\$6,619
Salaries and employee benefits	3,322			3,322	3,325
Total	9,198	225	583	10,006	9,944
TERMINAL BUILDING					
Terminal shop maintenance and operations	6,669			6,669	6,587
Steam and refrigeration	177			177	175
Salaries and employee benefits	5,728			5,728	5,465
Shared tenant - telephone systems	211			211	190
Customer service operations	19			19	18
Total	12,804			12,804	12,435
GROUND TRANSPORTATION					
Public parking - operations	3,528			3,528	3,262
Employee parking - operations	163			163	158
Taxicab operations	374			374	333
Salaries and employee benefits	102			102	98
Total	4,167			4,167	3,851
GENERAL ADMINISTRATION					
General - non-departmental	4,302	40	63	4,405	5,548
General - departmental	1,458			1,458	1,404
Telephone	110	6	1	117	154
Salaries and employee benefits	11,422	203	203	11,828	9,796
Total	17,292	249	267	17,808	16,902
POLICE					
Airport police operations	1,372			1,372	1,247
Salaries and employee benefits	7,012			7,012	6,477
Operation coordinators	386			386	280
Total	8,770			8,770	8,004
FIELD SHOP					
Field and paint shop maintenance and operations	767			767	896
Salaries and employee benefits	742			742	698
Total	1,509			1,509	1,594
OTHER AVIATION AREAS					
Cargo building complexes	76			76	74
Other aviation areas	154	2	6	162	161
Total	230	2	6	238	235
NON-AVIATION AREAS					
	1,008			1,008	958
Total Operating Expenses Before					
Depreciation	54,978	476	856	56,310	53,923
DEPRECIATION	61,461	394	321	62,176	65,587
TOTAL OPERATING EXPENSES	\$116,439	\$870	\$1,177	\$118,486	\$119,510



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SUPPLEMENTAL SCHEDULE OF DEBT SERVICE
REQUIREMENTS – CASH BASIS
YEAR ENDED JUNE 30, 2016 (\$ IN THOUSANDS)

AIRPORT REVENUE BONDS

Fiscal Year	Series 2010A	Series 2010B	Series 2011A-1	Series 2011A-2	Series 2011B
2017	1,514	13,723	12,138	5,445	852
2018	1,515	20,632	5,173	5,422	852
2019	1,514	20,589	5,109	3,211	852
2020	1,515	20,561	4,468		852
2021	1,514	20,531	4,458		852
2022	1,515	20,496	4,484		852
2023	1,514	20,465	2,807		2,792
2024	1,515	20,439			5,606
2025	1,514	20,409			5,596
2026	1,515	13,327			5,586
2027	1,514				
2028	3,181				
2029	3,179				
2030	3,177				
2031	3,175				
2032	3,169				
2033	3,173				
2034	3,166				
2035	3,168				
2036	3,165				
2037	3,160				
2038	3,154				
2039	3,147				
2040	3,147				
Total	57,820	191,172	38,637	14,078	24,692
Less interest	27,530	45,357	5,297	973	7,092
Principal payments	\$30,290	\$145,815	\$33,340	\$13,105	\$17,600

The schedule of debt service requirements presents principal and interest when due.

Series 2011C	Series 2011D	Total
1,102	1,959	36,733
1,102	1,959	36,655
3,734	1,959	36,968
6,949	1,959	36,304
6,939	1,959	36,253
6,934	4,319	38,600
	9,292	36,870
	9,315	36,875
	9,275	36,794
	9,267	29,695
	6,074	7,588
		3,181
		3,179
		3,177
		3,175
		3,169
		3,173
		3,166
		3,168
		3,165
		3,160
		3,154
		3,147
		3,147
26,760	57,337	410,496
4,720	16,167	107,136
\$22,040	\$41,170	\$303,360





STATISTICAL SECTION

This part of the Authority's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about the government's overall financial health.

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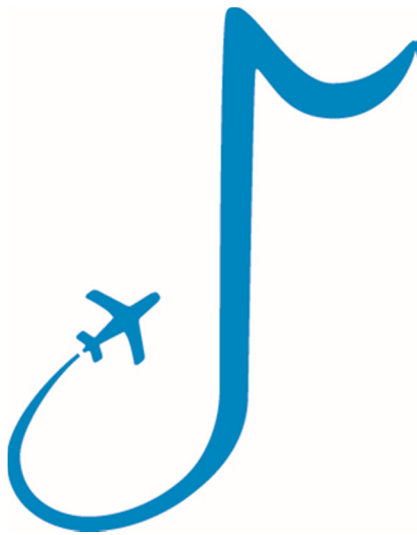


MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
OPERATING REVENUES, EXPENSES AND CHANGES IN NET POSITION
LAST TEN YEARS (\$ IN THOUSANDS)

	2016	2015	2014	2013
OPERATING REVENUES				
Airfield	\$ 44,107	\$43,411	\$46,511	\$44,828
Terminal	24,958	25,760	30,976	32,795
Ground transportation	27,183	23,632	22,431	20,421
Other aviation areas	4,713	4,331	4,225	4,840
Non-aviation areas	3,859	3,408	9,309	9,582
TOTAL	104,820	100,542	113,452	112,466
OPERATING EXPENSES				
Airfield	10,006	9,945	10,278	10,338
Terminal building	12,804	12,435	12,991	14,622
Ground transportation	4,167	3,850	3,904	4,411
General administration	17,808	16,902	17,376	18,549
Police	8,770	8,004	8,146	7,337
Field shop	1,509	1,594	1,701	1,638
Other aviation areas	238	235	249	171
Non-aviation areas	1,008	958	972	983
TOTAL	56,310	53,923	55,617	58,049
DEPRECIATION AND AMORTIZATION⁽¹⁾	62,176	65,587	65,370	59,600
OPERATING INCOME (LOSS)	(13,666)	(18,968)	(7,535)	(5,183)
NON-OPERATING REVENUE (EXPENSE)				
Interest and investment income	2,158	2,115	2,495	2,012
Customer facility charge	6,392	5,703	5,330	5,119
Insurance proceeds				269
Operating grants	67	19	48	48
Gain (loss) on disposal/sale of capital assets	62	137	(1,025)	21
Total Non-Operating Revenue	8,679	7,974	6,848	7,469
Interest expense	(16,386)	(17,972)	(21,425)	(22,705)
TOTAL	(7,707)	(9,998)	(14,577)	(15,236)
LOSS BEFORE CONTRIBUTIONS, AND EXTRAORDINARY ITEM	(21,373)	(28,966)	(22,112)	(20,419)
CAPITAL CONTRIBUTIONS	15,781	27,389	24,919	37,979
EXTRAORDINARY ITEM				
CHANGE IN NET POSITION	(5,592)	(\$1,577)	\$2,807	\$17,560

(1) Amounts prior to 2012 include amortization of bond issue costs. Bond issue costs were fully expensed in 2012 upon implementation of GASB Statement No. 65.

2012	2011	2010	2009	2008	2007
\$44,728	\$45,130	\$44,329	\$44,712	\$46,875	\$46,867
31,336	30,911	29,935	29,123	29,929	28,728
19,593	20,877	20,726	20,970	23,740	23,317
4,911	5,419	5,485	5,409	4,473	4,986
10,239	9,423	8,807	7,738	6,530	8,736
110,807	111,760	109,282	107,952	111,547	112,634
9,936	10,417	10,033	9,977	10,421	10,396
14,713	14,337	13,898	14,059	14,122	12,533
4,523	4,287	4,230	4,257	4,322	4,492
16,119	15,943	15,372	13,697	14,668	13,852
7,172	7,304	6,934	5,625	5,690	4,373
1,592	1,679	1,607	1,618	1,819	1,161
183	317	231	204	143	174
939	654	765	745	724	4,505
55,177	54,938	53,070	50,182	51,909	51,486
57,707	57,067	55,940	52,908	49,230	50,464
(2,077)	(245)	272	4,862	10,408	10,684
2,261	2,697	2,900	8,251	11,977	11,138
5,151	4,911	4,559	4,758	5,938	1,323
1,388		203	1,902		
116	123	26	1,127	867	171
124	(2,592)	175	(7,165)	69	
9,040	5,139	7,863	8,873	18,851	12,632
(23,536)	(25,772)	(28,679)	(31,313)	(32,074)	(33,255)
(14,496)	(20,633)	(20,816)	(22,440)	(13,223)	(20,623)
(16,573)	(20,878)	(20,544)	(17,578)	(2,815)	(9,939)
49,831	42,578	53,353	44,444	27,547	49,532
(873)	(139)				
\$32,385	\$21,561	\$32,809	\$26,866	\$24,732	\$39,593



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NET POSITION
LAST TEN YEARS (\$ IN THOUSANDS)

	FY2016	FY2015	FY2014	FY2013	FY 2012	FY 2011	FY 2010	FY 2009	FY 2008	FY 2007
Net investment in capital assets	\$ 579,291	\$587,325	\$593,252	\$588,115	\$546,075	\$494,311	\$457,560	\$438,852	\$407,677	\$383,985
Restricted for:										
Debt Service										
Capital Acquisitions	56,960	66,037	61,599	69,153	93,457	118,699	135,975	123,059	128,607	126,566
Total Restricted	56,960	66,037	61,599	69,153	93,457	118,699	135,975	123,059	128,607	126,566
Unrestricted	14,632	15,328	30,908	25,684	25,860	24,645	22,559	21,374	20,135	21,136
Total Net Position	\$ 650,883	\$668,690	\$685,759	\$682,952	\$665,392	\$637,655	\$616,094	\$583,285	\$556,419	\$531,687

Fiscal year 2012 was restated due to the implementation of GASB Statements No. 63 and 65.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
PASSENGER ENPLANEMENTS MARKET SHARE
LAST TEN YEARS

	FY 2016		FY 2015		FY 2014		FY 2013	
AIRLINE	Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share
DOMESTIC								
Delta Air Lines ⁽¹⁾	540,063	27.3%	499,084	27.9%	684,134	35.0%	1,052,442	37.9%
Envoy Air (prev American Eagle) ⁽²⁾	394,878	20.1%	106,934	6.0%	56,192	2.9%	49,417	1.8%
Southwest (prev AirTran)	335,902	17.1%	280,727	15.7%	238,715	12.2%	152,667	5.5%
United Express ⁽⁴⁾	218,437	11.1%	220,364	12.3%	173,925	8.9%	160,714	5.8%
American Airlines	170,508	8.7%	153,950	8.6%	142,470	7.3%	100,687	3.6%
Delta Connection ⁽³⁾	121,664	6.2%	192,677	10.8%	440,400	22.5%	1,072,225	38.6%
Allegiant Air	79,584	4.0%	5,437	0.3%		0.0%		0.0%
Frontier Airlines	55,451	2.8%	62,557	3.5%	10,214	0.5%		0.0%
Other ⁽⁵⁾	48,882	2.5%	7,291	0.4%	6,372	0.3%	6,519	0.2%
Compass Airlines	1,911	0.1%	410	0.0%	264	0.0%	309	0.0%
US Airways Express		0.0%	185,308	10.4%	158,856	8.1%	154,448	5.6%
US Airways		0.0%	69,913	3.9%	42,191	2.2%	18,335	0.7%
Continental Express		0.0%		0.0%		0.0%		0.0%
Mesaba Airlines		0.0%		0.0%		0.0%		0.0%
Northwest Airlines ^{(1) (7)}		0.0%		0.0%		0.0%		0.0%
Northwest Airlin		0.0%		0.0%		0.0%		0.0%
TOTAL DOMESTIC	1,967,280	99.9%	1,784,652	99.8%	1,953,733	99.9%	2,767,763	99.7%
INTERNATIONAL								
Other ⁽⁵⁾	1,332	0.1%	2,291	0.1%	1	0.0%		0.0%
Delta Airlines	249	0.0%	1,862	0.1%	1,131	0.1%	7,105	0.2%
Jazz Air		0.0%		0.0%		0.0%	2,090	0.1%
Northwest Airlines ⁽¹⁾		0.0%		0.0%		0.0%		0.0%
TOTAL INTERNATIONAL	1,581	0.1%	4,153	0.2%	1,132	0.1%	9,195	0.3%
TOTAL ENPLANEMENTS	1,968,861	100.0%	1,788,805	100.0%	1,954,865	100.0%	2,776,958	100.0%
Percent of Total								
U. S. Enplanements ⁽⁶⁾	N.A.		0.22%		0.26%		0.38%	

Source: Memphis-Shelby County Airport Authority, Activity Reports and U.S. Bureau of Transportation

- (1) In FY 2009 Delta Air Lines and Northwest Airlines merged effective October 29, 2008. The FAA issued a joint operating certificate on January 1, 2010. Beginning FY 2010 and going forward, information is combined.
- (2) For FY 2016 Air Wisconsin, Envoy Air, Mesa Airlines, PSA Airlines, and Republic Airlines operated for Envoy Air. Previous years totals include America West and Virgin Atlantic.
- (3) For FY 2016 Endeavor Air, ExpressJet, GoJet, Shuttle America and Skywest Airlines operated for Delta Connection.
- (4) For FY 2016 ExpressJet, GoJet, Mesa Airlines, Republic Airlines, Skywest Airlines and Trans States Airlines operated for United Express.
- (5) May include activity by airlines no longer serving Memphis.
- (6) Source: FAA, based upon calendar year.
- (7) Enplanements for FY 2007 - 2009 were restated to correct a reporting error that excluded certain Northwest Airlines' enplaned passengers from the total enplaned passenger count. The restatements for the period FY 2007 - 2009 resulted in annual enplanement increases that ranged from 179,928 to 190,819 enplanements or 3.3% percent to 3.6% percent of total annual enplanements.

FY 2012		FY 2011		FY 2010		FY 2009		FY 2008		FY 2007	
Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share
1,362,642	34.8%	1,618,758	33.9%	1,694,988	34.1%	156,574	3.0%	114,941	2.1%	117,219	2.2%
51,216	1.3%	56,690	1.2%	51,536	1.0%	62,396	1.2%	76,459	1.4%	85,030	1.6%
141,192	3.6%	125,611	2.6%	118,513	2.4%	141,882	2.8%	171,915	3.1%	164,148	3.0%
102,186	2.6%	83,593	1.8%	91,720	1.8%	89,635	1.7%	90,968	1.6%	106,929	2.0%
91,992	2.3%	101,970	2.1%	107,778	2.2%	103,182	2.0%	119,890	2.2%	108,941	2.0%
1,728,524	44.0%	2,174,440	45.5%	1,811,359	36.4%	134,903	2.6%	148,248	2.7%	147,769	2.7%
	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
7,048	0.2%	7,841	0.2%	3,356	0.1%	1,720	0.0%	71,976	1.3%	25,470	0.5%
2,291	0.1%	3,312	0.1%	219,873	4.4%	244,394	4.7%	52,854	1.0%		0.0%
111,627	2.8%	157,924	3.3%	184,710	3.7%	185,549	3.6%	182,051	3.3%	160,884	3.0%
42,705	1.1%	25,706	0.5%		0.0%		0.0%		0.0%		0.0%
59,929	1.5%	88,720	1.9%	89,891	1.8%	93,126	1.8%	100,285	1.8%	102,943	1.9%
176,824	4.5%	254,790	5.3%	460,854	9.3%	464,190	9.0%	230,836	4.2%	205,045	3.8%
	0.0%		0.0%		0.0%	1,767,932	34.3%	2,467,336	44.3%	2,561,041	46.9%
	0.0%		0.0%		0.0%	1,526,245	29.7%	1,542,122	27.6%	1,477,975	27.1%
3,878,176	98.8%	4,699,355	98.4%	4,834,578	97.2%	4,971,728	96.4%	5,369,881	96.6%	5,263,394	96.7%
	0.0%		0.0%	854	0.0%		0.0%	4	0.0%	122	0.0%
37,952	1.0%	69,536	1.5%	136,030	2.8%		0.0%		0.0%		0.0%
8,453	0.2%	7,094	0.1%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%	186,393	3.6%	190,819	3.4%	179,928	3.3%
46,405	1.2%	76,630	1.6%	136,884	2.8%	186,393	3.6%	190,823	3.4%	180,050	3.3%
3,924,581	100.0%	4,775,985	100.0%	4,971,462	100.0%	5,158,121	100.0%	5,560,704	100.0%	5,443,444	100.0%
	0.54%		0.66%		0.70%		0.68%		0.70%		0.69%

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
ORIGINATING AND DESTINATION (O&D) AIRLINE PASSENGERS
 LAST TEN YEARS (IN THOUSANDS OF PASSENGERS)

FISCAL YEAR	O&D PASSENGERS	TOTAL ENPLANED PASSENGERS ⁽¹⁾	O&D PERCENTAGE
2016	1,964	1,969	99.75%
2015	1,769	1,789	98.88%
2014	1,754	1,955	89.72%
2013	1,681	2,777	60.53%
2012	1,860	3,925	47.39%
2011	1,942	4,776	40.66%
2010	1,849	4,971	37.20%
2009	1,834	5,158	35.56%
2008	2,116	5,561	38.05%
2007	2,015	5,443	37.02%

Source: Memphis-Shelby County Airport Authority Finance Division

(1) Enplanements for FY 2007-2009 were restated to correct a reporting error that excluded certain Northwest Airlines' enplaned passengers from the total enplaned passenger count. The restatements for the period FY 2007-2009 resulted in annual enplanement increases that ranged from 179,928 to 190,819 enplanements or 3.3% to 3.6% of total annual enplanements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
COST PER ENPLANED PASSENGER
LAST TEN YEARS

	FY 2016	FY 2015	FY 2014	FY 2013	FY 2012	FY 2011	FY 2010	FY 2009	FY 2008	FY 2007
Average										
Cost per Enplaned										
Passenger	\$11.37	\$13.34	\$11.76	\$10.48	\$6.75	\$5.23	\$4.81	\$4.81	\$4.76	\$4.75

Fiscal years 2007 - 2009 have been restated to reflect changes in cost allocation and enplanement data to the airlines.

Enplanements for FY 2007 - 2009 were restated to correct a reporting error that excluded certain Northeast Airlines' enplaned passengers from the total enplaned passenger count. The restatements for the period FY 2007 - 2009 resulted in annual enplanement increases that ranged from 179,928 to 190,819 enplanement or 3.3% to 3.6% of total annual enplanements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
CARGO MARKET SHARE ENPLANED
LAST TEN YEARS (IN THOUSANDS OF POUNDS)

	FY2016		FY2015		FY2014		FY2013	
AIRLINE	Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share
DOMESTIC FREIGHT								
FedEx Express	4,536,524	92.6%	4,564,810	94.2%	4,508,238	93.6%	4,334,362	93.8%
United Parcel Service	35,269	0.7%	37,195	0.8%	32,929	0.7%	32,548	0.7%
Air Transport Int'l (prev BAX Global)	8,372	0.2%	7,341	0.2%	769	0.0%		0.0%
Mountain Air	5,742	0.1%	3,544	0.1%	3,244	0.1%	2,814	0.1%
Other ⁽²⁾	1,320	0.0%	659	0.0%	338	0.0%	190	0.0%
Delta Airlines ⁽¹⁾	896	0.0%	1,026	0.0%	1,228	0.0%	1,345	0.0%
Baron Aviation	547	0.0%	525	0.0%	577	0.0%	616	0.0%
Atlas Air		0.0%	1,168	0.0%		0.0%	1,581	0.0%
ABX (prev Airborne Express)		0.0%	1,157	0.0%	5,920	0.1%	3,278	0.1%
Capital Cargo International Airlines		0.0%		0.0%		0.0%	3,171	0.1%
DHL		0.0%		0.0%		0.0%		0.0%
Northwest ⁽¹⁾		0.0%		0.0%		0.0%		0.0%
Northwest Airlink		0.0%		0.0%		0.0%		0.0%
Total Domestic Freight	4,588,670	93.6%	4,617,425	95.3%	4,553,243	94.5%	4,379,905	94.8%
INTERNATIONAL FREIGHT								
FedEx Express	311,023	6.4%	219,327	4.5%	258,257	5.4%	240,092	5.2%
Other ⁽²⁾	170	0.0%	301	0.0%	47	0.0%	264	0.0%
Atlas Air		0.0%	2,654	0.1%	1,740	0.0%	900	0.0%
Northwest ⁽¹⁾		0.0%		0.0%		0.0%		0.0%
Total International Freight	311,193	6.4%	222,282	4.6%	260,044	5.4%	241,256	5.2%
AIR MAIL								
FedEx Express	1,515	0.0%		0.0%		0.0%		0.0%
Other ⁽²⁾	342	0.0%	26	0.0%	8	0.0%	3	0.0%
Kalitta Air		0.0%	6,629	0.1%	3,965	0.1%		0.0%
Delta Airlines ⁽¹⁾		0.0%	537	0.0%	157	0.0%	536	0.0%
American		0.0%		0.0%		0.0%		0.0%
Northwest ⁽¹⁾		0.0%		0.0%		0.0%		0.0%
Northwest Airlink		0.0%		0.0%		0.0%		0.0%
Total Air Mail	1,857	0.0%	7,192	0.1%	4,130	0.1%	539	0.0%
TOTAL CARGO ENPLANED	4,901,720	100.0%	4,846,899	100.0%	4,817,417	100.0%	4,621,700	100.0%

Source: Memphis-Shelby County Airport Authority, Activity Reports

(1) In FY 2009 Delta Air Lines and Northwest Airlines merged effective October 29, 2008. The FAA issued a joint operating certificate on January 1, 2010. Beginning FY 2010 and going forward information is combined.

(2) May include activity by airlines no longer servicing Memphis.

FY2012		FY2011		FY2010		FY2009		FY2008		FY2007	
Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share	Cargo Weight	Share
4,146,509	92.6%	4,098,243	93.1%	4,064,769	93.8%	3,836,943	93.8%	4,062,354	93.9%	4,099,458	93.9%
35,022	0.8%	34,867	0.8%	31,504	0.7%	31,126	0.9%	33,282	0.8%	35,693	0.9%
325	0.0%	1,703	0.0%	4,959	0.1%	7,715	0.3%	11,902	0.3%	12,951	0.3%
6,064	0.1%	8,439	0.2%	8,390	0.2%	9,766	0.2%	10,890	0.3%	9,404	0.2%
227	0.0%	1,042	0.0%	1,155	0.0%	859	0.0%	1,207	0.0%	1,802	0.0%
1,440	0.0%	1,752	0.0%	1,761	0.0%	422	0.0%	897	0.0%	1,019	0.0%
825	0.0%	1,123	0.0%	1,007	0.0%	782	0.0%	663	0.0%	1,753	0.0%
1,784	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
5	0.0%		0.0%		0.0%	1,815	0.0%	3,891	0.1%	4,159	0.1%
5,412	0.1%	4,106	0.1%		0.0%		0.0%		0.0%		0.0%
174	0.0%	98	0.0%	45	0.0%	1,763	0.0%	4,896	0.1%	4,280	0.1%
	0.0%		0.0%		0.0%	1,993	0.0%	2,878	0.1%	3,100	0.1%
	0.0%		0.0%		0.0%	1,028	0.0%	1,047	0.0%	1,140	0.0%
4,197,787	93.6%	4,151,373	94.2%	4,113,590	94.8%	3,894,212	95.2%	4,133,907	95.6%	4,174,759	95.6%
286,484	6.4%	249,999	5.7%	216,668	5.0%	189,322	4.6%	180,675	4.2%	176,511	4.0%
1,375	0.0%	2,540	0.1%	3,141	0.1%		0.0%	491	0.0%	635	0.0%
1,006	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%	3,184	0.1%	4,166	0.1%	4,073	0.1%
288,865	6.4%	252,539	5.8%	219,809	5.1%	192,506	4.7%	185,332	4.3%	181,219	4.1%
	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
18	0.0%	8	0.0%	4	0.0%	4	0.0%		0.0%	16	0.0%
	0.0%	558	0.0%	2,513	0.1%	3,364	0.1%	5,146	0.1%	10,902	0.3%
522	0.0%	24	0.0%	10	0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%	14	0.0%	1	0.0%	16	0.0%
	0.0%		0.0%		0.0%		0.0%	2	0.0%		0.0%
540	0.0%	590	0.0%	2,527	0.1%	3,382	0.1%	5,149	0.1%	10,934	0.4%
4,487,192	100.0%	4,404,502	100.0%	4,335,926	100.0%	4,090,100	100.0%	4,324,388	100.0%	4,366,912	100.1%

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

LANDED WEIGHTS

LAST TEN YEARS (IN THOUSANDS OF POUNDS)

AIRLINE	FY 2016		FY 2015		FY 2014		FY 2013	
	Landed Weight	Share	Landed Weight	Share	Landed Weight	Share	Landed Weight	Share
MAJOR/NATIONAL								
Delta Air Lines ⁽¹⁾	619,490	2.4%	606,744	2.4%	860,822	3.5%	1,311,874	5.3%
Southwest (prev AirTran)	411,192	1.6%	320,804	1.3%	266,256	1.1%	169,552	0.7%
American Airlines	209,198	0.8%	191,089	0.8%	205,238	0.8%	171,615	0.7%
Other ⁽²⁾	120,757	0.5%	65,849	0.3%	11,276	0.0%		0.0%
Allegiant Air	81,267	0.3%	4,937	0.0%		0.0%		0.0%
US Airways		0.0%	96,516	0.4%	54,453	0.2%	26,498	0.1%
Continental		0.0%		0.0%		0.0%		0.0%
Northwest Airlines ⁽¹⁾		0.0%		0.0%		0.0%		0.0%
TOTAL MAJOR/NATIONAL	1,441,904	5.6%	1,285,939	5.2%	1,398,045	5.6%	1,679,539	6.8%
REGIONAL								
Envoy Air (prev American Eagle)	484,805	1.9%	134,969	0.5%	68,326	0.3%	65,346	0.3%
United Express	239,863	0.9%	240,988	1.0%	191,264	0.8%	191,758	0.8%
Delta Connection	155,877	0.6%	265,310	1.1%	595,916	2.4%	711,160	2.9%
Other ⁽²⁾	13,028	0.1%	7,156	0.0%	4,215	0.0%	6,077	0.0%
SeaPort Airlines	12,539	0.0%	21,053	0.1%	16,681	0.1%	16,896	0.1%
Compass	2,553	0.0%	601	0.0%	601	0.0%	671	0.0%
US Airways Express		0.0%	222,895	0.9%	178,709	0.7%	185,167	0.7%
Pinnacle Airlines		0.0%		0.0%		0.0%	604,896	2.4%
Mesaba		0.0%		0.0%		0.0%		0.0%
Continental Express		0.0%		0.0%		0.0%		0.0%
TOTAL REGIONAL	908,665	3.5%	892,972	3.6%	1,055,712	4.3%	1,781,971	7.2%
CARGO								
FedEx Express	23,141,889	89.9%	22,268,910	89.9%	22,082,525	88.8%	21,043,094	84.8%
United Parcel Service	159,731	0.6%	193,940	0.8%	194,184	0.8%	201,225	0.8%
Kalitta Air	64,380	0.2%	40,262	0.2%	20,790	0.1%		0.0%
Air Transport Int'l (fmr BAX Global)	51,534	0.2%	52,540	0.2%	5,488	0.0%		0.0%
Other ⁽²⁾	7,293	0.0%	7,378	0.0%	8,422	0.0%	6,973	0.0%
Mountain Air Cargo	2,132	0.0%	4,979	0.0%	14,706	0.1%	14,763	0.1%
ABX (Airborne Express)	272	0.0%	9,895	0.0%	63,672	0.3%	37,456	0.1%
Atlas Air		0.0%	23,976	0.1%	10,656	0.0%	15,984	0.1%
DHL (fmr Menlo/Emery)		0.0%		0.0%		0.0%		0.0%
Capital Cargo International Airlines		0.0%		0.0%		0.0%	21,607	0.1%
TOTAL CARGO	23,427,231	90.9%	22,601,880	91.2%	22,400,443	90.1%	21,341,102	86.0%
TOTAL LANDED WEIGHTS	25,777,800	100.0%	24,780,791	100.0%	24,854,200	100.0%	24,802,612	100.0%

(1) In FY 2009 Delta Air Lines and Northwest Airlines merged effective October 29, 2008. The FAA issued a joint operating certificate on January 1, 2010. Beginning FY 2010 and going forward information is combined.

(2) May include activity by airlines no longer serving Memphis.

Source: Finance Division

FY 2012		FY 2011		FY 2010		FY 2009		FY 2008		FY 2007	
Landed Weight	Share	Landed Weight	Share	Landed Weight	Share	Landed Weight	Share	Landed Weight	Share	Landed Weight	Share
1,728,281	6.8%	2,149,196	8.3%	2,286,928	9.0%	221,502	0.9%	156,997	0.6%	169,367	0.6%
149,272	0.6%	144,040	0.5%	155,168	0.6%	180,752	0.7%	216,006	0.8%	209,664	0.8%
164,922	0.6%	170,958	0.7%	201,177	0.8%	201,814	0.8%	202,135	0.7%	193,212	0.7%
	0.0%		0.0%		0.0%		0.0%	131,606	0.5%	21,077	0.1%
	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
65,867	0.3%	38,041	0.1%		0.0%	340	0.0%		0.0%		0.0%
	0.0%	314	0.0%		0.0%	402	0.0%	1,178	0.0%	1,630	0.0%
	0.0%		0.0%		0.0%	2,520,905	9.7%	3,471,984	13.0%	3,667,471	13.8%
2,108,342	8.3%	2,502,549	9.6%	2,643,273	10.4%	3,125,715	12.1%	4,179,906	15.6%	4,262,421	16.0%
67,914	0.3%	72,938	0.3%	73,288	0.3%	94,952	0.4%	108,876	0.4%	117,541	0.4%
123,459	0.5%	105,827	0.4%	57,020	0.2%	123,576	0.5%	127,824	0.5%	142,229	0.5%
1,159,341	4.3%	1,529,387	5.9%	36,097	0.1%	111,405	0.4%	192,716	0.7%	198,730	0.8%
20,723	0.1%	22,665	0.1%	356,036	1.4%	3,924	0.0%	41,200	0.2%	111,543	0.4%
19,650	0.1%	29,783	0.1%		0.0%		0.0%		0.0%		0.0%
3,143	0.0%	4,419	0.0%	268,217	1.1%	310,386	1.2%	66,811	0.2%		0.0%
125,387	0.5%	173,839	0.7%	188,601	0.6%	204,376	0.8%	205,199	0.8%	110,895	0.4%
887,230	3.5%	1,094,151	4.2%	1,900,981	7.5%	1,971,362	7.6%	1,861,435	6.9%	1,838,734	7.0%
219,909	0.9%	343,398	1.3%	602,973	2.4%	677,205	2.6%	338,724	1.3%	293,391	1.1%
72,070	0.3%	107,315	0.4%	119,785	0.5%	128,614	0.5%	134,570	0.5%	136,581	0.5%
2,698,826	10.5%	3,483,722	13.4%	3,602,998	14.1%	3,625,800	14.0%	3,077,355	11.5%	2,949,644	11.1%
20,417,765	80.0%	19,693,988	75.8%	18,904,542	74.2%	18,739,254	72.4%	19,111,270	71.3%	18,899,281	71.1%
196,229	0.8%	213,317	0.8%	199,060	0.8%	209,284	0.8%	190,606	0.7%	152,691	0.6%
630	0.0%	18,292	0.1%	12,780	0.1%	22,905	0.1%	36,360	0.1%	101,880	0.4%
6,119	0.0%	17,752	0.1%	42,540	0.2%	59,990	0.2%	76,557	0.3%	76,568	0.3%
7,759	0.0%	12,808	0.0%	32,577	0.1%	15,450	0.1%	19,381	0.1%	27,504	0.1%
22,934	0.1%	31,859	0.1%	32,844	0.1%	32,165	0.1%	32,618	0.1%	27,023	0.1%
283	0.0%	272	0.0%		0.0%	28,538	0.1%	25,908	0.1%	26,961	0.1%
15,750	0.1%		0.0%		0.0%		0.0%		0.0%		0.0%
3,025	0.0%	1,925	0.0%	2,636	0.0%	24,219	0.1%	42,876	0.2%	41,358	0.2%
46,900	0.2%	36,392	0.1%		0.0%		0.0%		0.0%		0.0%
20,717,394	81.2%	20,026,605	77.0%	19,226,979	75.5%	19,131,805	73.9%	19,535,576	72.9%	19,353,266	72.9%
25,524,562	100.0%	26,012,876	100.0%	25,473,250	100.0%	25,883,320	100.0%	26,792,837	100.0%	26,565,331	100.0%

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
AIRCRAFT OPERATIONS (1)
LAST TEN YEARS

FISCAL YEAR	MAJOR/ NATIONALS	REGIONAL	CARGO	GENERAL AVIATION	MILITARY	TOTAL
2016	21,864	32,500	136,028	30,904	2,102	223,398
2015	19,466	35,306	131,102	30,172	2,413	218,459
2014	20,994	42,634	128,746	28,683	1,925	222,982
2013	25,340	70,396	125,364	26,236	1,292	248,628
2012	32,190	106,014	125,526	27,491	1,562	292,783
2011	37,942	139,370	125,438	25,968	1,542	330,260
2010	40,842	144,704	122,222	25,193	1,284	334,245
2009	48,580	146,026	124,564	27,897	1,413	348,480
2008	66,978	132,242	131,006	40,583	1,541	372,350
2007	68,730	129,254	135,882	42,999	1,622	378,487

Source: Memphis-Shelby County Airport Authority, Activity Reports

(1) Takeoffs and Landings

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

DEBT SERVICE COVERAGE

LAST TEN YEARS (\$ IN THOUSANDS)

	FY2016	FY2015	FY2014	FY2013	FY2012	FY2011	FY2010	FY2009	FY2008	FY2007
REVENUES (as defined in bond indenture)										
Airfield	\$ 44,107	\$43,411	\$46,511	\$44,828	\$44,728	\$45,130	\$44,329	\$44,712	\$46,875	\$46,867
Terminal building	24,958	27,760	30,976	32,795	31,336	30,911	29,935	29,123	29,929	28,728
Ground transportation	27,183	23,632	22,431	20,421	19,593	20,877	20,726	20,970	23,740	23,317
Other aviation areas	4,713	4,331	4,225	4,840	4,911	5,419	5,485	5,409	4,473	4,986
Non-aviation areas	3,859	3,408	9,309	9,534	10,239	9,423	8,807	7,738	6,530	8,736
Application of prior year surplus	12,215	14,090	6,192	4,832	4,793	3,065	5,209	4,849	6,107	6,171
Coverage carryforward	12,471	12,390	12,207	11,201	9,651	12,000	11,000	11,000	9,780	9,780
TOTAL	129,506	129,022	131,851	128,451	125,251	126,825	125,491	123,801	127,434	128,585
OPERATING EXPENSES										
Airfield	10,006	9,945	10,278	10,338	9,936	10,417	10,033	9,977	10,421	10,396
Terminal building	12,804	12,435	12,991	14,622	14,713	14,337	13,898	14,059	14,122	12,533
Ground transportation	4,167	3,850	3,904	4,411	4,523	4,287	4,230	4,257	4,322	4,492
General administration	17,808	16,902	17,376	18,549	16,119	15,943	15,372	13,697	14,668	13,852
Police	8,770	8,004	8,146	7,337	7,172	7,304	6,934	5,625	5,690	4,373
Field shop	1,509	1,594	1,701	1,638	1,592	1,679	1,607	1,618	1,819	1,161
Other aviation areas	238	235	249	171	183	317	231	204	143	174
Non-aviation areas	1,008	958	972	983	939	654	765	745	724	4,505
TOTAL	56,310	53,923	55,617	58,049	55,177	54,938	53,070	50,182	51,909	51,486
Net Revenues										
Before Adjustment	73,196	75,099	76,234	70,402	70,074	71,887	72,421	73,619	75,525	77,099
Restricted interest earnings and other (a)	1,912	1,935	2,282	1,789	1,961	2,173	2,356	3,190	5,074	5,464
Other revenue	67	19	48	317	1,504	123	229	3,029	936	531
Capital outlay	(2,684)	(1,508)	(822)	(1,326)	(2,302)	(1,907)	(1,038)	(2,570)	(2,525)	(2,333)
Debt service on 1993 special facilities bonds & FedEx/ANGrent	(1,540)	(1,540)	(5,815)	(5,815)	(5,815)	(5,811)	(5,811)	(5,775)	(4,525)	(4,525)
Notes payable principal and interest	(9,297)	(659)	(232)	(297)	(198)	(89)	(203)	(263)	(40)	(352)
Net Revenues (b)	61,654	\$73,346	\$71,695	\$65,070	\$65,224	\$66,376	\$67,954	\$71,230	\$74,445	\$75,884
DEBT SERVICE REQUIREMENT										
Airport Revenue Bonds (c)	38,524	\$49,884	\$47,256	\$49,121	\$48,525	\$49,925	\$52,567	\$55,236	\$55,322	\$55,361
General Obligation Bonds						2,130	2,124	2,124	2,315	3,989
TOTAL DEBT SERVICE (d)	38,524	\$49,884	\$47,256	\$49,121	\$48,525	\$52,055	\$54,691	\$57,360	\$57,637	\$59,350
Coverage ratio - general and airport revenue bonds	160%	147%	152%	132%	134%	133%	129%	129%	135%	137%
Coverage ratio - all bonds (e)	N/A	N/A	N/A	N/A	N/A	128%	124%	124%	129%	128%

Source: Financial statements of the Authority and revenue bond official statements

- (a) Restricted interest earnings represents earnings on current debt service fund and operating funds. Other includes operating grant income.
- (b) Net revenues have been calculated in accordance with definitions in the basic revenue bond resolutions.
- (c) Debt service portion payable from net revenues.
- (d) Excludes amounts paid with capitalized interest.
- (e) Special Facilities Revenue bonds are secured and payable from rentals equal to the debt service on the bonds. Debt service on these bonds is not payable from general revenues and, accordingly, does not enter into these coverage ratio calculations.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
RATIO OF ANNUAL BOND DEBT SERVICE TO TOTAL EXPENSES
EXCLUDING DEPRECIATION AND AMORTIZATION
LAST TEN YEARS (IN THOUSANDS)

	FY 2016	FY 2015	FY 2014	FY 2013	FY 2012	FY 2011	FY 2010	FY 2009	FY 2008	FY 2007
Principal	\$ 31,247	\$31,787	\$30,142	\$28,733	\$27,782	\$29,020	\$29,166	\$29,355	\$27,628	\$28,213
Interest (1)	7,277	18,097	17,114	20,388	20,743	23,035	25,525	28,005	30,009	31,137
TOTAL DEBT										
SERVICE (2)	\$ 38,524	\$49,884	\$47,256	\$49,121	\$48,525	\$52,055	\$54,691	\$57,360	\$57,637	\$59,350
Total Expenses	\$ 134,872	\$137,482	\$143,437	\$140,333	\$137,169	\$137,777	\$137,689	\$141,568	\$133,210	\$135,205
Less Depreciation and Amortization and Gain or Loss on Property										
Disposals	(62,114)	(65,450)	(66,395)	(59,579)	(57,583)	(59,659)	(55,765)	(60,073)	(49,161)	(54,167)
Add Principal	31,247	31,787	30,142	28,733	27,782	29,020	29,166	29,335	27,628	28,213
Add Net Capitalized Interest		106	106	242	710	1,435	617			
TOTAL GENERAL EXPENDITURES	\$ 104,005	\$103,925	\$107,290	\$109,729	\$108,078	\$108,573	\$111,707	\$110,830	\$111,677	\$109,251
RATIO OF DEBT SERVICE TO EXPENDITURES	37%	48.0%	44.0%	44.8%	44.9%	47.9%	49.0%	51.7%	51.6%	54.3%

Source: Authority bond amortization scheduled and audited financial statements

(1) Excludes capitalized interest paid from bond proceeds during construction.

(2) Includes all bond debt except the Special Facilities Bonds.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
AIRPORT REVENUE BOND DEBT PER ENPLANED PASSENGER
LAST TEN YEARS (IN THOUSANDS)

	FY 2016	FY 2015	FY 2014	FY 2013	FY 2012	FY 2011	FY 2010	FY 2009	FY 2008	FY 2007
Airport Debt (1)	\$318,617	\$361,118	\$386,134	\$416,537	\$444,809	\$459,292	\$492,481	\$488,025	\$517,073	\$541,224
Enplaned Passengers (2)	1,969	1,789	1,955	2,777	3,925	4,776	4,971	5,158	5,561	5,443
Airport Revenue Bond Debt per Enplaned Passenger	\$162	\$202	\$198	\$150	\$113	\$96	\$99	\$95	\$93	\$99

(1) Debt reported for FY 2007 - FY 2013 was restated to include all debt net of related premiums, excluding Special Facilities Bonds.

(2) Enplanements for FY 2007 - FY 2009 were restated to correct a reporting error that excluded certain Northwest Airlines' enplaned passengers from the total enplaned passenger count. The restatements for the period FY 2007 - 2009 resulted in annual enplanement increases that ranged from 179,928 to 190,819 enplanements or 3.3% percent to 3.6% percent of total annual enplanements.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

USE OF BOND PROCEEDS

Descriptions of the uses of proceeds from the Authority's outstanding bond issues are summarized below.

AIRPORT REVENUE BONDS

Series 2011A-1 and A-2 - The bonds were issued to provide funds for the purpose of refunding portions of the 1999E and 2001A (\$60,085 and \$38,700 respectively). See Series 1999E and 2001A below.

Series 2011A, B, and C – The bonds were issued to provide funds for the purpose of refunding portions of the 1999D, 2001A and 2001B (\$17,080, \$21,490 and \$42,380 respectively). See Series 1999D, 2001A and 2001B below.

Series 2010A – The bonds were issued to fund a portion of the costs of construction, acquisition and equipping of Checkpoint B Renovations and the GTC.

Series 2010B – The bonds were issued to provide funds for the purpose of refunding portions of the 1999D and 1999E bonds outstanding (\$160,525 and \$1,455 respectively). See Series 1999D and 1999E below.

Series 2008A – The bonds were issued to provide funds for the purpose of refunding all Series 1999A and 1999B bonds outstanding (\$87,751) at date of refunding (March 2008). See Series 1999A and B below.

Series 2003A – The bonds were issued to provide funds for the purpose of refunding a portion of the Series 1993 Bonds. The Series 1993 bonds were issued to provide funds for the purpose of refunding the outstanding principal balance of the Series 1985 Bonds; which were issued to fund airfield improvements including runway paving and lighting, airfield drainage improvements, airfield maintenance facility and fencing; terminal improvements including passenger hold rooms and baggage claim improvements for both the Authority and tenants and a hydrant fueling system; and ground transportation site preparations.

Series 2001A and B – The proceeds of this bond issue were used to finance the construction, reconstruction and extension of runways and taxiways, acquisition of property for noise mitigation, replacement of airport signage, property acquisition and clearing, expansion of the parking garage and employee parking lot, the acquisition and implementation of an automated vehicle identification system, roadway improvements, construction of terminal improvements, a walkway connector, baggage system improvements and other airline tenant finishes at the Airport, construction of facilities for air cargo and airline ground service equipment and other associated projects at the Airport including the replacement and upgrade of two cooling plants and the relocation of an airport maintenance shop.

Series 1999E - The bonds were issued to provide funds for the purpose of refunding the Series 1991 Bonds. The proceeds of the Series 1991 Bonds were used to finance the completion of certain taxiway construction projects and the installation of an improved access control system to enhance Airport security.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

USE OF BOND PROCEEDS (CONTINUED)

Series 1999D - The proceeds of this bond issue were used to finance the extension of Taxiway N to the south end of Runway 18R-36L, construction of an aircraft apron at the south end of Taxiway N, reconstruction of Taxiway M as a temporary runway and connecting taxiways, reconstruction of Taxiway Z and T, construction of high-speed exits from Runway 9-27, enlarge the airfield maintenance facility and to acquire property for airport development in the airfield area. Repairs in the parking garage and upper level terminal drive were projects for the ground transportation area. Terminal projects include constructing a walkway connecting Concourses B and C, constructing additional gates to accommodate regional jets, construct space for airline clubs and concessions and other tenant improvements.

Funds were also used for the following airline-related improvements: finish and equip 23 regional jet gates on Concourses A and C, upgrade the flight information display system and gate check-in facilities on Concourse B, finish and equip the new Northwest World Club, renovate and expand the apron control, upgrade passenger check-in computers, expand baggage sort system and install and equip additional ticket counters for Northwest Airlines. For other airline tenants, renovate existing ticket and baggage claim facilities in Terminal C for joint use, expand hold room space and install some jet bridges in Concourse C.

Series 1997A - The bonds were issued to provide funds for the purpose of refunding a portion of the Series 1988 Bonds, which were used for ongoing expansion and modification of the airports as outlined in a master plan adopted by the Authority in 1986. This bond issue funded airfield, terminal building, and airline projects.

Airfield projects involve the following taxiway construction and improvements: acquisition of 37 acres of land for future development, including planned third parallel north-south runway; construction of a second east-west taxiway south of the passenger terminal; reconstruction of taxiways along the east and south edges of the terminal aircraft parking apron; reconstruction of the taxiway paralleling runway 9-27; construction of holding aprons and bypass taxiways for runway 18R-36L; and a taxiway extension to ease traffic to and from the FedEx apron.

In the terminal area, the following improvements have been made: installation of additional electrical supply and chiller equipment; removal and treatment of asbestos; repair of the existing two levels of the garage; and design of additional curbside roadways.

Funds were also used for the following airline-related improvements: enlargement of certain passenger hold rooms; general improvements to passenger hold rooms; an airline club room; restrooms at the east and west concourses; construction of bridge connectors between the concourses; enlargement and remodeling of airlines operations offices and ticketing and baggage service counters; installation of various airlines equipment and fixtures and aircraft loading bridges; installation of electrical equipment and a hydrant fuel supply facility; construction of a maintenance and storage facility; and a storage and distribution warehouse for then Northwest Airlines.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY USE OF BOND PROCEEDS (CONTINUED)

SPECIAL FACILITIES REVENUE BONDS

Series 2003 - The bonds were issued to provide funds for the purpose of refunding the outstanding principal balance of the Series 1993B Bonds, which were issued to construct an aircraft maintenance facilities, a corporate aviation hanger, and a ramp extension at the Airport.

Series 1997, dated November 1 - The bonds were issued to provide funds for the purpose of refunding the outstanding principal balance of the Series 1986 Bonds, which were issued to construct a maintenance facility for Pinnacle Airlines.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
TEN LARGEST EMPLOYERS - METROPOLITAN STATISTICAL AREA(1)
CURRENT YEAR AND TEN YEARS AGO

Name of Employer ⁽²⁾	Number of Employees ⁽²⁾ 2016	Percentage of Largest Employees	Number of Employees ⁽²⁾ 2007	Percentage of Largest Employees
FedEx Corporation	30,000	26.74%	30,000	28.33%
Shelby County Schools	14,500	12.92%	15,240	14.39%
U. S. Government	13,100	11.67%	14,700	13.89%
Tennessee State Government	12,700	11.32%	5,000	4.72%
Methodist Le Bonheur Healthcare	10,784	9.61%	8,717	8.23%
Naval Support Activity Mid-South	7,500	6.68%	6,372	6.02%
Baptist Memorial Healthcare	6,654	5.93%	6,585	6.22%
City of Memphis	6,476	5.77%	6,741	6.37%
Wal-Mart Stores Inc.	5,300	4.72%	6,000	5.67%
Shelby County Government	5,194	4.63%	6,513	6.15%
Total	112,208	100.00%	105,868	100.00%

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
POPULATION - METROPOLITAN STATISTICAL AREA (1)

Year ⁽³⁾	Shelby County	Memphis MSA	Tennessee	United States
1970	722,100	856,800	3,926,000	203,302,000
1980	777,100	938,500	4,591,100	226,546,000
1990	826,300	1,007,300	4,877,200	249,402,000
2000	897,500	1,135,600	5,689,300	281,422,000
2010 Census	927,644	1,239,292	6,346,105	309,050,816
Forecast 2025	892,254	1,402,486	7,130,776	346,407,000

(1) Metropolitan Statistical Area consists of Fayette, Shelby and Tipton Counties, Tennessee; Crittenden County, Arkansas; and Benton, DeSoto, Marshal, Tate and Tunica Counties, Mississippi

(2) Source: Memphis Chamber of Commerce

(3) Source: Tennessee Department of Economic and Community Development, U.S. Department of Commerce, Bureau of the Census, Current Population Reports, 2000, 2010 Census, 2025 Estimates and Projections

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
AIRLINES SERVING MEMPHIS INTERNATIONAL AIRPORT
JUNE 30, 2016

PASSENGER AIRLINES

MAJOR

Allegiant Air
American Airlines, Inc.
Delta Air Lines
Frontier Airlines
Southwest Airlines (prev AirTran Airways)
United Airlines

CHARTER

AeroMexico
Miami Air International
Mid-South Jets

REGIONAL/COMMUTER

Air Wisconsin dba American Eagle
Compass Airlines dba Delta Connection
Endeavor Air dba Delta Connection
Envoy Air
ExpressJet dba Delta Connection
ExpressJet dba United Express
Glo
GoJet dba Delta Airlines
GoJet dba United Express
Mesa Airlines dba American Eagle
Mesa Airlines dba United Express
One Jet
PSA Airlines dba American Eagle
Republic Airlines dba American Eagle
Republic Airlines dba United Express
Seaport Airlines
Shuttle America dba Delta Connection
Skywest Airlines dba Delta Connection
Skywest Airlines dba United Express
Swift Airlines/Vacation Express
Trans States Airlines dba United Express

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

EMPLOYERS LOCATED ON AIRPORT PROPERTY

JUNE 30, 2016

CONCESSIONAIRES AND TENANTS

Aircraft Services International
Airport Fast Park
Alamo Rent-A-Car
Anton Food
ARC Inc
Avis Rent-A-Car
Budget Rent-A-Car
Cockrum Clark Delivery
CTN
Delaware North Companies
Dollar Rent-A-Car
Enterprise Rent-A-Car
Flight Support Solutions
Gate Gourmet
Hudson News
Huntleigh USA Corporation
Integrated Airline Services
International Business Services
Interstate Barbeque
ISS
KC Wimpy's Memphis LLC
Lenny's
Lyft, Inc.
MEM Fuel
National Car Rental
Regions Bank
Republic Parking System
Starbucks
Surewx, Inc.
Swissport Fueling
The Hertz Corporation
The Paradies Shops
Trego/Dugan Aviation
Tug Technologies
U S Security Associates
Zoom Systems

CARGO AIRLINES

Baron Aviation Services
FedEx Express
United Parcel Service

PASSENGER AIRLINES

Air Wisconsin dba US Airways Express
Allegiant Air
American Airlines
Chautauqua Airlines dba Delta Connection
Compass Airlines dba Delta Connection
Delta Air Lines
Endeavor Air dba Delta Connection
Envoy Air
ExpressJet dba Delta Connection
ExpressJet dba United Express
Frontier Airlines
GoJet dba United Express
Mesa Airlines dba Envoy Air
Mesa Airlines dba United Express
Mesa Airlines dba US Airways Express
OneJet
PSA Airlines dba US Airways Express
Republic Airlines dba Envoy Air
Republic Airlines dba US Airways Express
Seaport Airlines
Shuttle America dba Delta Connection
Skywest Airlines dba Delta Connection
Skywest Airlines dba United Express
Southwest Airlines (prev AirTran Airways)
Trans States Airlines dba United Express
US Airways

OTHER EMPLOYERS

Air General
Airserv
AMFA
City Enterprises
City of Memphis Fire Department
Exelis
Federal Aviation Administration
GAT Airline Ground Support
Kanawha Scales
Richards Aviation
Signature Flight Support
Tennessee Air National Guard
Tennessee Technology Center
Transportation Safety Administration
United States Postal Service
Wilson Air Center

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
FULL-TIME EQUIVALENT EMPLOYEES BY COST CENTER
LAST TEN YEARS

Cost Center ⁽¹⁾	FY 2016	FY 2015	FY 2014	FY 2013	FY 2012	FY 2011	FY 2010	FY 2009	FY 2008	FY 2007
Terminal Maintenance	67	67	75	75	72	60	81	81	81	85
Airfield Maintenance	59	59	65	64	63	74	48	48	48	43
Administration	63	62	69	65	66	67	78	78	78	76
Police & Operations										
Officers	94	94	96	95	94	95	86	86	79	83
Support Staff	9	9	9	9	8	7	12	12	12	10
General Aviation Airports										
Maintenance	5	5	5	5	5	5	3	3	3	3
Total	297	296	319	313	308	308	308	308	301	300

(1) 2011 employee allocation was updated to reflect change in cost centers.

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

INSURANCE IN FORCE

JUNE 30, 2016

Type of Policy	Amount of Policy	Policy Expiration Date	Name of Insurer	Risks Covered
Airport liability (Comprehensive general liability, contractual liability, personal injury liability, and hangar keeper's liability)	\$250,000,000 Each Occurrence Limit \$1,000,000 Damage to Premises Rented to You \$0 Medical Expense Limit \$50,000,000 Personal & Advertising Injury \$250,000,000 Products/Completed Ops Aggregate \$250,000,000 Hangarkeepers Each Aircraft Limit \$250,000,000 Hangarkeepers Each Loss Limit \$150,000 Garagekeepers Per Vehicle Limit \$250,000 Garagekeepers Per Occurrence Limit \$50,000,000 Excess Liability over Auto & EL \$5,000 Each Occurrence Deductible \$100,000 Annual Aggregate Deductible ditional sublimits apply. Please refer to poli	April 1, 2017	Commerce and Industry Insurance Company (AIG)	Personal injury and property damage
Aircraft non-ownership liability	\$250,000,000 Each Occurrence \$5,000 Deductible	April 1, 2017	Commerce and Industry Insurance Company (AIG)	Personal injury and property damage
Employee Benefits Liability	\$1,000,000 Each Employee/Aggregate \$2,500 Deductible	April 1, 2017	Commerce and Industry Insurance Company (AIG)	Negligent act, error or omission damages
Automobile Liability	\$1,000,000 Each Occurrence CSL Bodily Injury /Property Damage \$1,000 Comp /Coll Deductible All Vehicles \$5,000 Comp /Coll Deductible Fire Trucks & Ambulance	April 1, 2017	Hanover Insurance Group	Bodily injury and property damage
Property	\$800,000,000 Policy Limit \$50,000,000 Earth Movement Limit \$50,000,000 Flood Limit \$5,000,000 Terrorism Limit \$25,000 Per Occurrence Deductible, All Other Perils \$250,000 + 5% of Values Earth Movement Deductible \$500,000 Flood Deductible l sublimits & deductibles apply. Please refer	April 1, 2017	FM Global	Building - All risks property damage including business interruption
Crime	\$5,000,000 Limit \$50,000 Deductible	April 1, 2017	National Union Fire Insurance Company (AIG)	Employee theft, forgery, robbery, and computer fraud
Fiduciary Liability	\$5,000,000 Limit \$0 Retention	April 1, 2017	National Union Fire Insurance Company (AIG)	Violation of any of the responsibilities, duties or obligations of Fiduciaries
Employment Practices Liability	\$10,000,000 Limit, Shared with Public Ofi \$75,000 Retention	April 1, 2017	National Union Fire Insurance Company (AIG)	Wrongful termination, discrimination, sexual harassment and workplace torts
Public Officials Liability	\$10,000,000 Limit, Shared with EPL \$100,000 Retention	April 1, 2017	National Union Fire Insurance Company (AIG)	Board of Commissioners, management and professional liability
Cyber Liability	\$10,000,000 Aggregate Limit \$50,000 Deductible	April 1, 2017	Lloyd's of London Syndicate (Hiscox)	Cyber protection, hacking business interruption, extortion & breach
Workers Compensation	Statutory State of TN	April 1, 2017	Starr Indemnity & Liability Company	Workers' compensation for on-the-job bodily injuries
Employers Liability	\$1,000,000 Bodily Injury by Accident Each Employee \$1,000,000 Bodily Injury by Disease Each Employee \$1,000,000 Bodily Injury by Disease Policy Limit \$250,000 Each Occurrence Deductible			
OWNER CONTROLLED INSURANCE PROGRAM - (CONSTRUCTION INSURANCE):				
General Liability	\$2,000,000 Per Occurrence \$4,000,000 General Aggregate \$250,000 Each Occurrence Deductible	October 25, 2018	Zurich Insurance	Personal injury and property damage
Workers Compensation	Statutory State of TN	October 25, 2018	Zurich Insurance	Workers' compensation
Employers Liability	\$1,000,000 Bodily Injury by Accident Each Employee \$1,000,000 Bodily Injury by Disease Each Employee \$1,000,000 Bodily Injury by Disease Policy Limit \$250,000 Each Occurrence Deductible			
Excess liability Insurance	\$50,000,000 Per Occurrence \$50,000,000 General Aggregate	October 25, 2018	Combination of Westchester AWAC & RSUI	Personal injury and property damage



COMPLIANCE SECTION

This Section Contains the Single Audit Information,

Which Consists of the Following:

Schedule of Expenditures of Federal and State Awards

Independent Auditors' Report



MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS

YEAR ENDED JUNE 30, 2016 (\$ IN THOUSANDS)

Grantor/Program Grantor \ Pass-Through	Federal CFDA Number	Grant and Contract Number	State Grant and Contract Number	Project Description
FEDERAL AWARDS				
U.S. Department of Transportation Federal Aviation Administration (FAA): Airport Improvement Programs	20.106	3-47-0049-82-2011		Apron Replacement Design, Reconstruct Rwy 9/27 & Assoc Twys, Public Access Improvements, Assess Control System & CCTV Replacement
		3-47-0049-84-2011		Reconstruct Rwy 9/27 & Assoc Twys, Assess Control System & CCTV Replacement, Public Access Improvements
		3-47-0049-85-2012		Reconstruct Terminal Apron, Assess Control System & CCTV Replacement, EMAS Construction
		3-47-0049-86-2013		Reconstruct Terminal Apron
		3-47-0049-88-2014		Purchase Zero Emissions Vehicles and Airfield Vehicle Proximity Transmitters
		3-47-0049-89-2014		Reconstruct Terminal Apron, Airfield Lighting Vaults Seismic Upgrades, Glycol Collection Area Design, Perimeter Fence Intrusion Detection System Design, Terminal "B" Lobby Escalator Replacement, MUFIDS
Total Direct Federal Awards				
FAA through TN Dept of Transportation Airport Improvement Programs	20.106	3-47-SBGP-29 3-47-SBGP-29 3-47-SBGP-29 3-47-SBGP-22 3-47-SBGP-38 3-47-SBGP-45	AERO-11-192-00 AERO-12-153-00 AERO-12-234-00 AERO-13-208-00 AERO-13-257-00 AERO-14-199-00	DeWitt Spain - 2011 Flood Related Costs Charles Baker - New Terminal Design & Engineering DeWitt Spain - Hangar 3 Renovations (2) DeWitt Spain - New Hangar (2) DeWitt Spain - Terminal Roof Replacement (2) Charles Baker - Hangar Restorations (2)
Total Subrecipient (of Federal Funds) Awards				
Total Federal Awards				
STATE AWARDS				
Tennessee Department of Transportation		79-555-1704-04 79-555-1708-04 79-555-1715-04 79-555-1716-04 79-555-1717-04 99-555-1721-04 79-555-1722-04 79-555-1723-04 79-555-1724-04 79-555-1726-04 79-555-0730-04 79-555-0732-04 79-555-0739-04 79-555-0742-04 79-555-0747-04 79-555-0751-04 79-555-0746-04 79-555-1540-04 79-555-1541-04 79-555-0750-04 79-555-0752-04 79-555-1654-04 79-555-1653-04	AERO-11-135-00 AERO-11-141-00 AERO-12-150-00 AERO-12-151-00 AERO-12-152-00 AERO-12-207-00 AERO-12-208-00 AERO-12-209-00 AERO-12-210-00 AERO-13-103-00 AERO-13-165-00 AERO-13-207-00 AERO-14-173-00 AERO-14-198-00 AERO-14-256-00 GG15-44490-00 AERO-15-105-00 AERM-15-140-00 AERM-15-141-00 AERO-15-157-00 AERO-15-217-00 AERM-16-141-00 AERM-16-140-00	DeWitt Spain - Security Enhancement (Fence) Charles Baker - Security Systems Upgrade MEM Terminal Switchgear Replacement Charles Baker - Pavement Crack Sealing (3) DeWitt Spain - Pavement Crack Sealing (3) MEM - Access Control & CCTV Charles Baker - Airfield Lighting Replacement (3) DeWitt Spain - Airfield Lighting Replacement (3) DeWitt Spain - Flood Control Pumping System (3) MEM - NorthEast Territory Expansion & Development (3) Charles Baker - Taxiway Relocation (3) DeWitt Spain - Taxiway Relocation and Runway Extension, Design; Land Acquisition MEM - Demolition of South Legs of Passenger Concourses MEM - Hotel Demolition and Site Improvements MEM - Tenant Relocation Buildout MEM - Terminal Concourse "B" Modernization Design MEM - Glycol Recovery Vehicles Charles Baker - 2015 Maintenance DeWitt Spain - 2015 Maintenance MEM - Multi User Flight Information Display System (MUFIDS) DeWitt Spain - 2015 Apron improvements Charles Baker - 2016 Maintenance DeWitt Spain - 2016 Maintenance
Federally Funded Projects, State Participation		79-555-1125-04 79-555-0133-04 79-555-1134-04 79-555-0144-04	AERO-12-234-00 AERO-13-208-00 AERO-13-257-00 AERO-14-199-00	DeWitt Spain - Hangar 3 Renovations (2) DeWitt Spain - New Hangar (2) DeWitt Spain - Terminal Roof Replacement (2) Charles Baker - Hangar Restorations (2)
Total State Awards				
TOTAL FEDERAL AND STATE AWARDS				

(1) Grant Expenditures include \$2,373 from prior years; \$1,769 Federal and \$604 State.

(2) Projects with both State and Federal Funding.

(3) Initial grant was issued at 90% State funding; amendments were issued at 95% State funding.

Participation Percentage	Grants as Amended 6/30/2015	Awarded (Reduced)	Total 6/30/2016	Grants Receivable 6/30/2015	Expenditures (1)	Cash Receipts	Grants Receivable 6/30/2016
75%	\$16,711		\$16,711	\$420		\$420	
75%	15,953		15,953	81		81	
75%	31,762		31,762	3,196	\$511	2,869	\$838
75%	34,255		34,255	4,015	1,332	4,490	857
75%	127		127		97		97
75%	25,336		25,336	374	10,139	4,345	6,168
	124,144	\$0	124,144	8,086	12,079	12,205	7,960
90%	169		169	169		169	-
90%	150		150	-	1		1
90%	160		160	160		160	-
90%	596		596	88	439	46	481
90%	31	(3)	28	28		28	-
90%	162		162	13			13
	1,268	(3)	1,265	458	440	403	495
	125,412	(3)	125,409	8,544	12,519	12,608	8,455
90%	63		63	63		63	-
90%	31	(22)	9	-	9	9	-
90%	750		750	-			-
90%/95%	74	19	93	19	19	19	19
90%/95%	73	19	92	19	19	9	29
90%	1,350		1,350	566	149		715
90%/95%	992		992	-	210		210
90%/95%	450		450	-	18		18
90%/95%	510	14	524	506	18	478	46
90%/95%	150	(150)	-	112	(112)		-
90%/95%	2,822		2,822	2,082	660	2,082	660
95%	475		475	183	3		186
95%	95		95	95			95
95%	1,425	(603)	822	1,058	(236)	807	15
95%	2,375		2,375	120	1,795	1,568	347
95%	9,500		9,500	850	(19)		831
95%	1,168		1,168	1,168		1,168	-
50%	14		14	14		14	-
50%	14		14	14		14	-
95%	1,330		1,330	641	673		1,314
95%	148		148	63	79		142
50%	-	14	14	-	14	11	3
50%	-	14	14	-	14	5	9
5%	4		4	4		4	-
5%	33		33	5	24	3	26
5%	2		2	2		2	-
5%	9		9	1			1
	23,857	(695)	23,162	7,585	3,337	6,256	4,666
	\$149,269	(\$698)	\$148,571	\$16,129	\$15,856	\$18,864	\$13,121

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL
AND STATE AWARDS
YEAR ENDED JUNE 30, 2016

1. BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal and state awards includes the federal and state grant activity of the Memphis-Shelby County Airport Authority (the "Authority") and is presented on the accrual basis of accounting. The information in the schedule is presented in accordance with the requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards ("Uniform Guidance"). Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the presentation of, the financial statements. Expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The Authority has not elected to use the 10% de minimis indirect cost rate as allowed under the Uniform Guidance.

2. CONTINGENCY

The grant revenue amounts received and expensed are subject to audit and adjustment. If any expenditures are disallowed by the grantor as a result of such an audit, any claim for reimbursement to the grantor would become a liability of the Authority. In the opinion of management, all grant expenditures are in compliance with the terms of the grant agreements and applicable federal and state laws and regulations.

Independent Auditors' 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*

The Board of Commissioners and Management
Memphis-Shelby County Airport Authority
Memphis, Tennessee

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Memphis-Shelby County Airport Authority (the "Authority") as of and for the years ended June 30, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 26, 2016.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the 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 combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free 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*.

There were no prior findings reported.

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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Dixon Hughes Goodman LLP

Memphis, Tennessee

October 26, 2016

Independent Auditors' Report on Compliance for the Major Program and on Internal Control Over Compliance Required by the Uniform Guidance

The Board of Commissioners and Management
Memphis-Shelby County Airport Authority
Memphis, Tennessee

Report on Compliance for the Major Federal Program

We have audited Memphis-Shelby County Airport Authority's (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended June 30, 2016. The Authority's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditors' Responsibility

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

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

Opinion on the Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2016.

Report on Internal Control Over Compliance

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

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

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

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

Dixon Hughes Goodman LLP

Memphis, Tennessee

October 26, 2016

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2016

SECTION I - SUMMARY OF INDEPENDENT AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued: Unmodified

Internal control over financial reporting:

Material weakness(es) identified? yes x no

Significant deficiency(ies) identified not considered to
be material weaknesses? yes x none reported

Noncompliance material to financial statements noted? yes x no

Federal Awards

Internal control over major programs:

Material weakness(es) identified? yes x no

Significant deficiency(ies) identified not considered to
be material weaknesses? yes x none reported

Type of auditors' report issued on compliance for
major programs Unmodified

Any audit findings disclosed that are required to be reported
in accordance with the Uniform Guidance yes x no

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>	
20.106	Airport Improvement Program	<u>\$12,519,000</u>

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

Auditee qualified as low-risk auditee? x yes no

SECTION II - FINANCIAL STATEMENT FINDINGS

A. Significant Deficiencies in Internal Control

None reported

B. Compliance Findings

None reported

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None reported

SECTION IV - PRIOR YEAR AUDIT FINDINGS

None reported

