Comprehensive Annual Financial Report

For the Fiscal Year Ended March 31, 2016 and 2015

Raleigh-Durham Airport Authority
North Carolina

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Comprehensive Annual Financial Report

For the fiscal year ended March 31, 2016 and 2015

Prepared by the Finance Department

Comprehensive Annual Financial Report

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2016-2017 Raleigh-Durham Airport Authority Board Members

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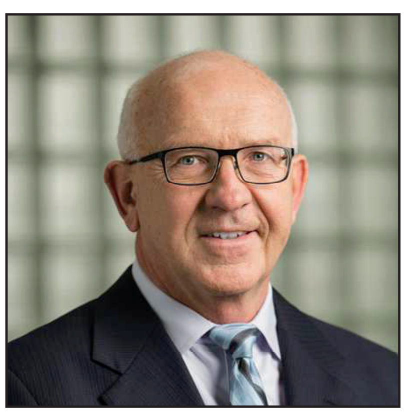

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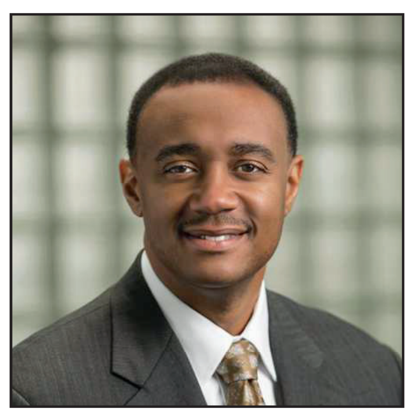

Patrick Hannah, Esq.
Durham County

RALEIGH-DURHAM AIRPORT AUTHORITY

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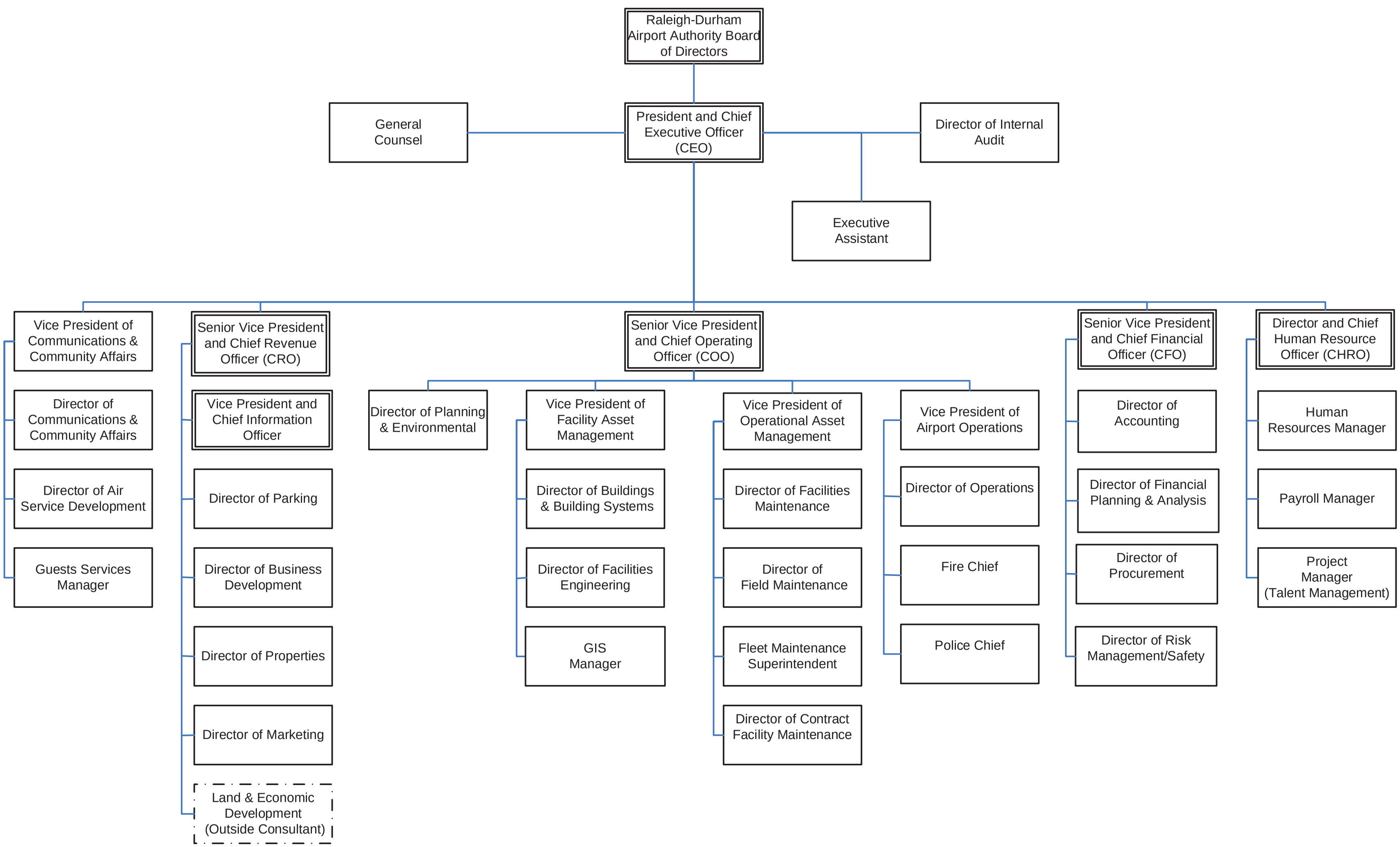

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Raleigh-Durham Airport Authority

North Carolina

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

March 31, 2015

Executive Director/CEO

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President & CEO
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June 16, 2016

To the Board of the Raleigh-Durham Airport Authority,

This Comprehensive Annual Financial Report of the Raleigh-Durham Airport Authority (the "Authority"), is hereby submitted for the fiscal year ended March 31, 2016 (FY 2015-16). Responsibility for the accuracy of the data and completeness and fairness of the presentation, including all disclosures, rests with the Finance department of the Authority. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the Authority.

The Comprehensive Annual Financial Report (CAFR)

The Comprehensive Annual Financial Report is presented in three sections – Introductory, Financial, and Statistical. The Introductory section includes this Letter of Transmittal, a depiction of the Authority Board Members, the Authority's Organization Chart and the Certificate of Achievement for Excellence in Financial Reporting Award of the Authority for its prior FY 2014-15 submissions. This Certificate of Achievement is a national award recognizing conformance with the highest standards for preparation of state and local government finance reports. The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), Basic Financial Statements, Required Supplemental Information, and Supplemental Information. The Statistical Section includes selected financial trends, debt service, key performance indicators ("KPIs") and other operating statistics, and economic demographic information, presented on a multi-year basis.

This Letter should be read in conjunction with the accompanying Management Discussion & Analysis ("MD&A") in order to gather a more complete financial and business picture of the Authority. It is our intent to submit the FY 2015-16 Comprehensive Annual Report to the Government Finance Officers Association for their review and seek the award for the eighth consecutive year.

Reporting Entity

The Authority is a special joint agency of the Cities of Raleigh and Durham, North Carolina and the Counties of Wake and Durham, North Carolina created for the development, operation and maintenance of the Raleigh-Durham International Airport (RDU). The Authority was created and exists pursuant to a special act enacted by the General Assembly of North Carolina in 1939, as amended, and by action taken by the sponsoring governmental units pursuant to that act. The Authority is governed by an eight-member board appointed by the sponsoring governmental units.

The Authority has many of the same powers of any North Carolina local government unit with some notable exceptions. It has no power to impose any taxes. In order to finance Airport development, operation and maintenance it charges fees to those who use or operate businesses at the Airport. Annually the Authority receives $12,500 from each of the four governmental units that appoint its members. This total of $50,000 is less than one-tenth of one percent of the Authority's annual operating revenue.

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Reporting Entity (continued)

The Airport is located midway between the cities of Raleigh and Durham in an area often referred to as the "Research Triangle." The population as of July 1, 2015 of the Raleigh-Durham-Cary Combined Statistical Area ("CSA"), which is made up of the eleven counties in and around the Research Triangle, was estimated at 2,117,103. The Airport is the easternmost large Airport in North Carolina and draws significant users from eastern North Carolina, in addition to users from the Research Triangle area. The Piedmont Triad International Airport, which primarily services the Greensboro-Winston-Salem area, is approximately 79 miles west of the Airport. Charlotte Douglas International Airport is located approximately 159 miles southwest of the Airport.

Economy, Region & Air Service

The Board, it's Finance Committee, the President and Chief Executive Officer, senior staff and financial management continued to closely monitor and respond to the on-going financial and business uncertainties facing the global and national economies, the airline industry, and the Authority itself during FY 2015-16.

Raleigh, Durham, and Chapel Hill make up the three primary cities of the Research Triangle metropolitan region. The regional nickname of "The Triangle" originated after the 1959 creation of the Research Triangle Park, primarily located in Durham County, four miles from Downtown Durham. It is encompassed on three sides by the city of Durham and roughly midway between the cities of Raleigh and Chapel Hill and the three major research universities of NC State University, Duke University, and UNC-Chapel Hill. This 7,000 acre park set aside for research and research oriented manufacturing employs approximately 50,000 people. Anchored by leading technology firms, government, and world-class universities and medical centers, the area's economy consistently performs strongly.

Wake, Durham, and Orange counties are part of the larger 13-county economic region known as the Research Triangle Region and provide the primary economic base for air transportation at the Airport. The airport alone is estimated to have over an $8.5 billion economic impact. The airport's total impact on regional employment involves an estimated 21,340 jobs with payrolls of $594 million. In addition, over 4,700 workers are employed in various functions on the airport.

RDU is a very busy commercial service airport served by five major airlines and their regional partners offering service from RDU to 41 domestic cities and 4 international destinations nonstop for a total of 45 nonstop destinations with an average of 192 daily departing flights. These airlines include Air Canada, Alaska, Allegiant, American, Delta, Frontier, JetBlue, Southwest and United. For FY 2015-16, the top three carriers in terms of market share were Delta, Southwest, and American, comprising about 79% of total passengers. For FY 2015-16, approximately 98% of all passengers at the Airport enplaned on domestic flights and 2% enplaned on international flights. Major cargo carriers at RDU include FedEx and UPS. The airport processed approximately 10.1million passengers and 85,500 tons of air cargo in the FY 2015-16.

RDU is recognized by the Federal Aviation Administration (FAA) as a medium size hub and is the second largest airport in the North Carolina behind Charlotte Douglas International (CLT). RDU, however, serves almost exclusively origin-destination (O&D) passengers while CLT serves largely connecting passengers.

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Economy, Region & Air Service (continued)

General Aviation (GA) facilities at RDU include the 22,000-square foot GA Terminal owned by the Authority supporting two Fixed-Base Operators: Signature Flight Support and TAC Air. The complex offers 30 acres of aircraft parking space for a variety of aircraft sizes and much more.

Regarding air service development, recent air carrier actions announced include the following:

- Delta Air Lines began daily, year-round nonstop service to Paris-Charles de Gaulle Airport on May 12.
- Delta Air Lines announced in May 2016 that it would begin four daily nonstop flights to Washington-Reagan Airport beginning August 1.
- Frontier Airlines began new nonstop service to Atlanta, Orlando and Philadelphia in April 2016.
- Southwest Airlines adds an additional daily nonstop flight to Las Vegas on June 5.

FY 2015-16 Major Events and Initiatives

In FY 2016, the Airport Authority made great gains in air service development. Airlines announced service to 11 new routes and service began with two new airlines, Alaska and Allegiant. New routes included Seattle, Salt Lake City, Denver, Dallas (Love Field), St. Pete-Clearwater, Orlando (Sanford), Punta Gorda, Orlando (International) and more.

Along with the new service gains, the year included a 5.6% percent increase in the number of passengers traveling through RDU over FY 2015. In the years surrounding and immediately after the recession of 2008-2009, airlines were reluctant to add seat capacity. During that time oil prices were also high. However, at RDU the demand to travel remained stable and thus nearly all seats departing the airport remained full. As oil prices dropped and economic forecasts improved, airlines have added 11 new routes, thereby increasing the number of available seats from RDU and contributing directly to the rise in passengers this year.

In Spring 2015, the Airport Authority launched an 18-month master planning process that will guide airport development through the year 2040. Called Vision2040, the study is being led by Ricondo & Associates, a consultant specializing in master plan development. The Federal Aviation Administration requires airports to develop a master plan to qualify for federal funding.

For the 10th year in a row, RDU was recognized by the *Air Transport Research Society* (ATRS) as one of the top three airports in North America for both overall financial operating efficiency and cost competitiveness. The ATRS is the leading academic society in the air transportation field who measures and compares the operating efficiency, managerial efficiency and cost competitiveness of 183 airports and 25 airport groups worldwide. This acknowledgement reinforces the Authority's efforts to maintain low operating costs for the airlines that serve the Airport and its success in doing so.

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Major Expenditure Plan

The Authority has developed a Major Expenditure Plan covering the period of the fiscal year ending March 31, 2017 through the fiscal year ending March 31, 2021. This capital improvement program includes expenditures on capital projects at the Airport of approximately $238 million, net of anticipated grant funding. At present, the Authority does not plan to issue additional Bonds to finance any of the projects included in the Major Expenditure Plan.

Financial Information

The MD&A summarizes the Authority's Statements of Net Position, Statement of Revenues, Expenses and Changes in Net Position, and Statements of Cash Flows and is included in this report. The information in the MD&A should be read in conjunction with the information in the Letter of Transmittal.

The Authority is pleased with its industry-exceptional AA-/Aa3 bond ratings (Fitch Ratings and Moody's respectively). During FY 2015-16, Fitch Ratings and Moody's both affirmed their ratings, each with stable outlooks. At March 31, 2016 the Authority's debt portfolio consisted of approximately 90% fixed rate and 10% variable rate revenue bond obligations, with a weighted average interest rate of approximately 3.7%.

For FY 2015-16, Operating revenue at RDU continued its upward trend having increased in the previous six fiscal years. Total passengers of 10.1 million for FY 2015-16 represented a significant increase of 5.6% from the prior fiscal year. This helped drive an operating revenue budget surplus of $6.0 million or 5.5% for FY 2015-16. In addition, total operating expenses of $103.2 million were under budget by $2.0 million or 1.9% for FY 2015-16.

The Authority, as it typically does, elected to budget conservatively, especially with respect to revenue generation for FY 2016-17. For FY 2016-17, total operating revenue is budgeted to rise $10.5 million to $120.4 million, a 9.6% increase over budgeted operating revenue for FY 2015-16. However, this budgeted increase only represented a $4.5 million increase over actual revenues for FY 2015-2016. This significant increase in budgeted FY 2016-17 revenue is largely attributable to new passengers utilizing the airport which helped to drive increases in parking revenue ($4.1 million increase over prior years' budget), rental car revenue ($2.1 million increase over prior years' budget) and terminal related revenue ($3.0 million increase over prior years' budget). For FY 2016-17, budgeted revenue for enplanement driven revenue types such as parking, terminal concession, and rental car, were based on a two percent future enplanement growth, affirming the Authority's conservative budgeting and financial management practices.

Operating expenses are budgeted to decrease $440 thousand, or 0.7% for FY 2015-16, relative to the budgeted amounts for the prior year. The decrease was predominantly driven by decreased asset management costs and prioritization of projects related to maintaining the Authority's $1.5 billion of infrastructure assets, and a deliberate effort towards operating cost containment.

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Internal Control Structure Framework

The financial statements of the Authority are prepared following U.S. generally accepted accounting principles applicable to governmental unit enterprise funds. On an on-going basis, the Authority's Finance and Internal Audit Department's evaluate the internal controls related to Raleigh-Durham Airport Authority's financial reporting in coordination with the Authority's annual external audit. The Internal Audit department operates under an annual audit plan approved by the President and CEO, and the Board Finance/Audit Committee. The Audit Plan includes substantial coverage of the Authority's agreements with concessionaires, airline carriers and other tenant agreements, key departmental functions, and key business processes. However, the overall responsibility for the development and maintenance of internal controls clearly rests with Authority management.

Internal control is a process affected by an entity's governing board, management and other personnel, designed to provide reasonable assurance regarding the achievement of objectives in the following categories: (a) safeguarding of assets from loss, from unauthorized use or disposition; (b) execution of transactions in accordance with management's authorization; (c) reliability of financial records for preparing financial statements and maintaining accountability for assets; (d) effectiveness and efficiency of operation; and (e) compliance with applicable laws and regulations.

Internal controls, no matter how well designed and operated, can provide only reasonable assurance to management and the Board regarding achievement of an entity's control objective. The likelihood of achievement is affected by limitations inherent to internal control. Such limitations include:

1. Human judgment in decision-making can be faulty;
2. Breakdowns in internal controls can occur due to errors or mistakes;
3. Controls can be circumvented by the collusion of two or more people, or management override of internal controls;
4. Cost of an entity's internal controls should not exceed the benefits that are expected to be derived;
5. Custom, culture and the corporate governance system inhibit irregularities by management, but they are not absolute deterrents.

All internal control evaluations occur within the above framework. We believe that the Authority's internal controls adequately meet the objectives listed above and have devoted considerable effort to attract and retain individuals in our Finance Department and throughout the organization who embrace the concept of a healthy internal control environment.

Budgetary Controls

The Authority's annual operating and capital budgets are reviewed by the Board in a Work Session and subsequently approved at its regular board meeting in March, for the upcoming fiscal year that begins on April 1. Operating budget approval is at the total operating expenditures level. The Authority operating budget is a single enterprise fund. Subsequent individual expenditures against budget are subject to the Authority's Procurement Policy, Minority and Women-Owned Small Business policy, and other process and system controls including transaction signature authority limits and Finance Officer review.

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Strategic Planning

Our customers remain at the center of our planning, driving our vision to deliver a world-class airport experience, as well as our mission to deliver excellent airport services, facilities and unparalleled customer service.

In 2016, the Airport Authority completed a very rigorous multi-step process with engagement from our Board and staff which resulted in a revised Strategic Plan. The Strategic Plan is a living document which provides a multi-year direction or ‘roadmap’ to guide our efforts to continuously elevate the customer experience, remain fiscally competitive and achieve operational excellence. Seven goals and twenty objectives were designed to support our strategic focus for the next several years. Additionally, Vision2040, which we launched last year, will come to completion this fiscal year. The resulting Master Plan will outline solutions for how the Airport Authority can adapt to passenger and cargo growth over the next 25 years.

The 2016 Strategic Business Plan is an extension of the Airport Authority's revised multi-year strategic plan. It provides alignment and serves to drive the priorities and tactics that will be key areas of focus for this upcoming fiscal year. In this plan, the Airport Authority assesses the organization's future needs, identifies the sequencing for projects and activities, and ensures we have the right projects and resources to be successful in achieving our vision and successfully implementing our mission. The three competitive strategic areas that align with our Strategic Plan and drive our actions for FY 2016-17 are listed as follows:

1. Customer Experience
2. Fiscal Responsibility
3. Operational excellence

With its 2016 Strategic Business Plan, the Airport Authority is continuing the on-going commitment to a business model that meets and responds to challenges and opportunities that arise from changes in the aviation industry, customer expectations, and in traditional airport funding sources.

In addition, the Airport Authority adopts its budgets with the commitment to maintain a fiscally responsible and sound airport with a low airline cost structure. The Airport Authority continues to cost its services to air carriers at about 76% of the medium hub average per the most recent ACI (Air Council International) survey data. Total budgeted Airline Cost per Enplanement (CPE) for RDU increased 2.9% for FY 2015-16 to $7.11, relative to the prior year.

Subsequent Events

The Authority has evaluated subsequent events through June 16, 2016 in connection with the preparation of these financial statements, which is the date the financial statements were available to be issued. No subsequent events are noted

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Independent Audit

The Authority's independent auditor, Elliott Davis Decosimo, has performed the annual audit as of and for the fiscal period ended March 31, 2016, and rendered an unmodified opinion as to the Authority's financial statements. The audit was conducted in a manner consistent with the requirements of the Single Audit Act, Subpart F of the U.S. CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and the U.S. Office of Management and Budgets (OMB) Compliance Supplement. The report and opinion are contained herein, and found that the Authority's financial statements presented fairly, in all material respects, the financial position of the Authority as of March 31, 2016 and 2015.

The Government Finance Officers Association (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 March 31, 2015 this was the 7th consecutive year of award. In order to be awarded a Certificate of Achievement, a government entity must publish an easily readable and efficiently organized CAFR. The report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

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

Acknowledgements

The completion of this report would not have been possible without the support of the Board and the President and CEO's commitments to continuous improvement of the corporate governance and financial reporting function. In addition, key members of the Finance department played a major role in bringing this expanded report to the Authority.

Respectfully submitted,

Michael J. Landguth, AAE
President and CEO
Raleigh-Durham Airport Authority

Donna Sylver, MBA, CPA, CGMA
Senior Vice President and CFO
Raleigh-Durham Airport Authority

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Financial Section

Prepared by the Finance Department

FINANCIAL SECTION

Independent Auditor's Report

To the Members
Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Report on the Financial Statements
We have audited the accompanying financial statements of the business-type activities of Raleigh-Durham Airport Authority (the Authority), which comprise the statement of net position as of March 31, 2016, and the related statements of revenues, expenses and changes in net position, the statements of cash flows for the year then ended and the related notes to the financial statements.

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

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

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

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

Opinion
In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of March 31, 2016, and the results of its operations and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Implementation of New Accounting Standard
As discussed in Notes 2 and 10 to the financial statements, the Authority adopted the provisions of Governmental Accounting Standards Board Statement No. 68, *Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27* effective April 1, 2015. Our audit opinion is not modified with respect to this matter.

Prior Year Auditors
The financial statements of the Authority, as of and for the year ended March 31, 2015, were audited by other auditors whose report dated June 16, 2015 expressed an unmodified opinion on those statements.

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

Other Supplementary Information
Our audit was conducted for the purpose of forming an opinion on the basic financial statements as a whole. The introductory section, supplemental information and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has 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.

The supplementary information is the responsibility of management and was 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 supplementary information is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

Other Reporting Required by *Government Auditing Standards*
In accordance with *Government Auditing Standards*, we have also issued our report dated June 16, 2016 on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Elliott Davis Decosimo, PLLC

Raleigh, North Carolina
June 16, 2016

Overview

The management discussion and analysis ("MD&A") provides an overview of the Raleigh-Durham Airport Authority's (the "Authority") activities during the fiscal years ended March 31, 2016 and March 31, 2015. The Authority's basic financial statements consist of three components; 1) Management's Discussion and Analysis, 2) financial statements, and 3) notes to the financial statements. In addition to the management's discussion and analysis, management has prepared the accompanying Statements of Net Position, Statements of Revenues, Expenses and Changes in Net Position, and Statements of Cash Flows.

The MD&A is intended to aid the reader in interpreting the Authority's relative financial position as of the above referenced date. Condensed key financial as well as non-financial information will be highlighted for the reader.

Required Financial Statements

The Financial Statements of the Authority report information about the Authority using accounting methods similar to those used by private sector companies. These statements offer short and long-term financial information about its activities. The Statements of Net Position include all of the Authority's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to Authority creditors (liabilities). It also provides the basis for computing rate of return, evaluating the capital structure of the Authority and assessing the liquidity and financial flexibility of the Authority. All of the current year's revenues and expenses are accounted for in the Statements of Revenues, Expenses, and Changes in Net Position. These statements can be used to measure the success of the Authority's operations over the past year, its financial position and can be used to determine the Authority's overall profitability, financial strength and credit worthiness. The final required financial statement is the Statement of Cash Flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments, and net changes in cash resulting from operations, investing, and financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in cash balance during the reporting period.

Notes to Basic Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes to the financial statements are on pages 19 to 44 of this report.

Background

The Raleigh-Durham International Airport (the "Airport") is located in Wake County, between the Cities of Raleigh and Durham approximately 10 miles from the downtown areas of each of Raleigh and Durham. Interstate 40, a major thoroughfare, is located immediately to the southwest of the Airport and US Highway 70, another major thoroughfare, located immediately to the northeast of the Airport. William B. Umstead State Park is located to the immediate east of the Airport. The Airport consists of approximately 5,100 acres, approximately 2,075 of which are developed. The Airport has two active terminals, 1 and 2. The $573 million Terminal 2, a state of the art, common use facility consists of approximately

Background (Continued)

920,000 square feet of floor space, including 36 passenger gates. The North Concourse of Terminal 2 opened October 26, 2008, while the final phase, or the South Concourse of Terminal 2, opened January 23, 2011. In addition, in April 2014 the Authority completed a $68 million renovation of Terminal 1. This terminal is home to Southwest Airlines and operates with 9 gates.

The Airport has two primary runways and one secondary runway. In the fiscal years ended March 31, 2016 and 2015, 10.1 and 9.6 million annual passengers, respectively, used the Airport.

Passenger Facility Charges

In February 2003, the Authority received final approval from the Federal Aviation Administration (FAA) to begin charging a $3 passenger facility charge ("PFC") effective May 1, 2003. In fiscal year 2004-05, the Authority received approval from the FAA to increase this charge from $3.00 to $4.50 per eligible enplanement effective October 1, 2004. PFC cash balances decreased 76.9% or $1.5 million for the fiscal year ending March 31, 2016, versus the prior year. PFC cash balances decreased 58.9% or $2.7 million for the fiscal year ending March 31, 2015, versus the prior year. In each of these years, the PFC collections were less than the amounts irrevocably committed to debt service resulting in balance declines. PFC balances are restricted for use on FAA approved projects as reimbursement of capital costs or to offset PFC eligible debt service.

Annual PFC revenue of $20.5 million increased $1.4 million or 7.4% for FY 2015-16, relative to the prior year. In addition, a portion of PFCs are irrevocably committed to offset Authority debt service beginning FY 2005-06. This irrevocable commitment applied to debt service for the fiscal years ending March 31, 2016, 2015, and 2014, was $22,001,000, $22,001,000, and $24,346,000, respectively. The amount budgeted to be applied to debt service for FY 2016-17 is $20,000,000.

Financial Highlights and Analysis

Net Position

For the period ending March 31, 2016, Current assets increased 18.5%, or $30.2 million from the prior year due to increased short-term investments of $25.0 million, increased accounts receivable of $1.7 million and increased grants receivable of $1.7M compared to the period ending March 31, 2015. Current assets increased 11.6%, or $17.0 million from March 2014 to March 2015 due to increased short-term investments of $18.8 million. Primarily offsetting this increase was a $1.6 million decrease in Grants Receivable and a $1.4 million decrease in accounts receivable for fees and rentals.

For the period ending March 31, 2016, total non-current assets, consisting of restricted assets and airport and facilities, net decreased $48.0 million or 5.0% as compared to the period ending March 31, 2015. This decrease was in part related to the reduction of Airport and facilities depreciable of $49.6 million or 5.7%, a decrease in PFC cash and cash equivalents of $1.5 million of 76.9% and a decrease in the debt service reserve fund of $1.4 million or 2.9%. Primarily offsetting this decrease was an increase of $4.4 million or 9.9% in Airport and facilities non-depreciable. For the FY 2014-15, non-current assets, consisting of restricted assets and airport and facilities, net decreased $39.3 million or 3.9%. This decrease was in part related to the reduction of Airport and facilities, non- depreciable of $77.7 million or

Net Position (Continued)

63.6% and a decrease in PFC cash and cash equivalents of $2.7 million of 58.9%. Primarily offsetting this decrease was an increase of $39.2 million or 4.8% in Airport and facilities depreciable, net and an increase in the debt service reserve fund of $2.1 million or 4.7%.

For the period ending March 31, 2016, Restricted assets decreased $2.8 million or 5.4% as compared to the period ending March 31, 2015, primarily due to a $1.5 million or 34.1% decrease in PFC cash and cash equivalents and a decrease in the parity reserve fund of $1.4 million or 2.9%. For the period ending March 31, 2015, Restricted assets decreased $785 thousand or 1.5% primarily due to a $2.7 million or $58.9% decrease in PFC cash and cash equivalents and an increase in the parity reserve fund of $2.1 million or 4.7%.

For the period ending March 31, 2016, Airport and facilities, net decreased $45.2 million or 5.0% as compared to the period ending March 31, 2015, primarily related to an increase in the allowance for depreciation related to the completion and depreciation of the renovation of Terminal 1. Airport and facilities, net decreased $38.5 million or 4.1% from March 2014 to March 2015 primarily related to a decrease in construction activities related to the completion of the renovation of Terminal 1.

The combined effect of the above items was to decrease total assets $17.8 million or 1.6% for the fiscal year ended March 2016, and $22.3 million or 2.0% for the fiscal year ended March 2015, $19.0 million or 1.6% for the fiscal year ended March 2014.

For the period ending March 31, 2016, current liabilities decreased by $4.7 million or 11.8% due to a decrease in current maturities of long-term debt of $3.6 million or 18.1% and a decrease in accrued bond interest payable of $2.8 million or 23.9% as compared to the period ending March 31, 2015. For the prior period, March 2014 to March 2015, current liabilities decreased by $2.8 million or 6.6% due to a decrease in retainage and construction accounts payable of $5.0 million related to substantial completion of the Terminal 1 project, and offset by increases in Accounts payable of $1.3 million and in current maturities of long-term debt of $850 thousand.

For the period ending March 31, 2016, total non-current liabilities decreased by $18.9 million or 2.9% from the prior year, primarily due to decreases in long term debt of $27.8 million or 4.5% offset by an increase in Debt issue premiums of $7.4 million, both the result of principal payments and refunding of the 2005A bonds. Slightly offsetting this decrease was the implementation of the GASB 68 net pension liability of $1.3 million. For the prior period March 2014 to March 2015, total non-current liabilities decreased by $20.9 million or 3.1% primarily due to decreases in long term debt of $19.7 million and Debt issue premiums of $1.5 million, both the result of scheduled principal reductions and premium amortizations, respectively.

For the period ending March 31, 2016, Total deferred inflows of resources increased $537 thousand or 189.2% as compared to the period ending March 31, 2015, primarily due to the implementation of GASB 68 for the fiscal years ending March 31, 2016. For the prior period March 2014 to March 2015, total deferred inflows of resources decreased $128 thousand or 31.2%, due to reduction in rent credits related to lease changes with an air carrier.

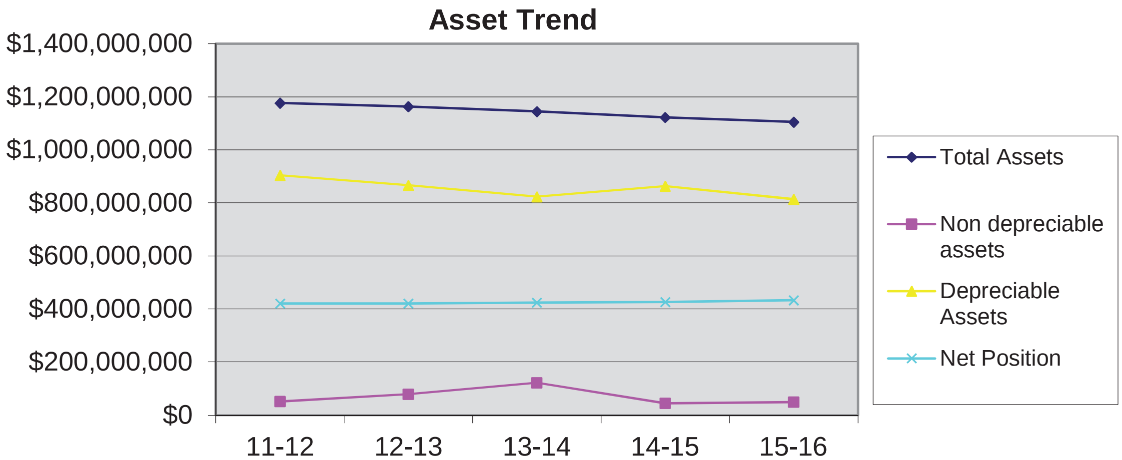
Net Position (Continued)

The combined effect of these items was to increase net position during the year ended March 31, 2016 by $6.7 million or 1.5%. For the period March 2014 to March 2015, net position increased by $1.5 million or 0.4%. Also, the Authority implemented GASB 68 this fiscal year. With the new reporting change, the Authority allocated its proportionate share of the Local Government Employees' Retirement System's net pension liability, deferred inflows of resources, and pension expense. A restatement to record the effects of the new reporting guidance decreased beginning net position by $1.3 million. Decisions regarding the allocations are made by the administrators of the pension plan, not by the Authority's management. Net position at March 31, 2016, March 31, 2015, and March 31, 2014 are presented in the following table:

Condensed Statements of Net Position

	March 31, 2016	March 31, 2015	March 31, 2014
Current assets	$ 192,952,457	$ 162,777,854	$ 145,842,417
Airport and facilities, net	862,650,469	907,823,612	946,362,715
Other noncurrent assets	49,005,394	51,830,003	52,574,704
Total assets	1,104,608,320	1,122,431,469	1,144,779,836
Total deferred outflows of resources	1,340,679	-	-
Current liabilities	35,308,057	40,011,426	42,846,885
Noncurrent liabilities	636,855,249	655,776,847	676,684,982
Total liabilities	672,163,306	695,788,273	719,531,867
Total deferred inflows of resources	820,137	283,597	412,019
Net investment in capital assets	297,838,788	313,053,656	330,599,774
Restricted net position	3,152,075	4,584,959	7,432,645
Unrestricted net position	131,974,693	108,720,984	86,803,531
Net position	$ 432,965,556	$ 426,359,599	$ 424,835,950

The following graph depicts the trend in total assets, airport and facilities non depreciable, airport and facilities depreciable, and net position as described in the preceding paragraphs. Airport and facilities, non depreciable includes land and construction in progress:



Revenues, Expenses, and Change in Net Position

For the fiscal year ended March 31, 2016, the Authority experienced an $8.5 million increase, or 7.9% in operating revenue, due primarily to an increase in Parking revenue of $3.2 million, or 7.5% and an increase of $2.2 million, or 6.9% in Terminals revenue, compared to the prior year. This overall increase in Operating revenue was realized in part due to an increase in enplaned passengers of 278 thousand, or 5.8% for the fiscal year ended March 31, 2016, relative to the prior fiscal year. In addition, the Authority's airline derived revenue remained diversified with no single carrier accounting for more than approximately 10% of operating revenue for the fiscal year ended March 31, 2016.

For the fiscal year ended March 31, 2015, the Authority experienced a $8.8 million increase, or 8.9% in operating revenue, due primarily to an increase in Terminal revenue of $5.4 million, or 20.6% and an increase of $2.4 million, or 5.7% in Parking revenue, compared to the prior year. This overall increase in Operating revenue was realized in part due to an increase in enplaned passengers of 208 thousand, or 4.5% for the fiscal year ended March 31, 2015, relative to the prior fiscal year. In addition, the Authority's airline derived revenue remained diversified with no single carrier accounting for more than approximately 9% of operating revenue for the fiscal year ended March 31, 2015.

Operating expenses (excluding depreciation) increased $6.1 million, or 11.4% for the fiscal year ended March 31, 2016, compared to the prior year. This increase was primarily due to increases in contracted services, air service incentive program, and Law Enforcement costs. Depreciation expense increased 4.4% or $2.2 million during the fiscal year ended March 31, 2016. Thus, total Operating expenses (including depreciation), increased or $8.3 million, or 8.0%. The combined effect of the above items was to increase operating income by $205 thousand with a current year income of $4.4 million. Nearly all of this increase in Operating income was directly related to increased revenue in Terminals and Parking. While revenues in both areas were driven by a 5.8% increase in enplanements, Terminal revenue also

Revenues, Expenses, and Change in Net Position (Continued)

benefited from a 3.5% increase (effective April 1, 2015) in terminal fixed rental rates to the air carriers.

Operating expenses (excluding depreciation) increased $1.4 million, or 2.8% for the fiscal year ended March 31, 2015, compared to the prior year. This increase was primarily due to increases in Administrative costs of $1.6 million or 14.4%, and an increase in Law Enforcement costs of $463 thousand or 17.7%. These increases were offset by a decrease in Airport facilities of 3.1% or $656 thousand. Depreciation expense increased 3.6% or $1.7 million during the fiscal year ended March 31, 2015. Thus, total Operating expenses (including depreciation), increased 3.2%, or $3.2 million. The combined effect of the above items was to replace a prior year loss of $1.4 million with a current year income of $4.2 million. Nearly all of this increase in Operating income was directly related to increased revenue in Terminals and Parking. While revenues in both areas were driven by a 4.5% increase in enplanements, Terminal revenue also benefited from a 20% increase (effective April 1, 2014) in terminal fixed rental rates to the air carriers.

For the period ending March 31, 2016, total non-operating revenues (expenses) improved $6.8 million, or 130.9% due to a decrease in Bond interest expense, net of $4.9 million or 18.5%, and an increase in PFC revenue of $1.4 million or 7.4% compared to the period ending March 31, 2015.

For the period ending March 31, 2015, total non-operating revenues (expenses) decreased $61 thousand due to the following: an increase in Investment interest income of $1.0 million or 73.7%, an increase in Passenger Facility Charges of $790 thousand or 4.3%, and an increase in Other net revenue of $236 thousand or 68.5%. Offsetting this decrease in total non-operating revenue (expenses) for FY 2014-15 was a net decrease in fair values of investments of $1.0 million or 219.4% and an increase in bond interest expense, net of $963 thousand.

For the period ending March 31, 2016, capital contributions decreased $617 thousand or 25.1% compared to the prior year. This change primarily related to decreased Federal and State Funds received for airfield project costs. For FY 2014-15, capital contributions decreased $8.2 million or 76.9% compared to the prior year. This change primarily related to decreased Federal and State Funds received for airfield project costs.

Net position may serve over time as one useful indicator of the Authority's financial condition. The Authority's net position for the period ending March 31, 2016, increased $6.6 million, or 1.6% as compared to the previous year's end. The Authority's net position for FY 2014-15 increased $1.5 million, or 0.4% as compared to the previous year's end. A condensed representation of revenues, expenses and change in net position for the fiscal years ending March 31, 2016, 2015, and 2014 are presented in the following table:

Revenues, Expenses, and Change in Net Position (Continued)

Condensed Statement of Revenues, Expenses, and Change in Net Position

	March 31, 2016	March 31, 2015	March 31, 2014
Operating revenues			
Parking	$ 47,058,255	$ 43,796,914	$ 41,427,389
Terminals	33,821,356	31,649,941	26,230,425
Rental Car	14,830,467	14,191,508	13,126,408
Other	20,242,942	17,831,871	17,913,287
Total operating revenues	115,953,020	107,470,234	98,697,509
Operating expenses	59,707,924	53,607,399	52,172,155
Depreciation	51,800,974	49,623,986	47,901,680
Total operating expense	111,508,898	103,231,385	100,073,835
Operating income (loss)	4,444,122	4,238,849	(1,376,326)
Non-operating revenues(expenses)			
Passenger Facility Charges	20,525,728	19,113,463	18,323,327
Investment Interest Income	2,432,019	2,465,613	1,419,898
Other non-operating revenue	457,402	10,157	822,008
Non-operating expenses	(21,816,845)	(26,763,852)	(25,801,032)
Total non-operating revenues(expenses)	1,598,304	(5,174,619)	(5,235,799)
Capital contributions	1,842,607	2,459,419	10,647,762
Increase (decrease) in net assets	7,885,033	1,523,649	4,035,637
Net position, beginning restated	(1,279,076)	-	-
Net position, beginning of year	426,359,599	424,835,950	420,800,313
Net position, end of year	$ 432,965,556	$ 426,359,599	$ 424,835,950

Cash Flows

With regard to the statement of cash flows for FY 2015-16, cash provided by operating activities of $55.6 million decreased $1.6 million or 2.8%, from the prior fiscal year. For FY 2014-15, cash provided by operating activities of $57.2 million increased $8.6 million or 17.8%, from the prior fiscal year.

For FY 2015-16, cash used in investing activities of $22.8 million represented an increase of $6.2 million or 37.7%, relative to the prior fiscal year. This increase in cash used in investing activities was primarily due to increased purchases of short-term investments. For FY 2014-15, cash used in investing activities of $16.6 million represented an increase of $37.4 million or 179.8%, relative to the prior fiscal year. This increase in cash used in investing activities was the result of decreased maturities and calls of short-term investments.

For FY 2015-16, cash used in capital and related financing activities of $34.7 million represented a decrease of $5.5 million or 13.7%, from the prior period. The primary contributor to this reduction was a decrease in additions to Airport and Facilities of $9.3 million. Offsetting cash used in capital and related financing activities was a decrease in Contributed capital of $4.0 million caused by a reduction in grant receipts. For FY 2014-15, cash used in capital and related financing activities or $40.2 million, represented a decrease of $30.1 million or 42.9%, from the prior period. The primary contributor to this reduction was a decrease in additions to Airport and Facilities of $37.1 million. Offsetting cash used in capital and related financing activities was a decrease in Contributed capital of $6.2 million caused by a reduction in grant receipts.

For FY 2015-16 positive operating cash activities of $55.6 million, offset by cash used in capital and related financing activities of $34.7 million and cash used in investment activities of $22.8 million, produced an overall decrease in cash and cash equivalents of $2.0 million. For FY 2014-15 positive operating cash activities of $57.2 million, offset by cash used in capital and related financing activities of $40.2 million and cash used in investment activities of $16.6 million, produced an overall increase in cash and cash equivalents of $371 thousand.

The following is a summary of the change in cash and cash equivalents for the fiscal years ended March 31, 2016, March 31, 2015, and March 31, 2014:

Condensed Statement of Cash Flows

	March 31, 2016	March 31, 2015	March 31, 2014
Net cash provided from:			
Operating activities	$ 55,578,099	$ 57,164,262	$ 48,527,482
Investing activities	(22,832,976)	(16,585,621)	20,778,184
Capital and related financing activities	(34,724,690)	(40,207,220)	(70,349,414)
Net increase (decrease)	(1,979,567)	371,421	(1,043,748)
Cash and cash equivalents at beginning of year	120,517,739	120,146,318	121,190,066
Cash and cash equivalents at end of year	$ 118,538,172	$ 120,517,739	$ 120,146,318

Cash Flows (continued)

The Authority continues to maintain its cash reserve policy to set aside and reserve an operating cash reserve of about one times the current fiscal year's annual operating budgeted expenses (excluding depreciation). Beginning FY 2010-11, the Authority raised the cash reserve cap to $50 million where it is currently maintained. Authority policy requires that this reserve not be expended, encumbered, or budgeted for any purpose in executing Authority fiscal policy without Board approval and notification of bond rating agencies that maintain bond ratings for the Authority.

Capital Assets

As of March 31, 2016 the Authority had $862.7 million (net of depreciation) in capital assets consisting primarily of land, buildings and runways. This amount represents a net decrease primarily attributable to depreciation of $45.2 million, or 5.0% over FY2014-15. As of March 31, 2015 the Authority had $907.8 million (net of depreciation) in capital assets consisting primarily of land, buildings and runways. This amount represents a net decrease primarily attributable to depreciation of $38.5 million, or 4.1% over FY2013-14. This year's major asset additions were equipment purchases. More detailed information about the Airport's capital assets is presented in Note 4 to the financial statements.

Economic Outlook and Capital Development

On October 26, 2008, the Authority opened phase 1 of Terminal 2 (renamed from Terminal C). The South Concourse, or phase 2 of the Terminal 2 project, opened on January 23, 2011, thus completing the $573 million Terminal 2. No additional new money financings have been required since 2007, and the $68 million Terminal 1 Renovation project was entirely cash funded. With the April 13, 2014 opening of the modernized Terminal 1, the Authority completed a 15-year period of construction of nearly $1 billion that included Terminal 2, a new parking garage, and a renovated general aviation complex. Thus, the Authority at the end of FY 2014-15, had transitioned from a period of major construction to a period of asset management focused on maintaining infrastructure assets valued at over $1.5 billion.

For the fiscal year ended March 31, 2016, the Authority's enplaned passengers increased significantly year-over-year to 5.1 million, which represented a 5.8% increase, compared to the prior year. For the fiscal year ended March 31, 2015, the Authority's enplaned passengers increased year-over-year to 4.8 million, which represented a 4.5% increase, relative to the prior year.

Long Term Debt Activity

At March 31, 2016 the Authority's outstanding debt totaled $610.7 million that was comprised of 90% fixed rate revenue bonds and 10% variable rate revenue bonds. The weighted average interest cost of this debt portfolio was 3.7% at March 31, 2016. On June 5, 2015, the Authority sold $82.7 million of Series 2015AB Bonds to refund its Series 2005AB Bonds. Ultimately, this refunding will generate $16.5 million of total debt service savings, or $11.8 million on a net present value basis. This transaction closed on June 16, 2015. For more information on long-term debt activity please refer to Note 5 to the financial statements.

Budget Information for the Fiscal Year Ending March 31, 2017

The Authority, as it typically does, has elected to budget conservatively, especially with respect to revenue. For comparison purposes, FY 2016-17 budgeted operating revenue of $120.4 million was $4.5 million or 3.9% greater than actual FY 2015-16 operating revenue of $116.0 million. For FY 2016-17 relative to the prior year budget (year-over-year), total budgeted operating revenue increased $10.5 million or 9.6%. Significant drivers of this revenue increase included increased Parking revenue of $4.1 million, increased Terminal related revenue of $3.0 million, increased Rental car revenue of $2.1 million, and increased Landing fee revenue of $527 thousand. Year-over-year budgeted non-operating revenue increased $2.8 million or 11.4% due primarily to increased Federal and State Grant contributions of $1.8 million and increased PFC revenue of $1.0 million.

Operating expenses are budgeted to decrease $440 thousand, or 0.7% for the year ending March 31, 2017 relative to the budgeted amounts for the prior year. The decrease was predominantly driven by decreased asset management costs related to maintaining the Authority's $1.5 billion of infrastructure assets. Inclusive of depreciation, total budgeted operating expenses decreased $2.7 million or 2.3% relative to the prior year as historical roadway and grounds capital assets begin to fully depreciate. Total budgeted non-operating expenses decreased $1.5 million or 5.6% due to decreased debt service interest expense.

The combined net effect of these items for the FY 2016-17 will increase budgeted net position by $11.5 million, driven by increased operating and non-operating revenue, decreased asset management costs, and decreased debt service expense.

Requests for Information

This report is designed to provide an overview of the Authority's finances for those with an interest in this area. Questions concerning any of the information found in this report or requests for additional information should be directed to the Chief Financial Officer, Raleigh-Durham Airport Authority, P.O. Box 80001, RDU Airport, North Carolina 27623.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET POSITION

March 31, 2016 and 2015

	2016	2015
ASSETS		
Current assets		
Cash and cash equivalents	$ 71,944,110	$ 71,109,799
Short-term investments	113,071,660	88,069,075
Accounts receivable	4,206,407	2,535,750
Grants Receivable	1,743,993	-
Inventories	1,535,973	577,984
Other current assets	450,314	485,246
Total current assets	192,952,457	162,777,854
Non-current assets		
Restricted assets		
State of North Carolina underground storage tank trust fund deductible	220,000	220,000
DEA/ICE forfeitures	82,029	39,851
Passenger Facility Charge Cash	438,714	1,903,045
Passenger Facility Charge Receivable	2,411,332	2,422,063
Parity reserve fund	45,853,319	47,245,044
Total restricted assets	49,005,394	51,830,003
Airport and facilities		
Airport and facilities, non depreciable	48,949,992	44,520,983
Airport and facilities depreciable, net	813,700,477	863,302,629
Airport and facilities, net	862,650,469	907,823,612
Total non-current assets	911,655,863	959,653,615
TOTAL ASSETS	1,104,608,320	1,122,431,469
DEFFERRED OUTFLOWS OF RESOURCES		
Deferred Outflows - Pensions	1,340,679	-
TOTAL DEFFERRED OUTFLOWS OF RESOURCES	1,340,679	-

The accompanying notes are an integral part of these basic financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET POSITION

March 31, 2016 and 2015

	2016	2015
LIABILITIES		
Current liabilities		
Accounts payable	$ 6,443,457	$ 4,753,595
Other accrued liabilities	426,429	296,400
Retainage and construction accounts payable	518,761	728,211
Accrued employee compensation	2,160,267	1,847,581
Accrued bond interest payable	8,831,029	11,597,016
Unearned revenues	758,114	1,048,623
Current maturities of long-term debt	16,170,000	19,740,000
Total current liabilities	35,308,057	40,011,426
Non-current liabilities		
Long-term debt		
General airport revenue bonds	594,495,000	622,275,000
Unamortized debt issue premiums	35,910,859	28,500,508
	630,405,859	650,775,508
Other non-current liabilities		
OPEB retiree health care liability	4,393,283	4,162,685
Separation allowance liability	776,726	838,654
Net pension liability	1,279,381	-
	6,449,390	5,001,339
Total non-current liabilities	636,855,249	655,776,847
TOTAL LIABILITIES	672,163,306	695,788,273
DEFERRED INFLOWS OF RESOURCES		
Unearned rent credit	155,176	283,597
Deferred inflows-pensions	664,961	-
TOTAL DEFERRED INFLOWS OF RESOURCES	820,137	283,597

The accompanying notes are an integral part of these basic financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET POSITION

March 31, 2016 and 2015

NET POSITION

	2016	2015
Net investment in capital assets	$ 297,838,788	$ 313,053,656
Restricted for:		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
DEA/ICE Forfeitures	82,029	39,851
Passenger Facility Charges	2,850,046	4,325,108
Unrestricted net position	131,974,693	108,720,984
TOTAL NET POSITION	$ 432,965,556	$ 426,359,599

The accompanying notes are an integral part of these basic financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

Years Ended March 31, 2016 and 2015

	2016	2015
Operating revenues		
Parking	$ 47,058,255	$ 43,796,914
Airfield	12,852,933	11,361,874
General aviation	1,706,871	1,632,938
Terminals	33,821,356	31,649,941
Air cargo	2,290,621	2,186,712
Fuel farm	1,632,397	1,493,730
Rental car	14,830,467	14,191,508
Other	1,760,120	1,156,617
Total operating revenues	115,953,020	107,470,234
Operating expenses		
Airport facilities	21,241,939	20,771,149
Administrative	17,813,209	13,081,431
Fuel farm	1,072,207	974,962
Law enforcement	3,958,846	3,083,883
Airport maintenance	5,317,196	5,752,900
Parking	2,787,162	2,646,638
Airport fire - rescue	1,649,329	1,630,311
Guest services	791,525	793,295
Communications	794,310	706,819
Operations	1,516,292	1,325,999
Ground transportation	2,765,909	2,728,126
Terminal services	-	111,886
Subtotal	59,707,924	53,607,399
Depreciation	51,800,974	49,623,986
Total operating expenses	111,508,898	103,231,385
Operating income	4,444,122	4,238,849
Non-operating revenues (expenses)		
Investment interest income	2,432,019	2,465,613
Passenger facility charges	20,525,728	19,113,463
Net (decrease) increase in fair value of investments	259	(570,203)
Bond interest expense, net	(21,816,845)	(26,763,852)
Other, net	457,143	580,360
Total non-operating revenues (expenses)	1,598,304	(5,174,619)
Income (loss) before capital contributions	6,042,426	(935,770)
Capital contributions	1,842,607	2,459,419
Increase in net position	7,885,033	1,523,649
Net Position, beginning, previously reported	426,359,599	424,835,950
Restatement	(1,279,076)	-
Net Position, beginning restated	425,080,523	-
Net Position, end of year	$ 432,965,556	$ 426,359,599

The accompanying notes are an integral part of these basic financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2016 and 2015

	2016	2015
Cash flows from operating activities		
Cash received from operations	$ 114,412,326	$ 108,417,135
Other, non-operating revenue	457,143	580,360
Cash paid to employees	(24,140,185)	(21,717,597)
Cash paid to suppliers	(35,151,185)	(30,115,636)
Net cash provided by operating activities	55,578,099	57,164,262
Investing activities		
Purchases of short-term investments	(106,000,000)	(88,500,000)
Proceeds from calls or maturities of short-term investments	81,000,000	68,500,000
Investment (loss) gain on valuation account	(2,326)	641,188
Interest on cash deposits	2,169,350	2,773,191
Net cash used in provided by investing activities	(22,832,976)	(16,585,621)
Capital and related financing activities		
Payments of long-term debt	(114,095,000)	(18,890,000)
Issuance of long term debt	82,745,000	-
Other capital and financing costs		
Additions to airport and facilities	(6,837,281)	(16,037,506)
Bond interest paid on long-term debt	(17,172,481)	(28,624,984)
Passenger facility charges collected	20,536,458	19,276,708
Contributed capital	98,614	4,068,562
Net cash used in capital and related financing activities	(34,724,690)	(40,207,220)
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(1,979,567)	371,421
CASH AND CASH EQUIVALENTS- BEGINNING OF YEAR	120,517,739	120,146,318
CASH AND CASH EQUIVALENTS - END OF YEAR	$ 118,538,172	$ 120,517,739

The accompanying notes are an integral part of these basic financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2016 and 2015

	2016	2015
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating income	$ 4,444,122	$ 4,238,849
Other, non-operating revenue	457,143	580,360
Adjustments to reconcile operating income (loss) to net cash provided by operating activities		
Depreciation	51,800,974	49,623,986
Changes in operating assets and liabilities		
Accounts receivable	(1,407,986)	1,077,951
Inventories	(957,989)	(196,318)
Other current assets	34,934	7,695
OPEB retiree health care liability	230,598	427,706
Net pension liability	(675,418)	-
Separation allowance liability	(61,928)	(51,250)
Accounts payable and other accrued liabilities	1,529,384	1,448,919
Accrued employee compensation	312,686	134,786
Unearned rent credit	(128,421)	(128,422)
Net cash provided by operating activities	$ 55,578,099	$ 57,164,262
RECONCILIATION OF CASH AND CASH EQUIVALENTS		
Current Assets		
Cash and cash equivalents	$ 71,944,110	$ 71,109,799
Restricted cash and cash equivalents:		
State of North Carolina underground storage tank trust fund deductible	220,000	220,000
Passenger facility charge cash and cash equivalents	438,714	1,903,045
DEA/ICE Forfeitures	82,029	39,851
Parity Reserve Fund	45,853,319	47,245,044
	$ 118,538,172	$ 120,517,739
Supplemental Cash Flow Information		
Cash investing, capital and financing activities		
Net change in grant receivable	$ 1,743,993	$ (1,609,143)
Cash paid for interest on bonds	$ 17,184,555	$ 28,533,787
Capitalized interest paid	$ 12,074	$ 91,198

The accompanying notes are an integral part of these basic financial statements.

Note 1 – The Authority

In 1939, the General Assembly of the State of North Carolina enacted legislation authorizing the governing bodies of the City of Durham, the City of Raleigh, the County of Durham, and the County of Wake jointly to acquire, establish, and operate airports. It was provided that the governing bodies would appoint a joint board to carry out the provisions of the act, and the Raleigh-Durham Airport Authority (the "Authority") is the board so appointed. Legal title to all properties is vested jointly in the governing bodies. Each of the four governing bodies makes an annual appropriation of $12,500, which is accounted for as nonexchange transactions in accordance with Statement No. 33 of the Government Accounting Standards Board ("GASB").

Note 2 – Summary of significant accounting policies and new pronouncements

Basis of presentation, basis of accounting – The accounts of the Raleigh-Durham Airport Authority are organized and operated on a fund basis. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts recording its assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position, revenues, and expenses.

The Authority accounts for its operations in one fund type, the enterprise fund. An enterprise fund is used to account for operations that are (a) financed and operated in a manner similar to that of private business enterprises - where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

All assets and all liabilities associated with the operation of the Authority are included on the statements of net position. Net position is the result of deducting all the liabilities and deferred inflows of resources from all the assets and deferred outflows of resources. Total net position is segregated into three components: 1) net investment in capital assets, 2) restricted, and 3) unrestricted. Operating statements present increases and decreases in total net position. As required for periods beginning after June 15, 2000 by Statement 33 of GASB, *Accounting and Financial Reporting for Nonexchange Transactions*, the Authority recognizes capital contributions as revenue, rather than as contributed capital. Nonexchange transactions for the Authority include federal and state grants and contributions by the Authority's four governing bodies. The enterprise fund of the Authority is presented in the financial statements on the accrual basis of accounting. Under this basis, revenues are recognized in the accounting period when earned, and expenses are recognized in the period when incurred.

Budgetary control – The Authority adopts an annual budget ordinance as required by the Local Government Budget and Fiscal Control Act of the North Carolina General Statutes. The Operating Budget ordinance is prepared on the modified accrual basis of accounting as required by North Carolina law. This budget is adopted and amended at the total expense level with management control maintained on a departmental and complex basis. Operating expenses may not legally exceed the total expense level and operating budget appropriations lapse at year-end. Project ordinances are also adopted annually but do not lapse at year-end and may extend multiple years. Both operating and project ordinances are adopted by the Authority at its March meeting and are entered in the minutes within five days after adoption.

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

Cash and cash equivalents – The Authority considers highly liquid investments, including restricted assets, with a maturity of 90 days or less to be cash equivalents.

Investments – The Authority records its investments in marketable securities at their quoted estimated fair value except for money market investments and U.S. Treasury and Agency obligations having a remaining maturity at purchase of one year or less, which are recorded at cost.

Grants receivable – Grants receivable from governmental agencies for capital construction projects are recorded in the period actual costs are incurred. The actual amount of payment on these grants is subject to final audit by the applicable agency.

Inventory – Inventory consists of parts related to the terminal baggage claim systems and passenger boarding bridges as well as fuel for fleet vehicles and equipment. Materials and supplies inventories are valued at lower of cost or market. Fuel inventories are accounted for at the lower of cost or market.

Airport and facilities – The airport and facilities are recorded at cost. Provision for depreciation has been made to amortize the cost of the assets over their estimated useful lives by the straight-line method.

A portion of internal engineering costs are capitalized in connection with related capital projects.

All capital projects are budgeted under project ordinances, which span more than one year. These appropriations continue until the related project is complete.

Airport and facilities are defined by the Authority as assets with an initial individual cost of more than $5,000 and an economic useful life of 3 years or more.

Depreciation of airport and facilities is computed under the straight-line method at various rates considered adequate to allocate the cost over the estimated useful lives of such assets.

The estimated lives by general classifications are as follows:

	Years
Landing field and grounds	5 – 20
Terminal buildings	5 – 45
Other buildings	5 – 30
Utilities	5 – 20
Equipment	3 – 20

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

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 Outflow of Resources, represents a consumption of net position that applies to a future period and so will not be recognized as an expense until then. The Authority has two items that meet this criterion, contributions that were made to the plan subsequent to the measurement date and pension deferrals resulting from changes in proportion and the proportionate share of contributions. 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 and so will not be recognized as revenue until then. The Authority has two items that meet the criterion for this category, unearned rent credits resulting from the lease agreement with American Airlines and deferrals of pension expense that result from the implementation of GASB Statement No. 68.

Net position – The Authority's net position is classified into three parts; net investment in capital assets, restricted and unrestricted.

Net investment in capital assets – This represents the Authority's total investment in airport and facilities, net of outstanding debt obligations related to those airport and facilities. To the extent debt has been incurred but not yet expended for airport and facilities, such amounts are not included as a component of net investment in capital assets.

Restricted net position – Restricted net position include resources in which the Authority is legally or contractually obligated to spend the resources in accordance with restrictions imposed by external parties.

State of North Carolina underground storage tank trust fund deductible represents cash required to be set aside by the North Carolina Department of Environment and Natural Resources related to underground storage tank clean-up costs.

Pensions – For purposes of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net pension of the Local Government Employees' Retirement System (LGERS) and additions to/deductions from LGERS' fiduciary net position have been determined on the same basis as they are reported by LGERS. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The Authority's employer contributions are recognized when due and the Authority has a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of LGERS. Investments are reported at fair value.

Aeronautical facilities revenue bonds represent cash and cash equivalents restricted by the Master Trust Indenture to be expended for the construction of certain airport facilities and debt service reserve funds.

Vacation and sick leave compensation – The Authority allows full-time employees to accumulate up to 30 days earned vacation leave, and such leave is fully vested when earned provided the employee has completed a mandatory six-month probationary period. Accumulated vacation pay is recorded as a current liability and reflected in accrued employee compensation.

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

Employees can accumulate an unlimited amount of sick leave. Unused sick leave accumulated at the time of retirement may be used in determining length of service for retirement benefit purposes. Also, employees who voluntarily terminate employment prior to retirement may convert unused sick leave in excess of 30 days to vacation leave at a rate of two days of sick leave for one day of vacation leave. This policy is limited to converting a maximum of 60 days of sick leave into 30 days of vacation leave. Since the resulting leave is fully vested when earned, it is recorded as a liability along with ordinary vacation leave.

Revenues and expenses classifications – Revenues from airlines, concessions, rental cars, and parking are reported as operating revenues. Transactions which are financing or investing related and passenger facility charges are reported as non-operating revenues. All expenses related to operating the Authority are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Interest expense – The Authority capitalizes material interest costs related to construction projects. The objective of interest capitalization is to reflect the total asset cost and to provide the related depreciation charges against revenues of future periods that benefit from the asset use.

Income tax status – Income of the Authority is excludable from federal income tax under Section 115 of the Internal Revenue Code.

Concentration of credit risk – For the years ended March 31, 2016 and 2015, no air carrier accounted for more than approximately 10% of the Authority's operating revenues.

Use of estimates – The preparation of the basic 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 reporting amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the basic financial statements and the reporting amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Passenger facility charges – are presented as restricted net assets based on Federal Aviation Administration ("FAA") regulations to be used only on FAA approved capital projects. The ("FAA") authorized the Authority to collect Passenger Facility Charges ("PFCs") of $3 per qualifying enplaned passenger commencing May 1, 2003. Effective October 1, 2004, the FAA authorized the Authority to collect PFCs of $4.50 per qualifying enplaned passenger. The net receipts from PFCs are accounted for on the accrual basis of accounting and are restricted to use on FAA approved projects. Aggregate collections and interest thereon from inception through March 31, 2016 and 2015 were $242,472,818 and $221,931,753, respectively. Total PFC funds of $22,001,000 and $22,001,000 were expended during the fiscal years ended March 31, 2016 and 2015, respectively, on FAA approved uses. Beginning in the fiscal year 2005-06, a portion of PFCs have been irrevocably committed to directly offset Authority debt service for eligible projects. This irrevocable commitment for the fiscal year ending March 31, 2016 was $22,001,000. Irrevocable commitments to the extent not applied to debt service are carried forward for future application. Net position related to PFCs are restricted for projects that are approved by the FAA.

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

Parity reserve fund -- The Authority, pursuant to its Bond Master Trust Indenture, maintains a debt service reserve fund, called the Parity Reserve Fund, for its outstanding revenue bonds (excluding the variable rate Series 2008 Bonds, for which a reserve fund is not required). The reserve fund requirement for the Parity Reserve Fund is based on the maximum year of debt service for all of the Bonds secured

by the Parity Reserve Fund. The Parity Reserve Fund is available to pay debt service on the Bonds secured by the Parity Reserve Fund in the event the Authority were to encounter financial difficulty and did not have sufficient revenues for such payment. The Parity Reserve Fund would also be used to pay the final year of debt service on the Bonds secured by the Parity Reserve Fund. Due to these restrictions, the Parity Reserve Fund balance is presented as a restricted asset on the Statements of Net Position.

New pronouncements – During the fiscal year ended March 31, 2016 and beyond, the Authority has or will implement several new pronouncements of the GASB. These pronouncements are as follows:

GASB Statement No. 68 "Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27" The primary objective of this Statement is to improve accounting and financial reporting by state and local governments for pensions. It also improves information provided by state and local governmental employers about financial support for pensions that is provided by other entities. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2014 and did not have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 71 "Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68" Effective Date: 4/1/15, the provisions of this Statement should be applied simultaneously with the provisions of Statement 68. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2014 and did not have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 72 "Fair Value Measurement and Application" Effective Date: 4/1/16, the requirements of this Statement are effective for financial statements for reporting periods beginning after June 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 73 "Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68" This statement establishes requirements for those pensions and pension plans that are not administered through a trust meeting specified criteria. Effective Date: The provisions in Statement 73 are effective for fiscal years beginning after June 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 74 "Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans" This statement replaces GASB Statement No. 43. Statement 74 addresses the financial reports of defined benefit OPEB plans that are administered through trusts that meet specified criteria. The provisions in Statement 74 are effective for financial statements for fiscal years beginning after June 15, 2016. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

GASB Statement No. 75 "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions" This statement replaces GASB Statement No. 45. Statement 75 requires governments to report a liability on the face of the financial statements for the OPEB that they provide. The provisions in Statement 75 are effective for fiscal years beginning after June 15, 2017. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 76 "The hierarchy of generally accepted accounting principles for state and local governments" This statement replaces GASB Statement No. 55. Statement 76 reduces the GAAP hierarchy to two categories of authoritative GAAP and addresses the use of authoritative and nonauthoritative literature in the event the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 77 "Tax abatement disclosures" This Statement requires governments that enter into tax abatement agreements to disclose the following information about the agreements:

- Brief descriptive information, such as the tax being abated, the authority under which tax abatements are provided, eligibility criteria, the mechanism by which taxes are abated, provisions for recapturing abated taxes, and the types of commitments made by tax abatement recipients
- The gross dollar amount of taxes abated during the period
- Commitments made by a government, other than to abate taxes, as part of a tax abatement agreement.

The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement no. 78 "Pensions provided through certain multiple-employer defined benefit pension plans" This Statement amends the scope and applicability of Statement 68 to exclude pensions provided to employees of state or local governmental employers through a cost-sharing multiple-employer defined benefit pension plan that (1) is not a state or local governmental pension plan, (2) is used to provide defined benefit pensions both to employees of state or local governmental employers and to employees of employers that are not state or local governmental employers, and (3) has no predominant state or local governmental employer (either individually or collectively with other state or local governmental employers that provide pensions through the pension plan). This Statement establishes requirements for recognition and measurement of pension expense, expenditures, and liabilities; note disclosures; and required supplementary information for pensions that have the characteristics described above. The requirements of this Statement are effective for reporting periods beginning after December 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

Note 2 – Summary of significant accounting policies and new pronouncements (continued)

GASB Statement no. 79 "Certain external investment pools and pool participants" This statement establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes. The requirements of this Statement are effective for reporting periods beginning after June 15, 2015, except for certain provisions on portfolio quality, custodial credit risk, and shadow pricing. Those provisions are effective for reporting periods beginning after December 15, 2015. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement no. 80 "Blending requirements for certain component units—an amendment of GASB statement no. 14" This Statement amends the blending requirements for the financial statement presentation of component units of all state and local governments. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. The additional criterion does not apply to component units included in the financial reporting entity pursuant to the provisions of Statement No. 39, *Determining Whether Certain Organizations Are Component Units*. The requirements of this Statement are effective for reporting periods beginning after June 15, 2016. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement no, 81 "Irrevocable split-interest agreements" This Statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Furthermore, this Statement requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interests. This Statement requires that a government recognize revenue when the resources become applicable to the reporting period. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2016, and should be applied retroactively. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement no, 82 "pension issues—an amendment of GASB statements no. 67, no. 68, and no. 73" The objective of this Statement is to address certain issues that have been raised with respect to Statements No. 67, *Financial Reporting for Pension Plans*, No. 68, *Accounting and Financial Reporting for Pensions*, and No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*. Specifically, this Statement addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee (plan member) contribution requirements. The requirements of this Statement are effective for reporting periods beginning after June 15, 2016, except for the requirements of this Statement for the selection of assumptions in a circumstance in which an employer's pension liability is measured as of a date other than the employer's most recent fiscal year-end. In that circumstance, the requirements for the selection of assumptions are effective for that employer in the first reporting period in which the measurement date of the pension liability is on or after June 15, 2017. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

Note 3 – Deposits and investments

Deposits – All the deposits of the Authority are either insured or collateralized by the Pooling Method. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer is acting in a fiduciary capacity for the Authority, these deposits are considered to be held by the Authority's agents in its name. The amount of the pledged collateral is based on an approved averaging method for non-interest bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the Authority or the escrow agent. Because of the inability to measure the exact amounts of collateral pledged for the Authority under the Pooling Method, the potential exists for under-collateralization, and this risk may increase in periods of high cash flows. However, the State Treasurer of North Carolina enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The Authority has no formal policy regarding custodial credit risk for deposits.

At March 31, 2016, the Authority's deposits had a carrying amount of $65.7 million and a statement balance of $70.5 million. Of this bank balance, $4.3 million was covered by federal depository insurance while the balance of $66.2 million was covered by collateral held under the Pooling Method. The Authority is required to maintain a minimum balance of $250,000 in its checking account.

At March 31, 2015, the Authority's deposits had a carrying amount of $66.3 million and a statement balance of $68.7 million. Of this bank balance, $4.2 million was covered by federal depository insurance while the balance of $64.4 million was covered by collateral held under the Pooling Method. The Authority is required to maintain a minimum balance of $250,000 in its checking account.

Investments – At March 31, 2016, the Authority had the following investments and maturities*:*

Investment Type	Fair Value	Less than 6 months	6-12 months	1 year- 30 Months
Repurchase Agreement	$ 8,169,466	$ -	$ -	$ 8,169,466
US Government Agencies	135,665,534	26,599,394	2,999,370	106,066,770
NC Capital Management Trust:				
Cash Portfolio	15,168,259	N/A	N/A	N/A
Term Portfolio	6,945,186	N/A	N/A	N/A
Total:	$ 165,948,445	$ 26,599,394	$ 2,999,370	$ 114,236,236

Note 3 – Deposits and investments (continued)

At March 31, 2015, the Authority had the following investments and maturities:

Investment Type	Fair Value	Less than 6 months	6-12 months	1 year- 30 Months
Repurchase Agreement	$ 8,137,800	$ -	$ -	$ 8,137,800
US Government Agencies	110,665,275	34,603,220	33,012,000	43,050,055
NC Capital Management Trust:				
Cash Portfolio	16,589,215	N/A	N/A	N/A
Term Portfolio	6,930,287	N/A	N/A	N/A
Total:	$ 142,322,577	$ 34,603,220	$ 33,012,000	$ 51,187,855

Interest Rate Risk - Interest rate risk is the risk that rising interest rates will adversely affect the fair value of an interest bearing investment. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority limits the investment portfolio to maturities of 30 months.

Credit Risk - State law limits investments in commercial paper to the top rating issued by nationally recognized statistical rating organizations ("NRSROs"). Direct investments made by the Authority by policy are limited to U.S. Treasury Bills and Notes, U.S. Government Agency obligations and bank Certificates of Deposit, all with maximum maturity of 30 months. Only indirect investments in Commercial Paper and Repurchase Agreements are permitted in relation to bond proceed and debt service reserve fund investments which are designed to maximum investment income as permitted under U.S. Treasury arbitrage regulations. The Authority's investments in the NC Capital Management Trust Cash Portfolio carried a credit rating of AAAm by Standard & Poor's as of March 31, 2015 and 2014. The Authority's investments in U.S. Agencies are rated AA+ by Standard & Poor's and Aaa by Moody's Investors Service as of March 31, 2016 and 2015.

G.S. 159-30(c) authorizes the Authority to invest in obligations of the U.S. Treasury; obligations of any agency of the United States of America, provided the payment of interest and principal of such obligations is fully guaranteed by the United States; obligations of the state of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-
acceptances; and the North Carolina Capital Management Trust ("NCCMT"), a SEC registered mutual fund, dedicated to serving North Carolina public units.

Concentration of Credit Risk - The Authority places no formal limit on the amount that the Authority may invest in any one issuer. At March 31, 2016, 82% of the Authority's investments are in government agencies, consisting of 47% in Federal Home Loan Bank securities, 31% in Federal Home Loan Mortgage Corporation securities, 4% Federal Farm Credit Bank, 5% Repurchase Agreement, and 13% in NCCMT. Of this 13% invested in the NCCMT, 68% represents Authority debt service reserves.

At March 31, 2015, the Authority's investments consisted of 31% in Federal Home Loan Bank securities, 35% in Federal Home Loan Mortgage Corporation securities,12% Federal Farm Credit Bank, 6% Repurchase Agreements, and 17% in the NCCMT. Of this 17% invested in the NCCMT, 70% represents Authority debt service reserves.

Note 4 – Airport and facilities, net

Changes in airport and facilities are as follows for the year ended March 31, 2016:

	March 31, 2015	Additions	Deletions	Transfers	March 31, 2016
Capital assets not being depreciated					
Land	$ 41,193,383	$ -	$ -	$ -	$ 41,193,383
Construction in progress	3,327,600	9,004,014	(2,376,183)	(2,198,822)	7,756,609
Total capital assets not being depreciated	44,520,983	9,004,014	(2,376,183)	(2,198,822)	48,949,992
Other capital assets					
Landing field and grounds	552,675,945	-	-	90,988	552,766,933
Terminal buildings	777,058,986	-	-	16,447	777,075,433
Other buildings	176,159,528	-	-	332,371	176,491,899
Utilities	5,417,436	-	-	-	5,417,436
Equipment	37,329,194	-	-	1,759,016	39,088,210
Total other capital assets	1,548,641,089	-	-	2,198,822	1,550,839,911
Total airport and facilities	1,593,162,072	9,004,014	(2,376,183)	-	1,599,789,903
Accumulated depreciation					
Landing field and grounds	(358,333,497)	(16,849,354)	-	-	(375,182,851)
Terminal buildings	(191,607,194)	(23,306,985)	-	-	(214,914,179)
Other buildings	(102,902,790)	(8,654,648)	-	-	(111,557,438)
Utilities	(4,591,695)	(68,795)	-	-	(4,660,490)
Equipment	(27,903,284)	(2,921,192)	-	-	(30,824,476)
Total accumulated depreciation	(685,338,460)	(51,800,974)	-	-	(737,139,434)
Airport and facilities, net	$ 907,823,612	$ (42,796,960)	$ (2,376,183)	$ -	$ 862,650,469

Note 4 – Airport and facilities, net (continued)

Changes in airport and facilities are as follows for the year ended March 31, 2015:

	March 31, 2014	Additions	Deletions	Transfers	March 31, 2015
Capital assets not being depreciated					
Land	$ 41,193,383	$ -	$ -	$ -	$ 41,193,383
Construction in progress	81,061,510	11,084,883	-	(88,818,793)	$ 3,327,600
Total capital assets not being depreciated	122,254,893	11,084,883	-	(88,818,793)	44,520,983
Other capital assets					
Landing field and grounds	540,455,397	-	-	12,220,548	552,675,945
Terminal buildings	706,883,758	-	-	70,175,228	777,058,986
Other buildings	174,645,702	-	-	1,513,826	176,159,528
Utilities	5,417,436	-	-	-	5,417,436
Equipment	32,420,003	-	-	4,909,191	37,329,194
Total other capital assets	1,459,822,296	-	-	88,818,793	1,548,641,089
Total airport and facilities	1,582,077,189	11,084,883	-	-	1,593,162,072
Accumulated depreciation					
Landing field and grounds	(341,569,480)	(16,764,017)	-	-	(358,333,497)
Terminal buildings	(170,029,470)	(21,577,724)	-	-	(191,607,194)
Other buildings	(94,240,622)	(8,662,168)	-	-	(102,902,790)
Utilities	(4,522,900)	(68,795)	-	-	(4,591,695)
Equipment	(25,352,002)	(2,551,282)	-	-	(27,903,284)
Total accumulated depreciation	(635,714,474)	(49,623,986)	-	-	(685,338,460)
Airport and facilities, net	$ 946,362,715	$ (38,539,103)	$ -	$ -	$ 907,823,612

During March 31, 2016 and 2015, interest costs of $ 12,074 and $91,198 were capitalized as part of the cost of construction in progress, respectively.

Depreciation expense was $51.8 million and $49.6 million for the fiscal years ended March 31, 2016 and 2015, respectively.

The March 31, 2016 deletions consists of $2.4 million construction in progress that was reclassified to expense.

Note 5 – Long-term debt

Changes of long-term debt for the year ended March 31, 2016 consist of the following:

Amounts due to trustee	March 31, 2015	Principal Repayments	New Debt	March 31, 2016
Series 2005A 4.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2019 to 2030	$ 39,805,000	$ 39,805,000	$ -	$ -
Series 2005B 3.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2006 to 2029	58,905,000	58,905,000	-	-
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	140,205,000	3,355,000	-	136,850,000
Series 2008C 4.72% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036 (Refunded 2006 Bonds)	66,060,000	1,750,000	-	64,310,000
Series 2010A 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2036 (Refunded 2008AB Bonds)	221,330,000	5,740,000	-	215,590,000
Series 2010B 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2027 (Refunded 2001A Bonds)	77,475,000	4,540,000	-	72,935,000
Series 2010B-1 4.18% General Airport Revenue Bonds, maturing in varying installments beginning 2028 to 2031 (Refunded 2001A Bonds)	38,235,000	-	-	38,235,000
Series 2015A 3.07% General Airport Revenue Bonds, maturing in varying installments beginning 2019 to 2031 (Refunded 2005A Bonds)	-	-	34,060,000	34,060,000
Series 2015B 3.00% General Airport Revenue Bonds, maturing in varying installments beginning 2016 to 2029 (Refunded 2005A Bonds)	-	-	48,685,000	48,685,000
Total bond obligations	642,015,000	114,095,000	82,745,000	610,665,000
Less current maturities	19,740,000	-	-	16,170,000
	$ 622,275,000	$ 114,095,000	$ 82,745,000	$ 594,495,000

Note 5 – Long-term debt (continued)

Changes of long-term debt for the year ended March 31, 2015 consist of the following:

Amounts due to trustee	March 31, 2014	Principal Repayments	New Debt	March 31, 2015
Series 2005A 4.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2019 to 2030	$ 39,805,000	$ -	$ -	$ 39,805,000
Series 2005B 3.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2006 to 2029	63,055,000	4,150,000	-	58,905,000
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	143,395,000	3,190,000	-	140,205,000
Series 2008C 4.72% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036 (Refunded 2006 Bonds)	67,730,000	1,670,000	-	66,060,000
Series 2010A 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2036 (Refunded 2008AB Bonds)	226,840,000	5,510,000	-	221,330,000
Series 2010B 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2027 (Refunded 2001A Bonds)	81,845,000	4,370,000	-	77,475,000
Series 2010B-1 4.18% General Airport Revenue Bonds, maturing in varying installments beginning 2028 to 2031 (Refunded 2001A Bonds)	38,235,000	-	-	38,235,000
Total bond obligations	660,905,000	18,890,000	-	642,015,000
Less current maturities	18,890,000	-	-	19,740,000
	$ 642,015,000	$ 18,890,000	$ -	$ 622,275,000

Note 5 – Long-term debt (continued)

Debt maturities for the next five years and in five-year increments thereafter are as follows:

Year Ending March 31	General Ariport Revenue Bond Series 2007	General Airport Revenue Bond Series 2008C	General Airport Revenue Bond Series 2010A	General Airport Revenue Bond Series 2010B, B-1	General Airport Revenue Bond Series 2015A	General Airport Revenue Bond Series 2015B	Interest
2017	3,525,000	1,840,000	6,005,000	4,725,000		4,800,000	28,663,771
2018	3,705,000	1,925,000	6,310,000	4,865,000		4,445,000	27,749,554
2019	3,895,000	2,020,000	6,635,000	5,110,000		4,675,000	26,684,196
2020	4,095,000	2,120,000	6,975,000	5,365,000	120,000	4,420,000	25,574,454
2021	4,305,000	2,220,000	7,330,000	5,630,000	2,375,000	2,400,000	24,417,838
2022-2026	25,060,000	12,805,000	42,705,000	32,060,000	13,820,000	13,980,000	103,191,746
2027-2031	32,035,000	16,190,000	54,400,000	43,210,000	17,745,000	13,965,000	64,938,660
2032-2036	40,870,000	20,480,000	69,190,000	10,205,000	-	-	26,066,167
2037-2039	19,360,000	4,710,000	16,040,000	-	-	-	1,360,750
	$136,850,000	$ 64,310,000	$ 215,590,000	$ 111,170,000	$ 34,060,000	$ 48,685,000	$328,647,136

For the table above, interest was calculated for the 2008C variable rate bonds using an estimated rate of 4.0% for their remaining term. At March 31, 2016, the actual rate on these bonds was 0.4%.

On February 27, 2001, the Authority entered into a Master Trust Indenture, dated as of February 1, 2001, that established the primary financing mechanism for the issuance of Bonds to finance improvements to the Airport. Bonds issued under the Master Trust Indenture are obligations of the Authority, secured by and payable from the Net Revenues of the Authority, and under certain circumstances, the proceeds of the Bonds, investment earnings, amounts set aside in a Debt Service Reserve Fund created under the Master Trust Indenture, and certain other funds and accounts.

On February 27, 2001, the Authority issued $157.0 million Airport Revenue Bonds Series 2001A under the Master Trust Indenture. The proceeds were used for the design and construction of several improvements to the Airport, including the construction of a garage, two warehouse buildings to house support equipment, alterations to existing parking structures, roadways, bridges, toll plazas, walkways, and alterations to a pedestrian tunnel.

On March 1, 2005, the Authority issued $39.8 million Airport Revenue Bond Series 2005A under the Master Trust Indenture. The proceeds were used for the development of the new Terminal 2.

On March 1, 2005, the Authority issued $85.5 million Airport Revenue Bond Series 2005B under the Master Trust Indenture. These proceeds were also used for the development of Terminal 2, including the redevelopment of the north ramp general aviation area, an Authority Operations Center, and the relocation of Taxiway D and ramp expansion.

On June 15, 2006, the Authority issued $300.0 million of its Variable Rate Airport Revenue Bonds in five series (Series 2006A, 2006B, 2006C, 2006D, and 2006E). On May 2, 2008, the Authority refunded the Series 2006 Bonds through the issuance of its Variable Rate Airport Revenue Bonds, also in the amount of $300.0 million, in three series (Series 2008A, 2008B, and 2008C).The Series 2008 Bonds were issued to refund the Series 2006 Bonds to correct a trading problem associated with the ratings downgrade of

Note 5 – Long-term debt (continued)

the bond insurer insuring payment of the Series 2006 Bonds. The Series 2008 Bonds were issued in the amount of $300.0 million and have the identical amortization schedule as the refunded Series 2006 Bonds. The refunding of the Series 2006 Bonds by the Series 2008 Bonds resolved the trading problems associated with the ratings downgrade of the bond insurer for the Series 2006 Bonds.

The Series 2006 Bonds and later the Series 2008 Bonds were issued as variable interest rate bonds, but the swaps converted the interest rate to a synthetic fixed rate. If the floating receipts from the swap counterparties equaled the interest due on the hedged bonds, the Authority's effective interest rate would be the fixed swap rate. The Authority was exposed to additional interest expense payments if the variable interest rate on the Bonds exceeds BMA (or SIFMA) plus 5 basis points. The swap agreements utilized the International Swap Dealers Association Master Agreement. Termination could result in the Authority being required to make an unanticipated termination payment. In connection with the 2008 refunding, the swaps associated with the Series 2006 Bonds were not changed, and there was no gain or loss on the refunding.

Each series of the Series 2008 Bonds was supported by credit or liquidity support provided by a letter of credit or standby bond purchase agreement of a financial institution. For the $73.7 million Series 2008C Bonds, the Authority received a letter of credit from SunTrust Bank. Due to financial difficulties encountered by SunTrust Bank in 2009, the Series 2008C Bonds could not be remarketed at variable interest rates that corresponded to SIFMA. In November 2009, the Authority and SunTrust Bank entered into arrangements with the Federal Home Loan Bank of Atlanta for the Federal Home Loan Bank to deliver a standby letter of credit that supports the letter of credit of SunTrust Bank securing the Series 2008C Bonds. The delivery of the Federal Home Bank letter of credit resulted in a return of the variable interest rates on the Series 2008C Bonds to levels that approximate the SIFMA index.

On May 31, 2007, the Authority finalized financing of the Terminal 2 with the issuance by the Authority of its Airport Revenue Bonds, Series 2007 in the principal amount of $152.1 million. The remaining Terminal 2 project costs were funded with $47.0 million in pay-as-go PFCs (from accumulated PFC balances) and approximately $18.0 million in Authority cash. With the opening of the South Concourse on January 23, 2011, Terminal 2 became fully operational. In addition, this facility was now fully funded and was completed on time and under its budget of $570 million.

On August 6, 2010 the Authority elected to terminate all three of its interest rate swap positions. These swaps with Citigroup, Barclays Capital, and Morgan Keegan had notational values totaling $216.9 million at August 6, 2010. At this time, these swaps under existing market conditions had a collective market termination value of $33.6 million. In conjunction with these terminations, the Authority simultaneously priced the 2010A refunding bonds in the amount of $242.4 million which refunded the 2008AB variable bonds (the swapped bonds), converting them to fixed rate non-AMT obligations. These swap positions had been undertaken in 2005 to lock in historically low interest rates on the Terminal 2 project in advance of its ability to access the bond markets. By eliminating its swap positions, the Authority sought to reduce its exposure to risks associated with the underlying variable rate demand obligations, particularly with regard to costs and availability of credit and liquidity support for the 2008A/B Bonds, and to risks associated with the interest rate swap agreements. Such risks had increased materially from 2005 when the Authority had entered into these swap agreements. As of August 6, 2010 and additionally at March 31, 2013, the Authority had no interest rate swaps or derivatives in its debt portfolio. During August 2010, the Authority also was able to advance refund the Series 2001A Bonds with the Series 2010B and 2010B-1 Bonds in the amounts of $94.1 million and $38.2 million, respectively. The aggregate reduction in debt

Note 5 – Long-term debt (continued)

service payments between the original 2001A debt and the refunded 2010B, B-1 bonds was $4.1 million. This equated to a net present value savings of $2.56 million. These bonds achieved present value savings of 7.8% and 6.7%, respectively. The total deposit to the escrow fund to refund the Series 2001A Bonds totaled $145.7 million (which included Bond premiums of $10.8 million). This total was deposited into an escrow fund to be used, together with investment earnings thereon, to pay the interest on the Series 2001A Bonds until the redemption thereof on May 1, 2011 and to pay the redemption price of the Series 2001A Bonds on such date. This escrow payment to the trustee defeased the remaining Series 2001A Bonds and the liability for this debt was removed from these financial statements.

In September 2010, the Authority entered into arrangements to change and extend the Letter of Credit ("LOC") provider for the Authority's remaining $72.3 million Series 2008C Bonds. Through this transaction the Authority was able to replace the existing credit facility provider for these Bonds under terms more favorable to the Authority than under the prior arrangement and also to extend the credit facility for the Bonds for 3 years.

On June 5, 2015, the Authority sold $82.7 million of Series 2015AB Bonds to refund its Series 2005AB Bonds. Ultimately, this refunding will generate $16.5 million of total debt service savings, or nearly $11.8 million on a net present value basis. This transaction closed on June 16, 2015.

The Authority's bonds are subject to federal arbitrage regulations, and are reviewed for potential arbitrage liability annually on the bond issue dates. The arbitrage rebate payments are payable on the fifth anniversary of the bond issue date and every fifth year subsequent to that date. Annual calculations are performed for all applicable bond issues and the Authority is in compliance with regard to arbitrage regulations on all bond issues. In accordance with Section 148 of the Internal Revenue Code of 1986, as amended, and Sections 1.103-13 to 1.103-15 of the related Treasury Regulations, the Authority must rebate to the federal government "arbitrage profits" earned on the governmental bonds after August 31, 1986. Arbitrage profits are the excess of the amount earned on investments over the interest paid on the borrowings. At March 31, 2016 the Authority accrued an arbitrage rebate liability of $426,429 on its Series 2007 bonds.

These bonds have rate covenants associated with them, whereby the Authority must maintain a debt service coverage ratio of net revenues and available fund balance to debt service. The bond documents provide for a number of technical adjustments to be followed in determining the net revenues and debt service to be used in this calculation. The rate covenant generally requires that sum of (i) the net revenues for the fiscal year and (ii) available fund balance at the end of the fiscal year in an amount up to 25% of debt service for the fiscal year (the "25% transfer") must be no less than 125% of the adjusted debt service calculated for the fiscal year. The debt service coverage ratio at March 31, 2016 with this 25% transfer is 259%. The debt service coverage ratio at March 31, 2016 without this 25% transfer is calculated as follows:

Net revenues	$ 58,667,115
Annual debt service	25,089,397
Calculated debt service coverage ratio without transfer	234%

For the fiscal year ending March 31, 2015, the Authority had debt service coverage ratios of 223% without transfer and 248% with transfer.

Note 6 – Leases

The Authority leases land, buildings, and terminal space with a cost of approximately $796.1 million and a carrying value of approximately $567.1 million to the airlines, car rental agencies, restaurants and other businesses located at the airport. Revenues from these leases, which are included in buildings and grounds and general aviation revenue, were approximately 45.6% and 42.7% of airport operating revenues for fiscal years ended March 31, 2016 and 2015, respectively. These leases cover periods ranging up to a maximum of 40 years and contain provisions for fixed and contingent rentals based on revenues. For the years ended March 31, 2016 and 2015, contingent rentals comprised $28.9 and $21.0 million of the total rental revenues, respectively.

Minimum future rentals on non-cancelable operating leases for the next five fiscal years are approximately:
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Year Ending March 31	Amount
2017	$ 11,168,000
2018	4,843,000
2019	4,415,000
2020	3,703,000
2021	2,959,000
Thereafter	7,958,000
	$ 35,046,000

Note 7 – Employee retirement plans

Local governmental employees' retirement system

Plan Description – The Authority is a participating employer in the statewide Local Governmental Employees' Retirement System (“LGERS”), a cost-sharing multiple-employer defined benefit pension plan administered by the state of North Carolina. LGERS provides retirement and disability benefits to plan members and beneficiaries. Article 3 of G.S. Chapter 128 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly. The Local Governmental Employees' Retirement System is included in the Comprehensive Annual Financial Report (“CAFR”) for the state of North Carolina. The state's CAFR includes financial statements and required supplementary information for LGERS. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, by calling (919) 981-5454, or at www.osc.nc.gov.

Benefits Provided – LGERS provides retirement benefits. Retirement benefits are determined as 1.85% of the member’s average final compensation times the member’s years of creditable service. A member’s average final compensation is calculated as the average of a member’s four highest consecutive years of compensation. Plan members are eligible to retire with full retirement benefits at age 65 with five years of creditable service, at age 60 with 25 years of creditable service, or at any age with 30 years of creditable service. Plan members are eligible to retire with partial retirement benefits at age 50 with 20 years of creditable service or at age 60 with five years of creditable service (age 55 for firefighters). LGERS plan members who are LEOs are eligible to retire with full retirement benefits at age 55 with five years of creditable service as an officer, or at any age with 30 years of creditable service. LEO plan members are eligible to retire with partial retirement benefits at age 50 with 15 years of creditable service as an officer.

Note 7 – Employee retirement plans (continued)

Contributions – Contribution provisions are established by General Statute 128-30 and may be amended only by the North Carolina General Assembly. The Authority employees are required to contribute 6.00% of their annual covered salary. The Authority is required to contribute at an actuarially determined rate and set annually by the LGERS Board of Trustees. The Authority's contractually required contribution rate for employees not engaged in law enforcement and for law enforcement officers is 6.74% and 7.15% of annual covered payroll respectively. The Authority's contributions to LGERS for the years ended March 31, 2016 and 2015 were $1,267,243 and $1,221,836, respectively. The contributions made by the Authority were actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year.

Refunds of Contributions – Authority employees who have terminated service as a contributing member of LGERS, may file an application for a refund of their contributions. By state law, refunds to members with at least five years of service include 4% interest. State law requires a 60 day waiting period after service termination before the refund may be paid. The acceptance of a refund payment cancels the individual's right to employer contributions or any other benefit provided by LGERS.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions – At March 31, 2016, first year of GASB 68 implementation, the Authority reported a liability of $1,279,381 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2015. The total pension liability used to calculate the net pension asset was determined by an actuarial valuation as of December 31, 2014. The total pension liability was then rolled forward to the measurement date of June 30, 2015 utilizing update procedures incorporating the actuarial assumptions. The Authority's proportion of the net pension asset was based on a projection of the Authority's long-term share of future payroll covered by the pension plan, relative to the projected future payroll covered by the pension plan of all participating LGERS employers, actuarially determined. At June 30, 2015, the Authority's proportion was .28507%, which was an increase of .00030% from its proportion measured as of June 30, 2014.

For the year ended March 31, 2016, the Authority recognized pension expense of $623,411. At March 31, 2016, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	**Deferred Inflows of Resources**
Differences between expected and actual experience	-	300,726
Net difference between projected and actual earnings on pension plan investments	-	364,235
Changes in proportion and differences between employer contributions and proportionate share of contributions	73,436	
Employer contributions subsequent to the measurement date	1,267,243	
Total	**1,340,679**	**664,961**

Note 7 – Employee retirement plans (continued)

$ 1,267,244 reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended March 31, 2017. Other amounts reported as deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended March 31:		
2017	$	(404,266)
2018		(404,266)
2019		(403,847)
2020		620,854
2021		-
Thereafter		-

Actuarial Assumptions **–** The total pension liability in the December 31, 2014 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.0 percent
Salary increases	4.25 to 8.55 percent, including inflation and productivity factor
Investment rate of return	7.25 percent, net of pension plan investment expense, including inflation

The plan currently uses mortality tables that vary by age, gender, employee group (i.e. general, law enforcement officer) and health status (i.e. disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rates also contain a provision to reflect future mortality improvements.

The actuarial assumptions used in the December 31, 2014 valuation were based on the results of an actuarial experience study for the period January 1, 2005 through December 31, 2009.

Future ad hoc COLA amounts are not considered to be substantively automatic and are therefore not included in the measurement.

The projected long-term investment returns and inflation assumptions are developed through review of current and historical capital markets data, sell-side investment research, consultant whitepapers, and historical performance of investment strategies. Fixed income return projections reflect current yields across the U.S. Treasury yield curve and market expectations of forward yields projected and interpolated for multiple tenors and over multiple year horizons. Global public equity return projections are established through analysis of the equity risk premium and the fixed income return projections. Other asset categories and strategies' return projections reflect the foregoing and historical data analysis. These projections are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class as of June 30, 2015 are summarized in the following table:

Note 7 – Employee retirement plans (continued)

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Fixed Income	29.0%	2.2%
Global Equity	42.0%	5.8%
Real Estate	8.0%	5.2%
Alternatives	8.0%	9.8%
Credit	7.0%	6.8%
Inflation Protection	6.0%	3.4%
Total	**100%**	

The information above is based on 30 year expectations developed with the consulting actuary for the 2014 asset liability and investment policy study for the North Carolina Retirement Systems, including LGERS. The long-term nominal rates of return underlying the real rates of return are arithmetic annualized figures. The real rates of return are calculated from nominal rates by multiplicatively subtracting a long-term inflation assumption of 3.00%. All rates of return and inflation are annualized.

Discount rate **–** The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of the current plan members. 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 Authority's proportionate share of the net pension asset to changes in the discount rate **–** The following presents the Authority's proportionate share of the net pension asset calculated using the discount rate of 7.25 percent, as well as what the Authority's proportionate share of the net pension asset or net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25 percent) or 1- percentage-point higher (8.25 percent) than the current rate:

	1% Decrease (6.25%)	Discount Rate (7.25%)	1% Increase (8.25%)
Employer's proportionate share of the net pension liability (asset)	8,921,274	1,279,377	(5,158,752)

Pension plan fiduciary net position. Detailed information about the pension plan's fiduciary net position is available in the separately issued Comprehensive Annual Financial Report (CAFR) for the State of North Carolina.

Supplemental retirement income plan for law enforcement officers

Plan Description – The Authority contributes to the Supplemental Retirement Income Plan ("Plan"), a defined contribution pension plan administered by the Department of State Treasurer and a Board of Trustees. The Plan provides retirement benefits to law enforcement officers employed by the Authority. Article 5 of G.S. Chapter 135 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly.

Note 7 – Employee retirement plans (continued)

Funding Policy – Article 12E of G.S. Chapter 143 requires the Authority to contribute each month an amount equal to five percent of each officer's salary, and all amounts contributed are vested immediately. Also, the law enforcement officers may make voluntary contributions to the plan. Contributions for the year ended March 31, 2016 were $214,877, which consisted of $95,838 from the Authority and $119,039 from the law enforcement officers. Contributions for the year ended March 31, 2015 were $201,689, which consisted of $111,253 from the Authority and $90,436 from the law enforcement officers.

Law enforcement officer's special separation allowance

Plan Description – The Authority administers a public employee retirement system (the "Separation Allowance"), a single-employer defined benefit pension plan that provides retirement benefits to the Authority's qualified sworn law enforcement officers. The Separation Allowance is equal to .85 percent of the annual equivalent of the base rate of compensation most recently applicable to the officer for each year of creditable service. The retirement benefits are not subject to any increases in salary or retirement allowances that may be authorized by the General Assembly. Article 12D of G.S. Chapter 143 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly.

All full-time law enforcement officers of the Authority are covered by the Separation Allowance. At March 31, 2016, the Separation Allowance's membership consisted of:

Retirees receiving benefits	8
Active plan members	36
Total	44

A separate audited GAAP-basis postemployment benefit plan report was not issued for the plan.

Summary of Significant Accounting Policies
Basis of Accounting – The Authority has chosen to fund the Separation Allowance on a pay as you go basis. Pension expenditures are made from operating accounts, which are maintained on the accrual basis of accounting.

Method Used to Value Investments – No funds are set aside to pay benefits and administration costs. These expenditures are paid as they come due.

Contributions – The Authority is required by Article 12D of G.S. Chapter 143 to provide these retirement benefits and has chosen to fund the benefit payments on a pay as you go basis through appropriations made in the operating budget. The Authority's obligation to contribute to this plan is established and may be amended by the North Carolina General Assembly. There were no contributions made by employees.

Note 7 – Employee retirement plans (continued)

The Authority's pension cost and net pension obligation to the separation allowance were as follows:

	March 31, 2016	March 31, 2015
a - Employer annual required contribution	$ 106,186	$ 106,186
b - Interest on net pension obligation	41,933	44,495
c - Adjustment to annual required contribution	(73,698)	(61,372)
d - Annual pension cost (a+b+c)	74,421	89,309
e - Employer contributions made for current fiscal year	136,349	140,559
f - Increase in net pension obligation (d-e)	(61,928)	(51,250)
g - Net pension obligation beginning of fiscal year	838,654	889,904
h - Net pension obligation end of fiscal year (f+g)	$ 776,726	$ 838,654

The annual required contribution for the fiscal years ended March 31, 2016 and March 31, 2015 were determined as part of the December 31, 2013 actuarial valuation using the projected unit credit actuarial cost method. The actuarial assumptions included (a) 5.00% investment rate of return and (b) projected salary increases ranging from 4.25% to 7.85% per year. Item (b) included an inflation component of 3.00%. The assumptions do not include post-retirement benefit increases. The actuarial value of assets was market value. The unfunded actuarial accrued liability is being amortized as a level percentage of pay on a closed basis. The remaining amortization period at December 31, 2013 was 17 years.

The trend information is as follows:

Fiscal Year Ending March	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation End of Year
2010	98,662	60.64%	1,095,770
2011	84,514	103.18%	1,093,084
2012	82,172	170.66%	1,035,247
2013	79,479	195.30%	959,505
2014	70,570	198.63%	889,904
2015	89,309	157.39%	838,654
2016	74,421	183.21%	776,726

Funding Status and Funding Progress - as of December 31, 2013, the most recent actuarial valuation date, the plan was not funded. The present value of future accrued liability contributions and, thus, the unfunded actuarial accrued liability ("UAAL") was $1,005,502. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Note 7 – Employee retirement plans (continued)

Other Post-Employment Benefits

Health Care Plan

Plan Description:
Under the terms of an Authority resolution, the Authority administers a single-employer benefit Health Care Plan (the "Plan"). The Plan provides postemployment healthcare benefits to retirees of the Authority, provided they participate in the North Carolina Local Governmental Employees' Retirement System ("System"). While eligibility to draw retirement benefits from the System vests at 5 years, eligibility for post-retirement health benefits from the Authority requires: (1) all requirements for retirement from LGERS are met and (2) the final 5 years of service are worked with the Authority. The Authority pays the cost of the individual and dependent premiums (or same portion of the cost as it pays for non-retired employees) for the qualified retiree's health coverage through the Authority's group health insurance plan. When the retiree reaches age 65, the Authority's post-retirement benefits cease. At that time, the retiree is no longer covered by the Authority's group health insurance program. The Plan does not issue a stand-alone report and is not included in the report of a public employee retirement system or a report of another entity.

Membership in the Plan included the following at December 31, 2013, the date of the last actuarial valuation:

Retirees receiving benefits	63
Active plan members	265
Total	328

Funding Policy:
As noted above, the Authority pays its share of the cost of coverage (premiums) for the health care benefits provided to qualified retirees. The Authority's members pay their share of the premiums. The Authority has chosen to fund the health care benefits on a pay as you go basis, and no funds are set aside to pay these benefits.

The current annual required contribution rate is 3.95% of annual covered payroll. For the current year, the Authority contributed $409,042 (retiree claims paid less premiums received) or 2.63% of annual covered payroll. The Authority provides health care coverage through a minimum premium plan. The Authority's required contribution for employees and retirees is the actual expense incurred. Contributions (premiums) made by employees and retirees were 2.69% and .24% of covered payroll, respectively. The Authority's obligation to contribute to the Plan is established and may be amended by the Authority's Board of Directors.

Note 7 – Employee retirement plans (continued)

Life Insurance Benefit

Plan Description:
Under the terms of an Authority resolution, the Authority administers a single-employer life insurance benefit. The life insurance benefit provides postemployment life insurance coverage to retirees of the Authority in the amount of $10,000. When the retiree reaches age 99, the Authority's post-retirement benefits cease. At that time, the retiree is no longer covered by the Authority's life insurance policy.

Funding Policy:
The Authority pays the full cost of life insurance premiums. The Authority has chosen to fund the life insurance benefits on a pay as you go basis, and no funds are set aside to pay these benefits. The Authority's obligation to contribute to the life insurance benefit is established and may be amended by the Authority's Board of Directors.

Summary of Significant Accounting Policies:
Postemployment expenditures for the Authority's portion of the premiums are from the Authority's enterprise fund, which is maintained on the full accrual basis of accounting. No funds are set aside to pay benefits and administrative costs. These expenditures are paid as they come due.

Annual OPEB Cost and Net OPEB Obligation:
The Authority's annual OPEB cost (expense) is calculated based on the *annual required contribution of the employer* ("ARC"), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (of funding excess) over a period not to exceed thirty years. The following table shows the components of the Authority's annual OPEB cost for the year, the amount actually contributed to the Plan, and changes in the Authority's net OPEB obligation for the health care benefits:

	March 31, 2016	March 31, 2015
Annual required contribution	$ 632,198	$ 613,784
Interest on net OPEB obligation	166,507	149,399
Adjustment to annual required contribution	(159,065)	(142,722)
Annual OPEB cost	639,640	620,461
Contributions made	409,042	192,755
Increase in net OPEB obligation	230,598	427,706
Net OPEB obligation beginning of the year	4,162,685	3,734,979
Net OPEB obligation end of the year	$ 4,393,283	$ 4,162,685

Note 7 – Employee retirement plans (continued)

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the Plan and the net OPEB obligation for 2016 were as follows:

For Year Ended March	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2010	$ 854,455	23.8%	$ 650,820
2011	1,714,169	11.7%	2,164,060
2012	914,339	30.4%	2,800,736
2013	668,845	35.8%	3,230,390
2014	689,529	26.8%	3,734,979
2015	620,461	31.1%	4,162,685
2016	639,640	64.0%	4,393,283

Funded Status and Funding Progress:
As of December 31, 2013, the most recent actuarial valuation date, the Plan was not funded. The actuarial accrued liability for benefits and, thus, the unfunded actuarial accrued liability ("UAAL") was $5,811,562. The covered payroll (annual payroll of active employees covered by the Plan) was $15,564,381, and the ratio of the UAAL to the covered payroll was 37.3%. Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and healthcare trends. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of Plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumptions.
Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members at that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value assets, consistent with the long-term perspective of the calculations.

In the December 31, 2013 actuarial valuation, the projected unit credit actuarial cost method was used. The actuarial assumptions included a 4.00 percent investment rate of return (net of administrative expenses), which is the expected long-term investment return on the employer's own investments calculated based on the funded level of the Plan at the valuation date, and an annual medical cost trend increase of 7.75 to 5.00 percent annually. Both rates included a 3.00 percent inflation assumption. The UAAL is being amortized as a level percentage of projected payroll on an open basis. The remaining amortization period at December 31, 2013 was 30 years.

Note 8 – Commitments and contingencies

Risk management – The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets: injuries to employees and the general public; and natural disasters. The Authority carries commercial insurance against risks of loss, including property and public liability insurance and worker's compensation. Settled claims from these risks have been far less than commercial insurance coverage.

The Authority, in accordance with NC General Statute 159-29, maintains Public Official Bonds on those designated as Finance Officer or Deputy Finance Officer. Currently, the Senior Vice President and Chief Financial Officer, the Financial Budget Analyst, and the Financial Reporting Analyst, each carry coverage at the statutory requirement of $50,000. In addition, the Authority carries a Blanket Fidelity Bond for all employees in the amount of $1.0 million.

Construction commitments – At March 31, 2016 and 2015, the Authority has contractual commitments for Authority expansion programs of approximately $3.2 million and $1.5 million, respectively.

Contingent liabilities – The Authority is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of the Authority's counsel the resolution of these matters will not have a material adverse effect on the financial condition of the Authority.

Prior to the opening of Terminal 2, the Authority's Small Emerging Business ("SEB") program was used to provide loan backing for two small business concessionaires. The Authority is no longer utilizing this program. No outstanding loans remain at March 31, 2016, thus, the collateral of $1.5 million maintained to support this program is no longer required.

Note 9 – Subsequent events

The Authority has evaluated subsequent events through June 16, 2016 in connection with the preparation of these financial statements, which is the date the financial statements were available to be issued. No subsequent events are noted.

Note 10 – Change in Accounting Principles/Restatement

The Authority implemented Governmental Accounting Standards Board (GASB) statement 68, Accounting and Financial Reporting for Pensions (an amendment of GASB Statement No. 27), in the fiscal year ending March 31, 2016. The implementation of the statement required the Authority to record beginning net pension liability and the effects on net position of contributions made by the Authority during the measurement period (fiscal year ending March 31, 2015). As a result, net position for the Authority decreased by $1.3 million.

Note 11 – Reclassifications

Certain amounts in the prior-year financial statements have been reclassified in order to be comparable with the current year presentation.

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Required Supplemental Information

Prepared by the Finance Department

REQUIRED SUPPLEMENTAL INFORMATION

REQUIRED SUPPLEMENTAL INFORMATION

RALEIGH-DURHAM AIRPORT AUTHORITY

POST EMPLOYMENT BENEFIT HEALTH CARE PLAN

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF FUNDING PROGRESS

UNAUDITED

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Projected Unit Credit (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a / b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b - a) / c)
12/31/2008	$ -	$ 6,078,786	$ 6,078,786	0.0%	$ 14,562,473	41.7%
12/31/2009	-	7,591,229	7,591,229	0.0%	15,311,651	49.6%
12/31/2011	-	6,007,588	6,007,588	0.0%	15,938,472	37.7%
12/31/2013	-	5,811,562	5,811,562	0.0%	15,564,381	37.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
POST EMPLOYMENT BENEFIT HEALTH CARE PLAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER CONTRIBUTIONS
UNAUDITED

Fiscal Year Ended March 31,	Annual Required Contribution	Actual Contribution	Percentage Contribution
2010	$ 854,455	$ 203,635	23.8%
2011	854,455	200,929	23.5%
2012	950,981	277,663	29.2%
2013	663,839	239,192	36.0%
2014	683,754	184,940	27.0%
2015	613,784	192,755	31.4%
2016	632,198	409,042	64.7%

Notes to the Required Schedules:

The information presented in the required supplementary schedules was determined a part of the actuarial valuations at the dates indicated. Additional information as of the latest actuarial valuation follows:

Valuation date	12/31/2013
Actuarial cost method	Projected unit credit
Amortization method	Level Percentage of Pay, open
Remaining amortization period	30 years
Asset valuation method	Market Value of Assets
Actuarial assumptions:	
Investment Rate of Return*	4.00%
Medical cost trend rate	9.50% - 5.00%
Year of Ultimate trend rate	2019
*Includes inflation at	3.00%

The assumed investment rate of return reflects the fact that no assets are set aside within the Raleigh-Durham Airport Authority that are legally held exclusively for retiree health benefits. If a trust or equivalent arrangement were set up for this purpose, the investment rate of return may be increased.

RALEIGH-DURHAM AIRPORT AUTHORITY

SEPARATION ALLOWANCE PLAN

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF FUNDING PROGRESS

UNAUDITED

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Projected Unit Credit (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a / b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b - a) / c)
12/31/2009	$ -	$ 1,044,827	$ 1,044,827	0.0%	$ 1,387,487	75.30%
12/31/2011	-	1,022,450	1,022,450	0.0%	1,349,585	75.76%
12/31/2013	-	1,005,502	1,005,502	0.0%	1,196,499	84.04%

RALEIGH-DURHAM AIRPORT AUTHORITY
SEPARATION ALLOWANCE PLAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER CONTRIBUTIONS
UNAUDITED

Fiscal Year Ended March 31	Annual Required Contribution	Amount Contributed	Percentage of APC Contributed
2009	$ 88,614	$ 24,569	27.73%
2010	88,614	59,826	67.51%
2011	88,614	87,200	98.40%
2012	88,614	140,234	158.25%
2013	88,614	155,222	175.17%
2014	85,056	140,171	164.80%
2015	106,186	140,559	132.37%
2016	106,186	136,349	128.41%

Notes to the Required Schedules:

The information presented in the required supplementary schedules was determined as part of the actuarial valuations indicated. Additional information as of the latest actuarial valuation follows:

Valuation date	12/31/2013
Actuarial cost method	Projected unit credit
Amortization method	Level dollar closed
Remaining amortization period	17 years
Asset valuation method	Market Value
Actuarial assumptions:	
Investment rate of return	5.00%
Projected salary increase	4.25 - 7.85%
Includes inflation at	3.00%
Cost of living adjustments	N/A

RALEIGH-DURHAM AIRPORT AUTHORITY

LOCAL GOVERNMENT EMPLOYEES' RETIREMENT SYSTEM

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY (ASSET)

UNAUDITED

	Fiscal Year Ending March 31	
	2016	2015
Proportionate Share of Net Pension Liability (Asset)	0.28507%	0.28433%
Proportionate Share of Net Pension Liability (Asset)($)	1,279,381	(1,569,268)
Covered-Employee payroll	20,098,008	18,128,137
Proportionate Share of Net Pension Liability (Asset) as a percentage of covered-employee payroll	6.37%	-8.66%
Plan fiduciary net position as a percentage of the total pension liability.	98.09%	102.64%

RALEIGH-DURHAM AIRPORT AUTHORITY

LOCAL GOVERNMENT EMPLOYEES' RETIREMENT SYSTEM

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF EMPLOYER CONTRIBUTIONS

UNAUDITED

	Fiscal Year Ending March 31	
	2016	2015
Contractually required contribution	1,267,243	1,221,836
Contributions in relation to the contractually required contribution	1,267,243	1,221,836
Contribution deficiency (excess)	$ -	$ -
Covered-employee payroll	$ 20,098,008	$ 18,128,137
Contributions as a percentage of covered-employee payroll	6.31%	6.74%

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Supplemental Information

Prepared by the Finance Department

REQUIRED SUPPLEMENTAL INFORMATION

REQUIRED SUPPLEMENTAL INFORMATION

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING REVENUES AND EXPENSES

COMPARED WITH BUDGET

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Operating revenues			
Parking	$ 47,058,255	$ 43,933,959	107.1%
Airfield	12,852,933	13,218,873	97.2%
General aviation	1,706,871	1,666,659	102.4%
Terminals	33,821,356	32,554,491	103.9%
Air cargo	2,290,621	2,214,266	103.4%
Fuel farm	1,632,397	1,478,400	110.4%
Rental car	14,830,467	13,944,819	106.4%
Other	1,760,120	922,888	190.7%
Total operating revenues	115,953,020	109,934,355	105.5%
Operating expenses			
Complex expenses	21,241,939	24,887,303	85.4%
Department expenses	38,465,985	38,257,720	100.5%
Subtotal	59,707,924	63,145,023	94.6%
Depreciation Expense	51,800,974	51,255,860	101.1%
Total operating expenses	111,508,898	114,400,883	97.5%
NET OPERATING INCOME (LOSS)	$ 4,444,122	$ (4,466,528)	199.5%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

PARKING REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Parking revenues			
Parking fees	$ 46,132,662	$ 43,100,000	107.0%
Contra revenue	(403)	-	N/A
Employee parking	556,292	490,000	113.5%
Telecommunication services	959	959	100.0%
Off airport - Airport Fast Park	368,745	343,000	107.5%
TOTAL PARKING REVENUES	$ 47,058,255	$ 43,933,959	107.1%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIRFIELD REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Landing fees			
Commercial/Commuter airlines			
Air Georgian	$ 90,118	$ 90,164	99.9%
Air Wisconsin	137,043	74,670	183.5%
Alaska Airlines	54,084	-	
Allegiant Airlines	74,915	-	
American Airlines	1,470,386	1,273,350	115.5%
American Eagle	164,598	461,132	35.7%
Atlantic Southeast/Delta Connection	189,821	-	N/A
Compass	25,444	7,649	332.6%
Delta Airlines	1,844,991	1,706,586	108.1%
Express Jet	83,045	578,515	14.4%
Frontier/United	209,768	-	N/A
Go Jet/Delta	501,314	451,077	111.1%
Go Jet/United	51,599	66,593	77.5%
Jazz Air LP	3,265	3,265	100.0%
Jetblue Airways	565,754	561,173	100.8%
Mesa Airlines/USAirways Express	5,836	4,889	119.4%
Mesa Airlines/United Express	255,476	106,157	240.7%
Midwest Connect/Skyway	-	152,801	-
Piedmont Airways	1,985	-	N/A
Pinnacle/Delta	744,634	759,398	98.1%
PSA Airlines/USAirways Express	155,578	17,954	866.5%
Republic/United	107,113	231,452	46.3%
Republic/USAirways	347,242	413,083	84.1%
Skywest/Delta	74,871	86,519	86.5%
Skywest/United	9,845	-	N/A
Shuttle America/United	125,444	55,601	225.6%
Shuttle America/Delta Airlines	274,261	534,654	51.3%
Southwest Airlines	2,547,925	2,673,797	95.3%
Trans State Airlines/United	3,621	48,368	7.5%
Trans State Airlines/USAirways Express	-	12,737	-
United Airlines	582,963	304,167	191.7%
USAirways	832,347	1,304,431	63.8%
Non-Scheduled Carriers	104	25,435	0.4%
Charter Express	14,714		N/A
Total Commercial/Commuter airlines	11,550,104	12,005,617	96.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
AIRFIELD REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Cargo carriers			
Federal Express	$ 583,791	$ 565,715	103.2%
Martinaire/DHL	15,927	15,699	101.5%
Mountain Air Cargo	187	-	
United Parcel Service	287,471	262,983	109.3%
Total cargo carriers	887,376	844,397	105.1%
Total landing fees	12,437,480	12,850,014	96.8%
Other			
Fuel flowage fees	396,593	350,000	113.3%
Other airfield revenues	18,860	18,859	100.0%
Total other	415,453	368,859	112.6%
TOTAL AIRFIELD REVENUES	$ 12,852,933	$ 13,218,873	97.2%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

GENERAL AVIATION REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
General Aviation-General			
Fixed space rents			
Bellsouth	$ 32,773	$ 32,773	100.0%
Jetcraft	10,050	10,050	100.0%
Lichtin Corp.	10,050	10,050	100.0%
Martin Marietta	10,050	10,050	100.0%
NC DOT Aviation	239,999	239,999	100.0%
Landmark	455,281	455,737	99.9%
PK Enterprises	10,050	10,050	100.0%
TAC Air	726,224	685,521	105.9%
Telecommunication Services	14,961	17,001	88.0%
Total fixed space rents	1,509,438	1,471,231	102.6%
Percentage rents			
Landmark-Catering	8,840	6,900	128.1%
TAC Air-Catering	1,001	900	111.2%
Immaculate Flight	9,937	8,600	115.5%
National Rental Car	23,881	28,000	85.3%
Total percentage rents	43,659	44,400	98.3%
Total General Aviation-General	1,553,097	1,515,631	102.5%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

GENERAL AVIATION REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
General Aviation-Terminal			
Fixed space rents			
Delta Airport Consultants	$ 21,973	$ 21,973	100.0%
Jetcraft	54,957	54,548	100.7%
JQ Enterprises/Crosswinds Café	6,585	8,000	82.3%
Telecommunication Services	4,394	5,234	84.0%
Total fixed space rents	87,909	89,755	97.9%
Percentage rents			
JQ Enterprises/Crosswinds Café	1,085	873	124.3%
CLS Management	30,599	31,300	97.8%
Employee Parking	25,105	23,000	109.2%
National Rental Car	7,501	1,500	500.1%
Total percentage rents	64,290	56,673	113.4%
Total General Aviation-Terminal	152,199	146,428	103.9%
Other			
Charter Security Screening	1,575	4,600	34.2%
TOTAL GENERAL AVIATION REVENUES	$ 1,706,871	$ 1,666,659	102.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Fixed space rents			
Southwest Airlines	$ 2,979,395	$ 3,016,073	98.8%
Host JQE RDU Prime	17,026	18,473	92.2%
Marshall Retail Group	3,601	3,088	116.6%
Passur Aerospace	656	656	100.0%
Superior Aircraft Services	1,599	6,394	25.0%
Paradies Shops	(5,116)	-	N/A
Transportation Security Administration	136,122	136,183	100.0%
Uptown Airport Group	3,282	3,283	100.0%
RDU Taxi	14,446	14,414	100.2%
Total fixed space rents	3,151,011	3,198,564	98.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Percentage rents			
Checkpoint Mailers	492	500	98.4%
Classic Food Services	3,446	5,200	66.3%
Clear Channel-Clearvison	194	400	48.5%
Concourse Communications	41,950	57,800	72.6%
Host/JQE/Prime LLC			
ACC American Café-Food and Beverage	113,385	104,300	108.7%
ACC American Café-Alcohol	203,960	183,900	110.9%
La Tapenade-Food and Beverage	153,303	128,000	119.8%
La Tapenade-Alcohol	2,742	2,900	94.6%
Starbucks - Level 1	52,294	17,800	293.8%
Starbucks - Level 2	173,534	163,200	106.3%
Interspace Airport Advertising	248,515	269,000	92.4%
Marshall Retail Group			
Flight Stop North	201,519	189,000	106.6%
Flight Stop South	111,788	108,000	103.5%
Marshall Rousso	53,978	57,000	94.7%
Ruby Blue	17,048	17,000	100.3%
Techshowcase	24,622	30,000	82.1%
Network Communications	2,500	2,900	86.2%
Prime Flight Aircraft Cleaning Services	23,806	24,800	96.0%
RDU Currency	3,832	4,400	87.1%
Smarte Carte	3,011	3,500	86.0%
State Employees Credit Union	6,000	6,000	100.0%
Superior Shine	6,000	6,000	100.0%
Uptown Airport Group			
Char-Grill-Food and Beverage	130,190	131,000	99.4%
Char-Grill-Alcohol	4,342	1,000	434.2%
Salsaritas-Food and Beverage	96,923	105,000	92.3%
Salsaritas-Alcohol	5,846	3,000	194.9%
Catering	1,422	-	N/A
Zoom Systems-Best Buy T1	490	-	N/A
24-Hour Flower	655	600	109.2%
Total percentage rents	1,687,787	1,622,200	104.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Miscellaneous rents			
Janitorial	$ 88,901	$ 78,297	113.5%
Gate usage fees	121,200		
Miscellaneous	3,774	4,450	84.8%
Telecommunication Services	39,127	39,891	98.1%
Total miscellaneous rents	253,002	122,638	206.3%
Total Terminal 1 Complex revenues	5,091,800	4,943,402	103.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Fixed space rents			
Air Canada	$ 289,279	$ 289,283	100.0%
Air Georgian	44,145	41,700	105.9%
Airport Management Services	22,792	22,793	100.0%
American Airlines	4,029,734	3,198,901	126.0%
American Eagle Airlines	227,355	244,432	93.0%
Charter Express	182,677	105,614	173.0%
DAL Global Services	1,200	1,200	100.0%
Delta Airlines	5,995,050	5,901,222	101.6%
G2 Secure Staffing	57,984	57,982	100.0%
Host International	65,316	65,320	100.0%
Jazz Air LP			N/A
Jetblue Airways	924,647	926,973	99.7%
Landmark Aviation	8,361	-	N/A
Raleigh Distribution Services	1,120	1,120	100.0%
SSP America	13,238	13,237	100.0%
The Paradies Shops	44,987	44,987	100.0%
Transportation Security Administration	72,247	72,245	100.0%
United Airlines	2,554,847	2,549,342	100.2%
US Airways	1,729,139	2,641,981	65.4%
Total fixed space rents	16,264,118	16,178,332	100.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Percentage rents			
24 Hour Flower	$ 2,537	$ 1,500	169.1%
2nd Edition Book Sellers	24,909	25,000	99.6%
ABM/Onesource	15,396	14,700	104.7%
Airport Management Services, LLC			
AeroMart	270,970	249,100	108.8%
Shaw News	225,589	203,400	110.9%
Hudson News	221,299	179,200	123.5%
Hudson Bookstore	193,583	201,000	96.3%
Kids Works	38,994	39,300	99.2%
Life is Good	54,359	61,600	88.2%
Checkpoint Mailers	614	500	122.8%
Classic Food Services	4,361	4,300	101.4%
Clear Channel-Clearvison	453	800	56.6%
Concourse Communications	97,883	134,800	72.6%
Interspace Airport Advertising	579,867	627,000	92.5%
EJE Retail	38,700	42,600	90.8%
G2 Secure Staffing	2,346	19,400	12.1%
Host International, Inc.			
42nd Street Oyster Bar	560,521	536,300	104.5%
Brookwoods Farms	123,333	113,400	108.8%
California Pizza Kitchen	131,666	119,700	110.0%
Carolina Ale House	294,105	260,300	113.0%
Catering	6,645	-	N/A
Gordon Biersch	309,177	281,000	110.0%
HMS Host A&W/KFC	86,396	67,200	128.6%
HMS Host Brueggars	181,218	160,900	112.6%
Starbucks	562,333	502,000	112.0%
Vintage NC Wine Bar	182,454	174,000	104.9%
Network Communications	2,500	3,000	83.3%
RDU Currency Exchange	77,451	97,300	79.6%
Smarte Carte	10,685	10,800	98.9%
SSP America			
Camden Food Company	183,730	183,600	100.1%
Five Guys	258,090	224,600	114.9%
Flavours	98,065	81,000	121.1%
Jason's Deli	186,080	179,600	103.6%
Panoplis	40,066	41,300	97.0%
State Employees Credit Union	6,000	6,000	100.0%
Superior Shine	6,000	6,000	100.0%
Techshowcase	60,000	120,000	50.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Percentage rents (continued)			
The Paradies Shops			
Brighton	$ 120,147	$ 134,100	89.6%
Brooks Brothers	88,041	89,100	98.8%
CNBC	165,771	143,700	115.4%
OTC Drugs and More	104,719	92,500	113.2%
PGA Tour Shop	44,115	46,000	95.9%
Taxco Sterling	34,207	33,400	102.4%
University Kids	8,763	10,300	85.1%
University Market	218,972	210,800	103.9%
USAirways Club			N/A
XpressSpa	58,780	57,300	102.6%
Zoom Systems			
3FL OZ	798	900	88.7%
Best Buy Express	25,616	25,600	100.1%
Max Wellness			N/A
New Zoom Benefit	5,135	5,800	88.5%
Total percentage rents	6,013,439	5,821,700	103.3%
Miscellaneous rents			
FIS international passenger deplaning fee	915,375	980,000	93.4%
Janitorial revenues	441,007	410,271	107.5%
Gate usage fees	1,643,850	895,000	183.7%
Telecommunication services	165,398	156,999	105.3%
Miscellaneous	23,307	27,600	84.4%
Total miscellaneous rents	3,188,937	2,469,870	129.1%
Total Terminal 2 Complex revenues	25,466,494	24,469,902	104.1%
Terminal Security			
Security-Checkpoint/Space-Terminals 1 & 2	2,429,809	2,429,809	100.0%
Total Terminal Security	2,429,809	2,429,809	100.0%
Terminal Miscellaneous			
On Airport Permit Fees	1,200	1,500	80.0%
Colonial Pipeline	21,110	21,110	100.0%
Skychefs M&O	44,468	44,468	100.0%
Wireless:DAS fees	159,120	156,000	102.0%
Skychefs	607,355	488,300	124.4%
Total Terminal Miscellaneous	833,253	711,378	117.1%
TOTAL TERMINAL REVENUES	$ 33,821,356	$ 32,554,491	103.9%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIR CARGO REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
North Cargo Complex			
Fixed space rents			
Emery Worldwide	$ 170,757	$ 170,756	100.0%
Federal Express	441,762	436,920	101.1%
SAS Institute	33,701	33,221	101.4%
United Parcel Service	221,265	221,265	100.0%
Worldwide Flight Services	152,213	152,213	100.0%
Total North Cargo Complex revenues	1,019,698	1,014,375	100.5%
South Cargo Complex			
Fixed space rents			
American Airlines	540,078	538,722	100.3%
Aviation Repair Technologies	6,006	5,287	113.6%
Anton Airfood	124,592	124,592	100.0%
Caliber Jet			N/A
Cingular Wireless	30,689	30,689	100.0%
Delta Airlines	87,727	31,667	277.0%
Elite Line Services	63,749	63,749	100.0%
Hire Heroes	11,759	5,087	231.2%
Jet Logistics	6,375	-	N/A
Paradies	155,895	155,895	100.0%
Southwest Airlines	62,549	62,549	100.0%
Telecommunications Services	5,984	6,134	97.6%
Worldwide Flight Services	157,640	157,640	100.0%
USO of North Carolina	17,880	17,880	100.0%
Total South Cargo Complex revenues	1,270,923	1,199,891	105.9%
TOTAL AIR CARGO REVENUES	$ 2,290,621	$ 2,214,266	103.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
FUEL FARM REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Fuel Farm			
License Fee - Worldwide	$ 1,200	$ 1,200	100.0%
License Fee - Skytanking	1,200	1,200	100.0%
Jet A Fuel Thru Put	1,627,732	1,475,000	110.4%
Glycol Thru Put	942	1,000	94.2%
Mo Gas Thru Put	693	-	N/A
Diesel Fuel Thru Put	630	-	N/A
TOTAL FUEL FARM REVENUES	$ 1,632,397	$ 1,478,400	110.4%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

RENTAL CAR REVENUES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Fixed space rents			
Alamo Rent-A-Car	$ 91,434	$ 41,240	221.7%
Avis Rent-A-Car	138,616	102,800	134.8%
Advantage Rent-A-Car	36,954	23,319	158.5%
Budget Rent-A-Car	93,950	59,342	158.3%
Dollar Rent-A-Car	42,174	29,737	141.8%
Enterprise Car Rental	171,044	48,497	352.7%
The Hertz Corporation	197,441	128,498	153.7%
National Car Rental	103,467	69,386	149.1%
Total fixed space rents	875,080	502,819	174.0%
Percentage rents			
Alamo Rent-A-Car	1,208,670	897,000	134.7%
Advantage Rent-A-Car	329,005	261,000	126.1%
Avis Rent-A-Car	1,865,345	1,967,000	94.8%
Avis-Payless Rent-A-Car	197,838	-	N/A
Budget Rent-A-Car	1,340,728	1,395,000	96.1%
Dollar Rent-A-Car	701,808	687,000	102.2%
Enterprise Car Rental	2,146,300	1,897,000	113.1%
The Hertz Corporation	3,272,235	3,491,000	93.7%
National Car Rental	2,506,974	2,362,000	106.1%
Thrifty Rent-A-Car	386,484	485,000	79.7%
Total percentage rents	13,955,387	13,442,000	103.8%
TOTAL RENTAL CAR REVENUES	$ 14,830,467	$ 13,944,819	106.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
OTHER REVENUES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Fixed space rents			
NC Department of Transportation	$ 37,648	$ 37,648	100.0%
Wake County EMS	4,933	-	N/A
Total fixed space rents	42,581	37,648	113.1%
Percentage rents			
Sheetz-Aviation Station	198,183	198,183	100.0%
Total percentage rents	198,183	198,183	100.0%
Other miscellaneous rents			
Authority conference rooms	38,202	34,000	112.4%
FAA	4,250	4,250	100.0%
Fingerprinting	61,138	30,500	200.5%
Innovata, LLC	932	2,700	34.5%
Skytanking	36,000	36,000	100.0%
UNC Hospitals	7,168	7,168	100.0%
AVI Fees	956,078	313,000	305.5%
RDU Taxi concession fees	246,793	203,320	121.4%
Telecommunication services	6,240	8,519	73.2%
Traffic ordinance violations	72,859	-	N/A
Miscellaneous	89,696	47,600	188.4%
Total other miscellaneous rents	1,519,356	687,057	221.1%
TOTAL OTHER REVENUES	$ 1,760,120	$ 922,888	190.7%

RALEIGH-DURHAM AIRPORT AUTHORITY

COMPARATIVE SUMMARIES OF OPERATING EXPENSES BY COST CENTER

Years Ended March 31, 2016 and 2015

	Amount		Percent of Total Operating Expenses	
	2016	2015	2016	2015
Operating expenses				
Airport facilities	$ 21,241,939	$ 20,771,149	19.0%	20.1%
Administrative	17,813,210	13,081,431	16.0%	12.7%
Guest services	791,525	793,295	0.7%	0.8%
Fuel farm	1,072,207	974,962	1.0%	0.9%
Airport maintenance	5,317,196	5,752,900	4.8%	5.6%
Law enforcement	3,958,846	3,083,883	3.6%	3.0%
Airport fire - rescue	1,649,328	1,630,311	1.5%	1.6%
Operations	1,516,292	1,325,999	1.4%	1.3%
Communications	794,310	706,819	0.7%	0.7%
Parking	2,787,162	2,646,638	2.5%	2.6%
Ground transportation division	2,765,909	2,728,126	2.5%	2.6%
Terminal services	-	111,886	0.0%	0.1%
Depreciation	51,800,974	49,623,986	46.4%	48.1%
Total operating expenses	$ 111,508,898	$ 103,231,385	100.1%	100.1%

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING EXPENSES BY COST CENTER

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Operating expenses (excluding depreciation)			
Airport facilities	$ 21,241,939	$ 24,887,303	85.4%
Administrative	17,813,210	17,330,226	102.8%
Guest services	791,525	831,719	95.2%
Fuel farm	1,072,207	1,045,321	102.6%
Airport maintenance	5,317,196	5,450,597	97.6%
Law enforcement	3,958,846	3,724,343	106.3%
Airport fire rescue	1,649,328	1,653,626	99.7%
Operations	1,516,292	1,659,555	91.4%
Communications	794,310	747,066	106.3%
Parking	2,787,162	2,925,265	95.3%
Ground transportation	2,765,909	2,890,002	95.7%
Total operating expenses (excluding depreciation)	59,707,924	63,145,023	94.6%
Depreciation			
Airport facilities	40,401,396	40,257,682	100.4%
Administrative	705,408	661,896	106.6%
Law enforcement	12,947	6,701	193.2%
Airport maintenance	1,186,462	974,241	121.8%
Parking	9,368,441	9,152,124	102.4%
Emergency services	23,202	11,825	196.2%
Communications	100,557	188,033	53.5%
Operations	2,561	3,358	76.3%
Total depreciation	51,800,974	51,255,860	101.1%
TOTAL OPERATING EXPENSES	$ 111,508,898	$ 114,400,883	97.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Airport facilities			
Airfield complex			
Contracted services	$ 121,129	$ 280,000	43.3%
Contracted Services - Leased Employees	113,212	112,624	100.5%
Electricity	104,428	113,108	92.3%
Natural gas	2,543	4,000	63.6%
Telecommunications	21,067	18,643	113.0%
Fuel - vehicles and equipment	-	11,644	-
Supplies	77,990	334,580	23.3%
Liability Insurance	192,970	189,500	101.8%
Repairs and maintenance			
Equipment	510	1,150	44.3%
General	81,135	98,825	82.1%
HVAC	-	650	-
Snow Removal	64,903	65,205	99.5%
Meals and per diem	-	300	-
Total Airfield complex	779,887	1,230,229	63.4%
Terminal 1 complex			
Contracted services - BHS & PBB	521,751	524,528	99.5%
Electricity	615,495	587,102	104.8%
Fuel - natural gas	60,527	114,000	53.1%
Telecommunications	2,523	2,760	91.4%
Cable television	4,583	4,800	95.5%
Fuel - vehicles and equipment		1,459	-
Supplies	35,423	155,400	22.8%
Liability insurance	85,536	84,000	101.8%
Insurance claim	16,181	4,500	359.6%
Repairs and maintenance/buildings and grounds			
Public Address System	-	500	-
Elevators/escalators	88,563	89,400	99.1%
Equipment	4,917	4,917	100.0%
General	25,842	52,885	48.9%
HVAC	86,299	129,154	66.8%
Janitorial	867,267	870,413	99.6%
Permit administration	455	3,565	12.8%
Total Terminal 1 complex	2,415,362	2,629,383	91.9%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Terminal 2 complex			
Advertising	$ 56	$ 63	88.9%
Contracted services - Technology	46,614	81,620	57.1%
Contracted services - Ramp Tower	846,144	846,173	100.0%
Contracted services - BHS & PBB	1,551,565	1,605,323	96.7%
Contracted services - AOIS	595,500	600,000	99.3%
Contracted services - Other	313,861	664,363	47.2%
Electricity	2,089,002	1,854,098	112.7%
Telecommunications	24,077	26,097	92.3%
Cable television	31,497	33,000	95.4%
Computer hardware	186,654	224,823	83.0%
Printer supplies	356	356	100.0%
Small equipment	94,729	147,844	64.1%
Supplies	269,180	626,334	43.0%
Liability insurance	363,737	357,200	101.8%
Insurance claim	52,859	14,700	359.6%
Repairs and maintenance			
Computer hardware	1,202	1,750	68.7%
Public address and music system rental	1,236	4,350	28.4%
Elevators/escalators	411,659	418,500	98.4%
Equipment	63,534	70,976	89.5%
General	117,036	220,368	53.1%
HVAC	120,716	162,925	74.1%
Janitorial	3,417,335	3,428,837	99.7%
Permit administration	4,200	8,150	51.5%
Total Terminal 2 complex	10,602,749	11,397,850	93.0%
Central Energy Plant			
Contracted services - Technology	7,548	7,548	100.0%
Electricity	695,060	672,081	103.4%
Fuel - natural gas	152,074	249,000	61.1%
Telecommunications	627	682	91.9%
Fuel - vehicles and equipment	-	13,710	-
Small Equipment	323	-	N/A
Supplies	70	3,000	2.3%
Liability insurance	7,124	7,000	101.8%
Repairs and maintenance			
Equipment	1,476	1,476	100.0%
General	-	53,400	-
HVAC	124,795	168,388	74.1%
Janitorial	17,387	17,550	99.1%
Permit administration	105	330	31.8%
Total Central Energy Plant complex	1,006,589	1,194,165	84.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Cargo complex			
North Cargo			
Electricity	$ 33,956	$ 33,154	102.4%
Telecommunications	382	417	91.6%
Supplies	217	2,000	10.9%
Liability insurance	10,289	10,100	101.9%
Repairs and maintenance			
General	-	1,000	-
Total North Cargo	44,844	46,671	96.1%
South Cargo 1 & 2			
Contracted services - Other	42,698	270,000	15.8%
Electricity	22,185	18,035	123.0%
Fuel - natural gas	20,202	33,000	61.2%
Telecommunications	5,585	6,019	92.8%
Supplies	4,732	12,097	39.1%
Liability insurance	7,539	7,400	101.9%
Repairs and maintenance			
Equipment	2,896	2,896	100.0%
General	746	3,500	21.3%
HVAC	671	4,000	16.8%
Total South Cargo 1 & 2	107,254	356,947	30.0%
South Cargo 3			
Advertising	56	63	88.9%
Contracted services - Other	85,314	121,534	70.2%
Electricity	79,325	84,883	93.5%
Telecommunications	376	417	90.2%
Supplies	663	4,000	16.6%
Insurance	11,914	11,700	101.8%
Insurance claim	719	200	359.5%
Repairs and maintenance			
Elevators/escalators	1,839	1,840	99.9%
Equipment	2,404	2,404	100.0%
General	8,189	13,350	61.3%
HVAC	6,475	13,200	49.1%
Janitorial	4,179	4,266	98.0%
Permit administration	-	175	-
Total South Cargo 3	201,453	258,032	78.1%
Total cargo complex	353,551	661,650	53.4%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Fuel Farm complex			
Contracted services - Technology	$ 30,750	$ 30,750	100.0%
Contracted services - Other	13,472	20,000	67.4%
Electricity	73,421	69,602	105.5%
Fuel - natural gas	3,163	6,000	52.7%
Telecommunications	3,389	3,675	92.2%
Fuel - vehicles and equipment	-	383	-
Supplies	197	3,260	6.0%
Insurance	12,219	12,000	101.8%
Repairs and maintenance		656	
Equipment	656	9,967	6.6%
General	6,018	500	1203.6%
HVAC	-	-	N/A
Janitorial	12,388	12,578	98.5%
Total Fuel Farm complex	155,673	169,371	91.9%
General Aviation complex			
General Aviation-General			
Electricity	20,884	19,574	106.7%
Fuel-natural gas	3,685	11,000	33.5%
Telecommunications	382	417	91.6%
Supplies	230	5,000	4.6%
Liability Insurance	9,067	8,900	101.9%
Insurance claim	1,438	400	359.5%
Repairs and maintenance			
Elevators/escalators	1,839	1,840	99.9%
General	12,003	12,625	95.1%
HVAC	1,496	22,158	6.8%
Janitorial	6,009	6,734	89.2%
Permit administration	245	245	100.0%
Total General Aviation-General	57,278	88,893	64.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
General Aviation complex (continued)			
General Aviation-Terminal			
Advertising	$ 56	$ 63	88.9%
Contracted services - Building Manager	159,245	165,000	96.5%
Contracted services-Other	45,434	54,407	83.5%
Electricity	54,714	53,116	103.0%
Fuel - natural gas	25,128	28,000	89.7%
Telecommunications	1,384	1,522	90.9%
Cable television	3,437	3,600	95.5%
Fuel - vehicles and equipment	-	153	-
Supplies	669	4,935	13.6%
Liability Insurance	4,484	4,400	101.9%
Insurance claim	899	250	359.6%
Repairs and maintenance			
Elevators/escalators	1,917	1,919	99.9%
Equipment	2,268	2,268	100.0%
General	16,828	17,316	97.2%
HVAC	2,243	17,362	12.9%
Janitorial	56,434	56,817	99.3%
Permit administration	245	70	350.0%
Total General Aviation-Terminal	375,385	411,198	91.3%
Total General Aviation complex	432,663	500,091	86.5%
Rental Car complex			
Electricity	3,246	1,883	172.4%
Telecommunications	382	417	91.6%
Liability insurance	12,928	12,700	101.8%
Insurance claim	899	250	359.6%
Total Rental Car complex	17,455	15,250	114.5%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Office & Other Buildings complex			
Advertising	$ 166	$ 187	88.8%
Contracted services-Other	463,953	1,209,993	38.3%
Electricity	274,333	262,182	104.6%
Fuel - natural gas	61,479	109,000	56.4%
Telecommunications	116,925	120,294	97.2%
Cable television	6,870	7,200	95.4%
Computer hardware	4,998	5,300	94.3%
Fuel - vehicle and equipment	-	4,909	-
Supplies	4,005	45,880	8.7%
Liability insurance	45,627	44,800	101.8%
Repairs and maintenance			
Computer hardware	100	800	12.5%
Elevators/escalators	5,517	5,520	99.9%
Equipment	15,808	16,069	98.4%
General	76,046	110,870	68.6%
HVAC	32,782	67,198	48.8%
Janitorial	255,899	257,826	99.3%
Waste disposal	130,685	130,000	100.5%
Permit administration	245	770	31.8%
Total Office & Other Buildings complex	1,495,438	2,398,798	62.3%
Utilities complex			
Electricity	7,189	9,408	76.4%
Water and sewer	1,013,869	928,000	109.3%
Fuel - vehicles and equipment	175	306	57.2%
Supplies	2,543	59,554	4.3%
Liability insurance	917	900	101.9%
Repairs and maintenance			
General	27,083	35,900	75.4%
Total Utilities complex	1,051,776	1,034,068	101.7%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Parking complex			
Advertising	$ 56	$ 62	90.3%
Contracted Services - Technology	582	2,000	29.1%
Contracted Services - Other	25,053	158,665	15.8%
Electricity	841,305	863,761	97.4%
Telecommunications	6,584	7,198	91.5%
Computer hardware	6,425	8,060	79.7%
Fuel - vehicles and equipment	350	3,060	11.4%
Small equipment	33,839	115,511	29.3%
Supplies	21,059	89,745	23.5%
Liability insurance	160,894	158,000	101.8%
Insurance claim	10,069	2,800	359.6%
Repairs and maintenance			
Computer hardware	-	3,250	-
Elevators/escalators	105,023	106,000	99.1%
Equipment	24,006	60,026	40.0%
General	57,739	66,240	87.2%
HVAC	1,750	3,500	50.0%
Janitorial	413,647	415,616	99.5%
Snow removal			N/A
Permit administration	2,750	3,975	69.2%
Total Parking complex	1,711,131	2,067,469	82.8%
Ground Transportation complex			
Taxi Operation			
Telecommunications	495	550	90.0%
Supplies	-	1,000	-
Liability insurance	1,124	1,100	102.2%
Repairs and maintenance			
Equipment	218	248	87.9%
General	917	1,960	46.8%
HVAC	942	1,000	94.2%
Janitorial	29,407	29,718	99.0%
Total Taxi Operation	33,103	35,576	93.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Ground Transportation complex (continued)			
Ground Transportation Other			
Contracted services - Technology	$ -	$ 28,700	-
Contracted services - Landscaping	923,749	980,000	94.3%
Contracted services - Other	103,155	357,000	28.9%
Electricity	12,830	13,458	95.3%
Telecommunications	345	417	82.7%
Supplies	3,197	17,930	17.8%
Liability insurance	611	600	101.8%
Insurance claim	6,832	1,900	359.6%
Repairs and maintenance			
General	19,995	37,550	53.2%
Snow removal	115,848	115,848	100.0%
Total Ground Transportation Other	1,186,562	1,553,403	76.4%
Total Ground Transportation Complex	1,219,665	1,588,979	76.8%
TOTAL AIRPORT FACILITIES	$ 21,241,939	$ 24,887,303	85.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Administrative			
President/CEO			
Salaries	$ 406,948	$ 444,869	91.5%
Health insurance	15,861	20,788	76.3%
Retirement/401K Match	24,162	39,867	60.6%
Social security	19,707	26,288	75.0%
Retiree Health Care Expense - OPEB	1,171	2,460	47.6%
Moving expenses	32,521	-	N/A
Professional education	118,834	129,979	91.4%
Advertising	215	260	82.7%
Supplies	2,043	2,490	82.0%
Liability insurance	109,853	107,900	101.8%
Travel	19,354	30,460	63.5%
Meals and per diem	12,343	15,320	80.6%
Total Airport Director's Office	763,012	820,681	93.0%
Legal and Compliance			
Salaries	176,319	210,597	83.7%
Health insurance	15,154	14,222	106.6%
Retirement/401K Match	13,814	25,420	54.3%
Social security	11,069	14,972	73.9%
Retiree Health Care Expense - OPEB	1,171	2,460	47.6%
Professional education	3,280	5,009	65.5%
Legal fees	312,510	370,000	84.5%
Contracted services - Other	-	225	-
Promotional	2	146	1.4%
Supplies	52	500	10.4%
Travel	5,291	2,848	185.8%
Meals and per diem	494	692	71.4%
Total Legal and Compliance	539,156	647,091	83.3%
Air Service Development			
Salaries	169,819	162,826	104.3%
Health insurance	7,743	9,555	81.0%
Retirement/401K Match	6,491	15,834	41.0%
Social security	8,145	12,456	65.4%
Retiree Health Care Expense - OPEB	1,815	2,460	73.8%
Professional education	5,845	6,525	89.6%
Advertising	207,645	275,000	75.5%
Contracted services-other	90,481	89,300	101.3%
Promotional	300	300	100.0%
Supplies	640	900	71.1%
Travel	11,511	15,500	74.3%
Meals and per diem	2,930	4,776	61.3%
Air Service Development Marketing	2,517,784	2,387,479	105.5%
Total Air Service Development	3,031,149	2,982,911	101.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Communications and Community Services			
Salaries	$ 394,534	$ 373,838	105.5%
Health insurance	37,290	32,579	114.5%
Retirement/401K Match	32,792	40,734	80.5%
Social security	29,458	28,597	103.0%
Retiree Health Care Expense - OPEB	2,837	6,060	46.8%
Professional education	5,298	4,197	126.2%
Printing	8,182	14,238	57.5%
Contracted services-other	423,009	126,718	333.8%
Computer Software	-	600	-
Promotional	19,951	22,730	87.8%
Supplies	1,410	1,875	75.2%
Travel	1,666	1,650	101.0%
Meals and per diem	919	1,411	65.1%
Total Communications and Community Services	957,346	655,227	146.1%
Customer Relations			
Salaries	218,853	212,237	103.1%
Health insurance	22,413	19,245	116.5%
Retirement/401K Match	10,705	24,116	44.4%
Social security	16,053	16,236	98.9%
Retiree Health Care Expense - OPEB	2,926	4,860	60.2%
Professional education	933	1,438	64.9%
Printing	780	1,500	52.0%
Contracted services - Other	48,132	60,526	79.5%
Promotional	8,429	12,600	66.9%
Supplies	882	1,400	63.0%
Travel	385	-	N/A
Meals and per diem	1,482	1,500	98.8%
Total Customer Relations	331,973	355,658	93.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Employee Development			
Salaries	$ 52,962	$ 150,713	35.1%
Health insurance	14,973	14,028	106.7%
Retirement/401K Match	2,891	18,191	15.9%
Social security	5,169	11,529	44.8%
Retiree Health Care Expense - OPEB	1,171	2,460	47.6%
Professional education	1,329	2,428	54.7%
Tuition assistance	53,799	138,395	38.9%
Printing	1,630	1,632	99.9%
Contracted services-other	11,870	210,804	5.6%
Promotional	126	1,275	9.9%
Travel	-	1,350	-
Meals and per diem	-	1,750	-
Total Employee Development	145,920	554,555	26.3%
Administration			
Salaries	531,051	511,622	103.8%
Health insurance	67,147	64,628	103.9%
Retirement/401K Match	43,073	61,752	69.8%
Social security	37,411	38,109	98.2%
Retiree Health Care Expense - OPEB	5,148	9,660	53.3%
Professional education	12,135	14,902	81.4%
Unemployment compensation	10,283	25,000	41.1%
Advertising	3,536	5,000	70.7%
Contracted services - Technology	76,312	76,320	100.0%
Printing	2,429	2,450	99.1%
Contracted services - Other	291,367	303,795	95.9%
Promotional	33,403	58,130	57.5%
Supplies	573	2,000	28.7%
Travel	7,697	8,050	95.6%
Meals and per diem	1,361	1,362	99.9%
Total Administration	1,122,926	1,182,780	94.9%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Business Development			
Salaries	$ 600,284	$ 589,660	101.8%
Health insurance	45,184	40,793	110.8%
Retirement/401K Match	37,788	62,835	60.1%
Social security	37,893	40,639	93.2%
Retiree Health Care Expense - OPEB	4,593	8,460	54.3%
Professional education	7,299	7,635	95.6%
Advertising	153	644	23.8%
Contracted services - Technology	-	24,000	-
Contracted services - Other	106,560	111,810	95.3%
Supplies	2,131	2,350	90.7%
Travel	10,572	13,148	80.4%
Meals and per diem	584	2,824	20.7%
Total Business Development	853,041	904,798	94.3%
Audit			
Salaries	373,850	341,745	109.4%
Health insurance	37,184	34,957	106.4%
Retirement/401K Match	21,943	39,810	55.1%
Social security	27,684	26,143	105.9%
Retiree Health Care Expense - OPEB	4,037	7,260	55.6%
Professional education	4,104	4,348	94.4%
Printing	111	200	55.5%
Supplies	210	300	70.0%
Travel	2,760	2,720	101.5%
Meals and per diem	462	594	77.8%
Total Audit	472,345	458,077	103.1%
Risk Management and Safety			
Salaries	116,445	116,591	99.9%
Health insurance	7,603	7,646	99.4%
Retirement/401K Match	8,424	14,073	59.9%
Social security	7,665	8,919	85.9%
Retiree Health Care Expense - OPEB	1,815	2,460	73.8%
Professional education	1,135	2,504	45.3%
Contracted services-other	50,351	82,079	61.3%
Supplies	-	300	-
Travel	886	2,352	37.7%
Meals and per diem	150	360	41.7%
Total Risk Management and Safety	194,474	237,284	82.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Finance			
Salaries	$ 809,183	$ 742,060	109.0%
Health insurance	67,423	60,556	111.3%
Retirement/401K Match	62,405	78,815	79.2%
Social security	61,627	55,988	110.1%
Retiree Health Care Expense - OPEB	5,059	10,860	46.6%
Professional education	5,853	10,400	56.3%
Audit	46,070	48,755	94.5%
Contracted services - Technology	3,420	13,540	25.3%
Printing	3,000	4,751	63.1%
Contracted services-other	69,469	76,941	90.3%
Small equipment	-	500	-
Supplies	3,269	5,317	61.5%
Travel	8,469	10,400	81.4%
Meals and per diem	1,355	1,600	84.7%
Postage	13,646	12,959	105.3%
Total Finance	1,160,248	1,133,442	102.4%
Procurement			
Salaries	432,006	334,562	129.1%
Health insurance	30,046	26,668	112.7%
Retirement/401K Match	29,129	38,130	76.4%
Social security	27,620	25,593	107.9%
Retiree Health Care Expense - OPEB	3,482	6,060	57.5%
Professional education	5,205	8,735	59.6%
Printing	230	1,177	19.5%
Contracted services-other	72,100	93,655	77.0%
Copiers	114,032	120,549	94.6%
Promotional Supplies	921	1,854	49.7%
Small equipment	-	500	-
Supplies	21,115	23,152	91.2%
Travel	3,076	6,475	47.5%
Meals and per diem	632	1,120	56.4%
Total Procurement	739,594	688,230	107.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Information Services			
Salaries	$ 1,829,434	$ 1,960,128	93.3%
Health insurance	201,481	178,701	112.7%
Retirement/401K Match	136,222	220,302	61.8%
Social security	134,079	149,837	89.5%
Retiree Health Care Expense - OPEB	21,057	38,460	54.8%
Uniforms	3,748	3,881	96.6%
Professional education	6,714	26,875	25.0%
Contracted services - Technology	887,052	1,202,691	73.8%
Printing	208	280	74.3%
Contracted services - Other	93,987	162,000	58.0%
Telecommunications	2,908	15,594	18.6%
Computer hardware	119,780	136,375	87.8%
Software	185,596	136,390	136.1%
Printer supplies	3,261	3,338	97.7%
Small equipment	7,409	7,275	101.8%
Supplies	87,471	125,057	69.9%
Media and documentation	-	864	-
Repairs and maintenance			
Computer hardware	4,651	10,500	44.3%
Travel	10,818	13,582	79.6%
Meals and per diem	3,146	5,352	58.8%
Total Information Services	3,739,022	4,397,482	85.0%
Facilities Development			
Salaries	678,991	829,406	81.9%
Health insurance	53,207	50,108	106.2%
Retirement/401K Match	56,232	99,293	56.6%
Social security	42,171	55,831	75.5%
Retiree Health Care Expense - OPEB	5,148	9,660	53.3%
Professional education	4,564	7,230	63.1%
Printing	42	80	52.5%
Contracted services - Other	1,766,612	5,000	35332.2%
Supplies	4,337	2,830	153.3%
Liability insurance	22,814	22,400	101.8%
Travel	16,337	11,856	137.8%
Meals and per diem	1,297	6,430	20.2%
Total Facilities Development	2,651,752	1,100,124	241.0%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

ADMINISTRATIVE EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Planning and Environment			
Salaries	$ 240,637	$ 218,932	109.9%
Health insurance	22,437	17,590	127.6%
Retirement/401K Match	18,828	25,148	74.9%
Social security	17,229	16,707	103.1%
Retiree Health Care Expense - OPEB	2,926	4,860	60.2%
Professional education	1,149	3,170	36.2%
Printing	35	70	50.0%
Contracted services-other	33,471	53,220	62.9%
Small Equipment			N/A
Supplies	321	395	81.3%
Travel	1,367	4,113	33.2%
Meals and per diem	696	782	89.0%
Permit administration	6,375	6,375	100.0%
Total Planning and Environment	345,471	351,362	98.3%
Building and Building Systems			
Salaries	261,737	283,532	92.3%
Health insurance	22,699	21,312	106.5%
Retirement/401K Match	22,949	37,286	61.5%
Social security	22,086	23,433	94.3%
Retiree Health Care Expense - OPEB	2,926	4,860	60.2%
Professional education	2,515	5,300	47.5%
Advertising	56	63	88.9%
Contracted services-other	14,460	47,038	30.7%
Travel	3,022	6,698	45.1%
Meals and per diem	558	924	60.4%
Total Building and Building Systems	353,008	430,446	82.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Noise			
Salaries	$ 70,439	$ 67,789	103.9%
Health insurance	7,378	6,989	105.6%
Retirement/401K Match	5,617	8,182	68.7%
Social security	4,354	5,186	84.0%
Retiree Health Care Expense - OPEB	615	1,260	48.8%
Professional education	850	850	100.0%
Electricity	2,869	3,931	73.0%
Small equipment	-	700	-
Supplies	-	25	-
Liability insurance	1,320	1,300	101.5%
Repairs and maintenance			
Equipment	-	1,100	-
Computer software	82,754	82,754	100.0%
Travel	1,141	618	184.6%
Meals and per diem	259	682	38.0%
Total Noise	177,596	181,366	97.9%
GIS			
Salaries	142,499	135,491	105.2%
Health insurance	14,927	13,979	106.8%
Retirement/401K Match	6,889	16,354	42.1%
Social security	9,887	10,365	95.4%
Retiree Health Care Expense - OPEB	1,171	2,460	47.6%
Printing	-	250	-
Contracted services-other	54,180	63,000	86.0%
Printer Supplies	1,318	1,800	73.2%
Travel	3,653	5,013	72.9%
Meals and per diem	653	-	N/A
Total GIS	235,177	248,712	94.6%
TOTAL ADMINISTRATIVE	$ 17,813,210	$ 17,330,226	102.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
GUEST SERVICES EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Guest Services			
Salaries	$ 550,580	$ 549,607	100.2%
Health insurance	88,627	83,022	106.8%
Accident insurance	350	430	81.4%
Retirement/401K Match	44,644	65,017	68.7%
Social security	40,713	42,044	96.8%
Retiree Health Care Expense - OPEB	9,125	16,860	54.1%
Uniforms	6,095	7,350	82.9%
Professional/education	2,911	5,363	54.3%
Printing	1,911	4,939	38.7%
Contracted services-other	1,363	7,812	17.4%
Promotional	22,740	26,033	87.4%
Small equipment	333	652	51.1%
Supplies	3,732	4,480	83.3%
Liability insurance	15,983	15,700	101.8%
Travel	2,073	1,850	112.1%
Meals and Per Diem	345	560	61.6%
TOTAL GUEST SERVICES	$ 791,525	$ 831,719	95.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
FUEL FARM EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Fuel Farm			
Salaries	$ 725,051	$ 663,180	109.3%
Health insurance	88,966	83,387	106.7%
Retirement/401K Match	41,096	73,579	55.9%
Social security	53,137	50,735	104.7%
Retiree Health Care Expense - OPEB	9,125	16,860	54.1%
Uniforms	2,839	3,430	82.8%
Professional education	1,664	1,850	89.9%
Contracted services - Other	45,208	47,150	95.9%
Small equipment	2,439	3,480	70.1%
Supplies	41,089	42,300	97.1%
Liability insurance	15,983	15,700	101.8%
Repairs and maintenance			
Equipment	39,577	40,584	97.5%
Travel	5,879	2,601	226.0%
Permit administration	154	485	31.8%
TOTAL FUEL FARM	$ 1,072,207	$ 1,045,321	102.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT MAINTENANCE EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Airport Maintenance			
Salaries	$ 3,106,654	$ 2,828,265	109.8%
Health insurance	403,224	367,905	109.6%
Retirement/401K Match	223,440	327,218	68.3%
Social security	228,060	216,362	105.4%
Retiree Health Care Expense - OPEB	40,210	75,660	53.1%
Uniforms	46,974	52,050	90.2%
Physical examinations	2,450	2,661	92.1%
Professional education	5,574	9,400	59.3%
Contracted services-Other	394	1,080	36.5%
Small equipment	19,609	39,196	50.0%
Supplies	3,372	15,350	22.0%
Liability insurance	122,707	120,500	101.8%
Repairs and maintenance			
General	180	1,000	18.0%
Travel	14,568	14,844	98.1%
Meals and Per Diem	11,273	6,865	164.2%
Total Airport Maintenance	4,228,689	4,078,356	103.7%
Fleet Maintenance			
Salaries	457,586	400,326	114.3%
Health insurance	51,878	48,688	106.6%
Retirement/401K Match	35,599	46,865	76.0%
Social security	33,325	30,626	108.8%
Retiree Health Care Expense - OPEB	5,148	9,660	53.3%
Uniforms	3,440	3,650	94.2%
Professional education	-	360	-
Fuel - vehicles and equipment	326,692	370,092	88.3%
Small equipment	25,126	28,549	88.0%
Supplies	53,179	300,965	17.7%
Liability insurance	12,122	11,900	101.9%
Repairs and maintenance			
General	72,967	109,125	66.9%
Snow removal			N/A
Permit Administration	11,445	11,435	100.1%
Total Fleet Maintenance	1,088,507	1,372,241	79.3%
TOTAL AIRPORT MAINTENANCE	$ 5,317,196	$ 5,450,597	97.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
LAW ENFORCEMENT EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Law Enforcement			
Salaries	$ 3,046,937	$ 2,702,956	112.7%
Health insurance	305,165	261,254	116.8%
Retirement/401K Match	176,653	269,782	65.5%
Social security	213,249	206,628	103.2%
Retiree Health Care Expense - OPEB	(23,007)	3,420	-672.7%
Retiree Separation Allowance	(7,688)	-	N/A
Uniforms	32,436	40,724	79.6%
Physical examinations	49,383	61,651	80.1%
Professional education	2,669	3,400	78.5%
Contracted services - Technology	955	1,200	79.6%
Printing	746	796	93.7%
DCI access fee	5,742	5,760	99.7%
Small equipment	32,558	33,656	96.7%
Supplies	19,234	19,313	99.6%
Liability insurance	95,715	94,000	101.8%
Repairs and maintenance			
Equipment	(3,990)	7,267	-54.9%
Snow removal			N/A
Travel	4,153	3,836	108.3%
Meals and Per Diem	1,916	1,200	159.7%
K-9 program	6,020	7,500	80.3%
TOTAL LAW ENFORCEMENT	$ 3,958,846	$ 3,724,343	106.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FIRE - RESCUE
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Airport Fire - Rescue			
Salaries	$ 1,171,015	$ 1,096,099	106.8%
Health insurance	140,948	132,180	106.6%
Retirement/401K Match	90,454	129,055	70.1%
Social security	85,552	83,854	102.0%
Retiree Health Care Expense - OPEB	14,214	26,460	53.7%
Uniforms	24,002	25,430	94.4%
Physical examinations	9,120	11,425	79.8%
Professional education	14,840	20,761	71.5%
Printing	614	1,100	55.8%
Contracted services-other			N/A
Cable television	2,030	2,120	95.8%
Small equipment	15,583	25,276	61.7%
Supplies	10,926	12,250	89.2%
Liability insurance	40,728	40,000	101.8%
Repairs and maintenance			
Equipment	15,378	20,599	74.7%
Travel	11,783	24,417	48.3%
Meals and Per Diem	2,141	2,600	82.3%
TOTAL AIRPORT FIRE - RESCUE	$ 1,649,328	$ 1,653,626	99.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
OPERATIONS EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Operations			
Salaries	$ 998,385	$ 988,766	101.0%
Health insurance	97,206	91,211	106.6%
Retirement/401K Match	76,969	119,342	64.5%
Social security	69,281	74,665	92.8%
Retiree Health Care Expense - OPEB	9,681	18,060	53.6%
Uniforms	552	600	92.0%
Professional education	2,385	4,515	52.8%
Contracted services - Technology	2,938	3,300	89.0%
Printing	1,792	1,850	96.9%
Contracted services-labor	31,203	-	N/A
Contracted services-other	156,196	276,000	56.6%
Small equipment	-	325	-
Supplies	-	2,500	-
Supplies - ID System	37,203	44,058	84.4%
Liability insurance	23,926	23,500	101.8%
Repairs and maintenance			
Equipment	299	1,623	18.4%
Travel	7,508	7,702	97.5%
Meals and Per Diem	768	1,538	49.9%
TOTAL OPERATIONS	$ 1,516,292	$ 1,659,555	91.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
COMMUNICATIONS EXPENSES
Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Communications			
Salaries	$ 515,309	$ 435,229	118.4%
Health insurance	73,765	65,699	112.3%
Retirement/401K Match	37,674	50,645	74.4%
Social security	38,048	33,295	114.3%
Retiree Health Care Expense - OPEB	8,015	14,460	55.4%
Uniforms	-	500	-
Physical examinations	618	2,010	30.7%
DCI access fees	1,800	1,800	100.0%
Contracted services - Other	10,488	16,000	65.6%
Small equipment	20,654	32,550	63.5%
Supplies	608	800	76.0%
Liability insurance	13,344	13,100	101.9%
Repairs and maintenance			
Equipment	73,551	78,578	93.6%
Travel	436	1,820	24.0%
Meals and Per Diem	-	580	-
TOTAL COMMUNICATIONS	$ 794,310	$ 747,066	106.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

PARKING EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Parking			
Salaries	$ 887,017	$ 844,466	105.0%
Health insurance	125,661	110,935	113.3%
Retirement/401K Match	65,357	95,752	68.3%
Social security	65,477	64,323	101.8%
Retiree Health Care Expense - OPEB	13,103	24,060	54.5%
Uniforms	885	3,494	25.3%
Professional education	595	3,336	17.8%
Advertising	-	982	-
Printing	22,306	22,470	99.3%
Credit Card Fees	1,010,683	1,073,077	94.2%
Contracted services-labor	520,798	558,719	93.2%
Printer supplies	1,244	5,104	24.4%
Small Equipment	39,034	53,553	72.9%
Supplies	2,429	3,778	64.3%
Liability insurance	28,312	27,800	101.8%
Repairs and maintenance			
Equipment	2,876	24,540	11.7%
Travel	530	5,196	10.2%
Meals and Per Diem	-	1,340	-
Abandoned vehicles	855	2,340	36.5%
TOTAL PARKING	$ 2,787,162	$ 2,925,265	95.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

GROUNDS TRANSPORTATION DIVISION EXPENSES

Year Ended March 31, 2016

	Actual	Budget	Percent of Budget
Ground Transportation			
Salaries	$ 115,821	$ 136,425	84.9%
Health insurance	14,927	13,981	106.8%
Retirement/401K Match	10,187	16,467	61.9%
Social security	9,610	10,436	92.1%
Retiree Health Care Expense-OPEB	1,171	2,460	47.6%
Uniforms	112	150	74.7%
Professional education	1,094	2,250	48.6%
Printing	2,824	2,950	95.7%
Credit card fees	352	-	N/A
Contracted services - Bus Drivers	1,119,041	1,154,152	97.0%
Small equipment	4,218	4,230	99.7%
Supplies	1,513	1,600	94.6%
Liability insurance	19,551	19,200	101.8%
Repairs and maintenance			
Equipment	34,940	35,230	99.2%
Travel	4,751	5,160	92.1%
Meals and Per Diem	416	420	99.0%
Total Ground Transportation	1,340,528	1,405,111	95.4%
Traffic Control			
Salaries	1,017,664	1,011,210	100.6%
Health insurance	191,366	179,296	106.7%
Retirement/401K Match	64,788	116,150	55.8%
Social security	73,458	77,360	95.0%
Retiree Health Care Expense - OPEB	20,502	37,260	55.0%
Uniforms	16,513	17,009	97.1%
Professional education	119	958	12.4%
Printing	-	1,875	-
Small equipment	1,050	1,963	53.5%
Supplies	801	1,100	72.8%
Liability insurance	34,618	34,000	101.8%
Repairs and maintenance-Equipment	3,244	6,110	53.1%
Travel	742	-	N/A
Meals and Per Diem	516	600	86.0%
Total Traffic Control	1,425,381	1,484,891	96.0%
TOTAL GROUND TRANSPORTATION DIVISION	$ 2,765,909	$ 2,890,002	95.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
DETAILS OF AIRPORT AND FACILITIES
March 31, 2016

	Total	Authority Funds	Federal and State Funds
Land	$ 41,193,383	$ 35,702,262	$ 5,491,121
Landing field and grounds	552,766,933	427,274,752	125,492,181
Terminal buildings	777,075,434	776,799,164	276,270
Other buildings	176,491,899	141,486,597	35,005,302
Utilities	5,417,436	5,211,923	205,513
Equipment	39,088,210	39,088,210	-
Construction in progress	7,756,609	7,756,609	-
TOTAL DETAILS OF AIRPORT AND FACILITIES	$ 1,599,789,904	$ 1,433,319,517	$ 166,470,387

RALEIGH-DURHAM AIRPORT AUTHORITY
SUMMARY OF DEPRECIATION
FOR THE YEAR ENDED MARCH 31, 2016

Departmental	
Administrative	$ 633,472
Parking	9,368,441
Airport Fire - Rescue	23,202
Airport maintenance	1,186,462
Law enforcement	12,947
Facilities and environmental	58,504
Operations	2,561
Communications	100,557
Ground transportation	13,432
Total departmental	11,399,578
Nondepartmental	
Airfield complex	6,435,911
Terminal 1 complex	
Buildings and improvements	4,659,527
Terminal 2 complex	
Buildings and improvements	18,822,299
Central Energy Plant	554,593
General Aviation complex	
Buildings and improvements	3,047,050
Cargo complex	
Buildings and improvements	190,364
Ground Transportation complex	
Roadways	2,480,140
Fuel Farm complex	626,210
Office & Other Buildings complex	3,515,757
Utilities complex	68,795
Rental Car complex	750
TOTAL DEPRECIATION	$ 51,800,974

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Statistical Section

Prepared by the Finance Department

The ***Statistical Section*** presents detailed information on financial trends, revenue capacity, debt capacity, demographic, and economic information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority's overall financial health.

STATISTICAL SECTION

STATISTICAL SECTION

RALEIGH-DURHAM AIRPORT AUTHORITY
STATISTICAL TABLE OF CONTENTS
FOR THE FISCAL YEAR ENDED MARCH 31, 2016

Net Position by Component
Last Ten Fiscal Years

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Net Position										
Net investment in capital assets	$ 297,838,788	$ 313,053,656	$ 330,599,774	$ 313,607,597	$ 307,107,509	$ 321,369,827	$ 302,289,837	$ 310,905,473	$ 298,851,847	$ 283,069,756
Restricted For:										
State of North Carolina Underground Storage Tank Trust Deductible	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000
DEA/ICE Forfeitures	82,029	39,851								
Passenger Facility Charges	2,850,046	4,325,108	7,212,645	13,239,327	18,149,465	22,671,438	73,294,625	74,428,717	73,609,528	54,433,797
Unrestricted Net Position	131,974,693	108,720,984	86,803,531	93,733,389	96,036,491	97,869,697	108,572,170	91,557,348	88,539,606	86,543,100
Total Net Position	$ 432,965,556	$ 426,359,599	$ 424,835,950	$ 420,800,313	$ 421,513,465	$ 442,130,962	$ 484,376,632	$ 477,111,538	$ 461,220,981	$ 424,266,653

Note:

Due to Raleigh-Durham Airport Authority's required adoption of GASB 63 & 65 during FY2013, the Net Position for FY2012 have been re-stated for comparative financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

Last Ten Fiscal Years

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Operating revenues										
Parking	$ 47,058,255	$ 43,796,914	$ 41,427,389	$ 41,266,707	$ 37,166,800	$ 35,859,116	$ 34,686,948	$ 37,379,524	$ 40,131,085	$ 37,724,830
Airfield	12,852,933	11,361,874	12,158,127	11,366,233	11,930,074	11,865,742	12,499,790	10,614,546	11,308,179	10,931,805
General aviation	1,706,871	1,632,938	1,475,959	1,539,352	1,399,599	1,400,643	1,398,821	1,387,739	1,342,211	817,917
Terminals	33,821,356	31,649,941	26,230,425	27,022,756	27,020,695	24,632,442	23,283,910	20,459,651	18,845,460	17,692,618
Air cargo	2,290,621	2,186,712	2,032,561	2,000,218	2,300,134	2,016,233	2,004,795	1,989,512	1,959,833	1,911,283
Fuel Farm	1,632,397	1,493,730	1,260,329	1,033,960	1,041,622	972,544	961,740	927,232	565,893	1,170,945
Rental car	14,830,467	14,191,508	13,126,408	12,875,772	12,305,766	11,967,229	11,604,879	12,788,821	13,628,529	12,793,354
Other	1,760,120	1,156,617	986,311	939,738	1,219,858	905,829	728,034	685,165	577,573	579,601
Total operating revenues	**115,953,020**	**107,470,234**	**98,697,509**	**98,044,736**	**94,384,548**	**89,619,778**	**87,168,917**	**86,232,190**	**88,358,763**	**83,622,353**
Operating expenses										
Airport facilities	21,241,939	20,771,149	21,427,418	19,852,701	19,742,281	19,122,793	17,956,239	15,499,047	12,290,026	12,670,053
Administrative	17,813,209	13,081,431	11,439,962	10,104,828	9,631,766	9,438,549	8,201,857	8,274,367	6,684,641	5,468,321
Fuel Farm	1,072,207	974,962	988,781	962,410	954,405	978,378	903,815	932,042	739,965	-
Law enforcement	3,958,846	3,083,883	2,621,284	3,276,244	3,352,166	3,253,639	2,848,365	3,008,371	2,987,660	2,685,681
Airport maintenance	5,317,196	5,752,900	5,682,924	5,582,380	5,147,431	5,176,960	4,828,437	4,821,408	4,247,141	3,986,311
Parking	2,787,162	2,646,638	2,734,778	2,695,904	2,752,134	2,829,332	2,416,808	2,756,988	2,644,350	2,729,983
Airport fire - rescue	1,649,329	1,630,311	1,687,521	1,588,000	1,601,134	1,614,092	1,523,960	1,461,996	1,508,453	1,313,139
Guest services	791,525	793,295	803,492	736,912	734,451	758,323	689,040	611,002	543,024	558,204
Communications	794,310	706,819	722,262	777,618	751,792	808,140	727,856	814,682	741,821	648,163
Operations	1,516,292	1,325,999	1,277,388	1,211,335	1,127,924	1,069,994	984,061	1,004,747	919,665	938,333
Ground transportation	2,765,909	2,728,126	2,656,949	2,573,877	2,608,835	2,685,399	2,701,382	2,722,685	2,771,980	2,586,828
Terminal services	-	111,886	129,396	237,313	334,352	256,996	227,699	222,382	123,352	-
Subtotal	**59,707,924**	**53,607,399**	**52,172,155**	**49,599,522**	**48,738,671**	**47,992,595**	**44,009,519**	**42,129,717**	**36,202,078**	**33,585,016**
Depreciation	51,800,974	49,623,986	47,901,680	48,678,489	49,359,167	47,095,977	47,523,955	39,245,679	33,505,153	32,581,129
Total operating expenses	**111,508,898**	**103,231,385**	**100,073,835**	**98,278,011**	**98,097,838**	**95,088,572**	**91,533,474**	**81,375,396**	**69,707,231**	**66,166,145**
Operating income (loss)	**4,444,122**	**4,238,849**	**(1,376,326)**	**(233,275)**	**(3,713,290)**	**(5,468,794)**	**(4,364,557)**	**4,856,794**	**18,651,532**	**17,456,208**
Non-operating revenues (expenses)										
Investment interest income	2,432,019	2,465,613	1,419,898	2,054,048	2,148,101	2,500,267	3,750,839	5,592,912	8,507,396	5,484,164
Passenger Facility Charges	20,525,728	19,113,463	18,323,327	18,734,688	18,424,026	18,818,814	18,940,075	19,710,529	24,006,372	20,965,795
Net (decrease) increase in fair value of investments	259	(570,203)	477,643	781,419	241,068	(404,171)	(404,147)	(40,516)	771,553	718,703
Bond interest expense, net	(21,816,845)	(26,763,852)	(25,801,032)	(27,933,517)	(29,077,558)	(25,491,187)	(22,663,862)	(15,989,551)	(15,239,195)	(9,556,465)
Loss on disposal of airport facilities				-	-	-	-	-	-	-
Loss on swap termination				-	(1,465,749)	(34,350,297)	-	(4,543,541)	-	-
Amortization of deferred expenses related to 2001A refunding				-	-	(5,392,913)	-	-	-	-
Other, Revenue (TSA Reimb, Late Fees, Misc)	457,143	580,360	344,365	408,133	729,996	873,263	487,820	626,545	206,670	372,260
Total non-operating revenues (expenses)	**1,598,304**	**(5,174,619)**	**(5,235,799)**	**(5,955,229)**	**(9,000,116)**	**(43,446,224)**	**110,725**	**5,356,378**	**18,252,796**	**17,984,457**
Income (loss) before capital contributions	**6,042,426**	**(935,770)**	**(6,612,125)**	**(6,188,504)**	**(12,713,406)**	**(48,915,018)**	**(4,253,832)**	**10,213,172**	**36,904,328**	**35,440,665**
Capital contributions	1,842,607	2,459,419	10,647,762	5,475,352	644,240	6,669,348	11,518,926	5,677,385	50,000	2,285,672
Increase (decrease) in net position	**7,885,033**	**1,523,649**	**4,035,637**	**(713,152)**	**(12,069,166)**	**(42,245,670)**	**7,265,094**	**15,890,557**	**36,954,328**	**37,726,337**
Net position, beginning restated	(1,279,076)									
Net position, beginning of year	426,359,599	424,835,950	420,800,313	421,513,465	433,582,631	484,376,632	477,111,538	461,220,981	424,266,653	386,540,316
Net position, end of year	**$ 432,965,556**	**$ 426,359,599**	**$ 424,835,950**	**$ 420,800,313**	**$ 421,513,465**	**$ 442,130,962**	**$ 484,376,632**	**$ 477,111,538**	**$ 461,220,981**	**$ 424,266,653**

Note:

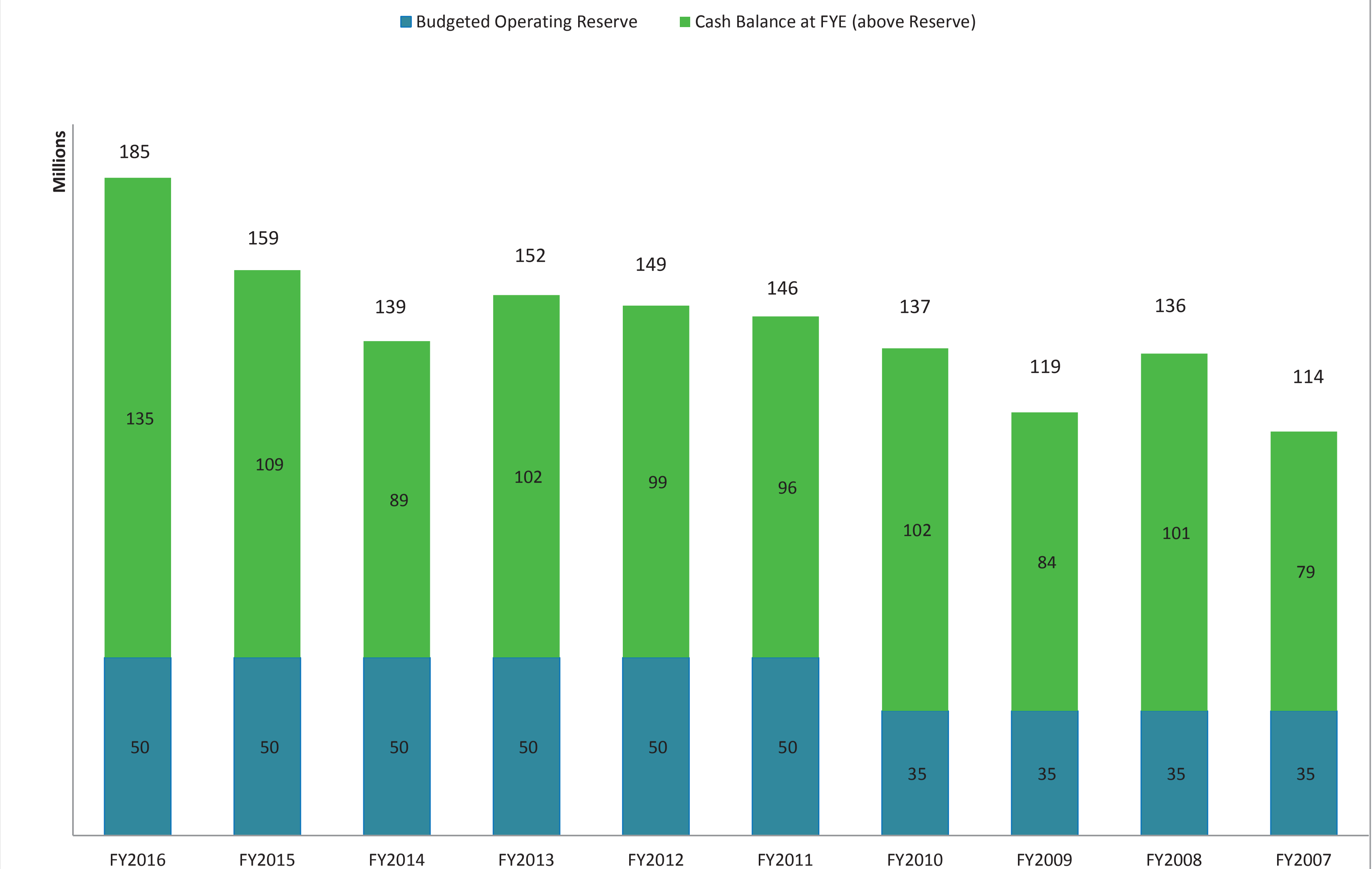
Due to Raleigh-Durham Airport Authority's required adoption of GASB 68 during FY2016, the Net Position for FY2015 has been re-stated for comparative financial statements.

Due to Raleigh-Durham Airport Authority's required adoption of GASB 63 & 65 during FY2013, the Net Position for FY2012 have been re-stated for comparative financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY
KEY PERFORMANCE INDICATORS
Last Ten Fiscal Years

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Airline Revenue per Enplanement	$ 7.11	$ 6.91	$ 6.45	$ 6.35	$ 6.48	$ 6.29	$ 6.24	$ 5.09	$ 4.50	$ 4.62
Airline Revenue per Airline Operation	266.43	247.87	218.82	215.93	206.77	191.23	186.94	145.35	120.55	120.81
Total Aeronautical Revenue per Total Operation	233.97	220.80	194.58	192.23	186.22	178.95	171.91	132.04	110.81	110.80
Concession Revenue per Enplanement	1.63	1.60	1.49	1.44	1.49	1.43	1.39	1.25	1.19	1.11
Concession Revenue per Airline Operation	60.93	57.52	50.64	48.96	47.62	43.52	41.80	35.58	31.91	28.94
Rental Car Revenue per Enplanement	2.92	2.95	2.86	2.78	2.68	2.62	2.57	2.73	2.69	2.68
Rental Car Revenue per Airline Operation	109.31	105.95	96.84	94.53	85.35	79.84	77.00	77.93	71.96	70.08
Parking Revenue per Enplanement	9.51	9.26	9.13	9.01	8.18	7.95	7.76	7.99	7.87	7.85
Parking Revenue per Airline Operation	356.25	332.28	309.53	306.46	260.80	241.89	232.63	228.18	210.62	205.17
Non-Aeronautical Revenue per Enplanement	14.33	14.10	13.73	13.49	12.66	12.09	11.82	12.16	11.92	11.80
Non-Aeronautical Revenue per Airline Operation	536.97	505.68	465.46	458.76	404.01	367.65	354.43	347.08	319.05	308.42
Non-Airline Operating Revenue per Enplanement	15.70	15.55	15.10	14.79	14.05	13.43	13.18	13.32	12.92	12.91
Non-Airline Operating Revenue per Total Operation	433.22	410.53	375.41	371.62	332.51	314.97	298.45	281.39	259.97	249.71
Total Operating Revenue per Enplanement	22.81	22.46	21.55	21.14	20.53	19.72	19.41	18.41	17.43	17.53
Total Operating Revenue per Airline Operation	854.66	805.71	730.87	718.97	655.08	599.76	581.97	525.44	466.52	458.07
Total Operating Revenue per Total Operation	629.44	592.95	535.84	531.13	485.88	462.41	439.68	389.00	350.56	339.16
Total Operating Expenses per Enplanement	11.75	11.16	11.35	10.71	10.57	10.49	9.74	8.99	7.14	7.04
Total Operating Expenses per Airline Operation	440.09	400.21	384.88	364.16	337.16	319.14	292.01	256.71	191.14	183.97
Total Operating Expenses per Total Operation	324.12	294.53	282.17	269.02	250.08	246.05	220.62	190.05	143.63	136.22
Number of Days Unrestricted Cash On Hand	1,131	1,084	976	1,118	1,112	1,162	1,135	1,029	1,364	1,232

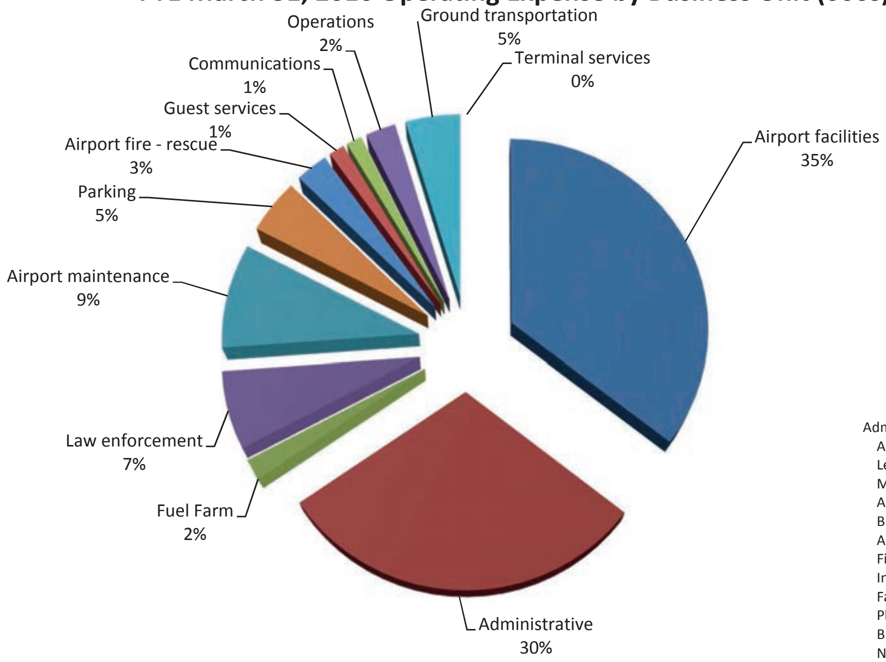
RDU Cash & Investment Balances vs Operating Reserve Policy



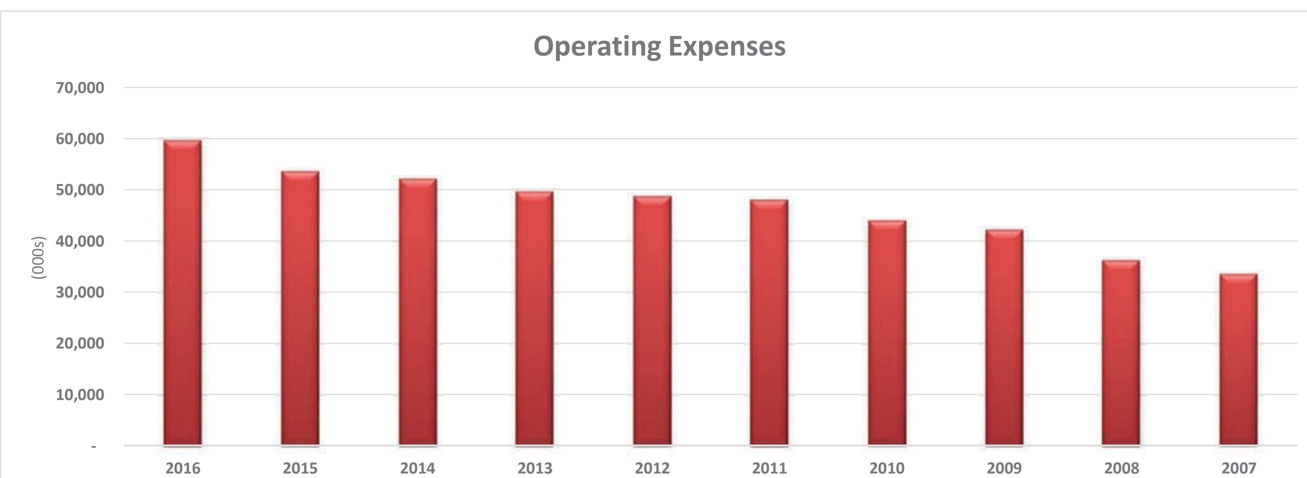
FYE March 31, 2016 Operating Expense by Business Unit (000s)

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Airport facilities	$ 21,242	$ 20,771	$ 21,427	$ 19,853	$ 19,742	$ 19,123	$ 17,956	$ 15,499	$ 12,290	$ 12,670
Administrative	17,813	13,081	11,440	10,105	9,632	9,439	8,202	8,274	6,685	5,468
Fuel Farm	1,072	975	989	963	954	978	904	932	740	-
Law enforcement	3,959	3,084	2,621	3,276	3,352	3,254	2,848	3,008	2,988	2,686
Airport maintenance	5,317	5,753	5,683	5,582	5,148	5,177	4,829	4,822	4,247	3,986
Parking	2,787	2,647	2,735	2,696	2,752	2,829	2,417	2,757	2,644	2,730
Airport fire - rescue	1,650	1,630	1,688	1,588	1,601	1,614	1,524	1,462	1,508	1,313
Guest services	792	793	804	737	735	758	689	611	543	558
Communications	794	707	722	778	752	808	728	815	742	648
Operations	1,516	1,326	1,277	1,211	1,128	1,070	984	1,005	920	939
Ground transportation	2,766	2,728	2,657	2,574	2,609	2,686	2,701	2,723	2,772	2,587
Terminal services	-	112	129	237	334	257	228	222	123	-
Total	$ 59,708	$ 53,607	$ 52,172	$ 49,600	$ 48,739	$ 47,993	$ 44,010	$ 42,130	$ 36,202	$ 33,585

FYE March 31, 2016 Operating Expense by Business Unit (000s)



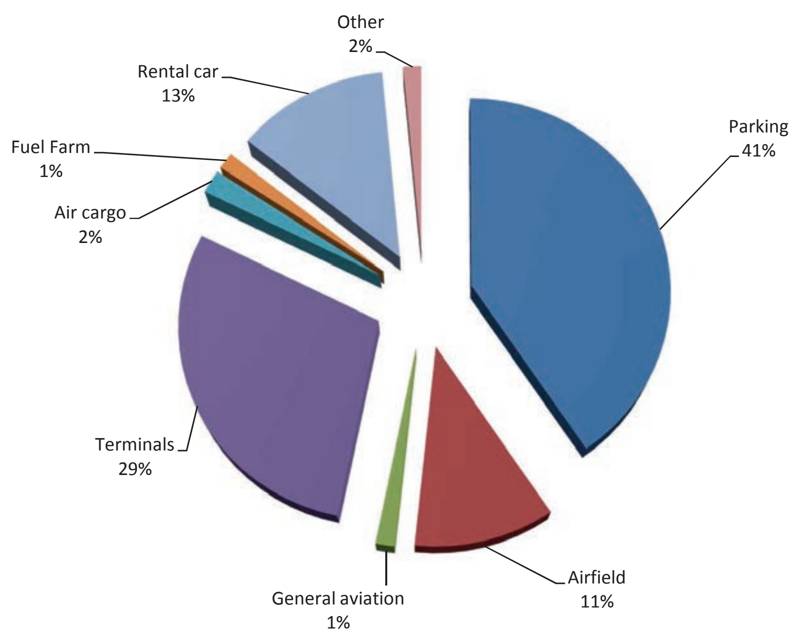
Administrative includes:
Airport Authority & Director
Legal and Compliance
Marketing and Customer Relations
Administration
Business
Audit
Finance
Information Services
Facilities Development
Planning and Environmental
Building and Building Systms
Noise
GIS



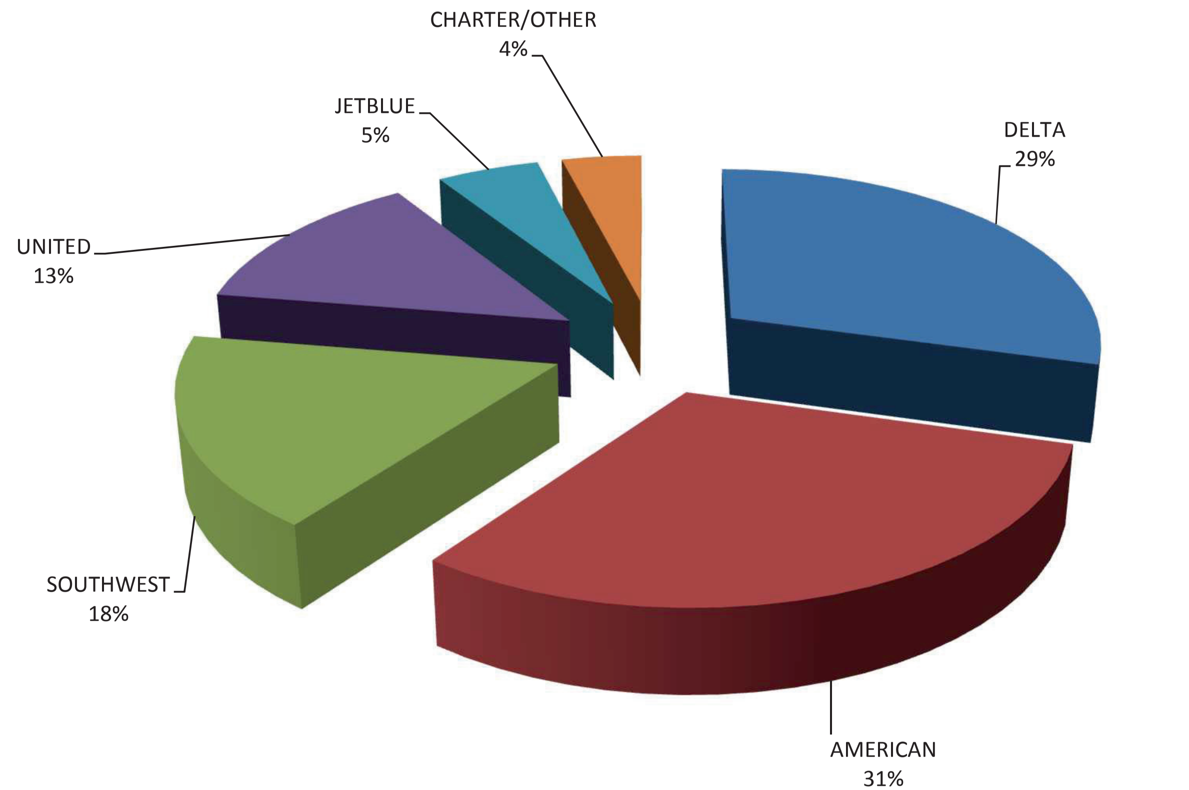
FYE March 31, 2016 Operating Revenue by Source (000s)

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Parking	$ 47,058	$ 43,796	$ 41,427	$ 41,267	$ 37,167	$ 35,859	$ 34,687	$ 37,380	$ 40,131	$ 37,725
Airfield	12,853	11,362	12,158	11,366	11,930	11,866	12,500	10,614	11,308	10,932
General aviation	1,707	1,633	1,476	1,539	1,399	1,401	1,399	1,388	1,342	818
Terminals	33,821	31,650	26,230	27,023	27,021	24,632	23,284	20,460	18,845	17,692
Air cargo	2,291	2,187	2,033	2,000	2,300	2,016	2,005	1,989	1,960	1,911
Fuel Farm	1,632	1,494	1,260	1,034	1,042	973	961	927	566	1,171
Rental car	14,831	14,191	13,128	12,876	12,306	11,967	11,605	12,789	13,629	12,794
Other	1,760	1,157	986	940	1,220	906	728	685	578	579
Total	$ 115,953	$ 107,470	$ 98,698	$ 98,045	$ 94,385	$ 89,620	$ 87,169	$ 86,232	$ 88,359	$ 83,622

FYE March 31, 2016 Operating Revenue by Source (000s)



FYE March 31, 2016 Airline Derived Revenue by Carrier



no carrier accounted for more than 10% of operating revenues

RALEIGH-DURHAM AIRPORT AUTHORITY
DEBT SERVICE SCHEDULE
with Irrevocable PFC Offsets (as committed)

RDU BONDS ISSUES	FY 2025/2026	FY 2024/2025	FY 2023/2024	FY 2022/2023	FY 2021/2022	FY 2020/2021	FY 2019/2020	FY 2018/2019	FY 2017/2018	FY 2016/2017
2007 (AMT) - $152.070 mill (4.75%)										
Principal (May Only) PFC Application of Funds	$ 5,525,000	$ 5,255,000	$ 5,000,000	$ 4,755,000	$ 4,525,000	$ 4,305,000	$ 4,095,000	$ 3,895,000	$ 3,705,000	$ 3,525,000
Interest (May) PFC Application of Funds	2,385,763	2,517,138	2,642,138	2,761,013	2,874,138	2,981,763	3,084,138	3,181,513	3,274,138	3,362,263
Interest (November) PFC Application of Funds	2,247,638	2,385,763	2,517,138	2,642,138	2,761,013	2,874,138	2,981,763	3,084,138	3,181,513	3,274,138
Total	$ 10,158,400	$ 10,157,900	$ 10,159,275	$ 10,158,150	$ 10,160,150	$ 10,160,900	$ 10,160,900	$ 10,160,650	$ 10,160,650	$ 10,161,400
2008 C (Non-AMT) - $72.295 mill Variable rate										
Principal (May Only) PFC Application of Funds	$ 2,805,000	$ 2,680,000	$ 2,550,000	$ 2,440,000	$ 2,330,000	$ 2,220,000	$ 2,120,000	$ 2,020,000	$ 1,925,000	$ 1,840,000
Interest (12 Monthly Payments) PFC Application of Funds	1,664,550	1,776,333	1,883,100	1,984,733	2,081,967	2,174,800	2,263,267	2,347,733	2,428,217	2,504,933
Total	$ 4,469,550	$ 4,456,333	$ 4,433,100	$ 4,424,733	$ 4,411,967	$ 4,394,800	$ 4,383,267	$ 4,367,733	$ 4,353,217	$ 4,344,933
2010A (Non-AMT) - $242.365 mill (4.11%) Fixed Rate										
Principal (May Only)	$ 9,415,000	$ 8,955,000	$ 8,520,000	$ 8,105,000	$ 7,710,000	$ 7,330,000	$ 6,975,000	$ 6,635,000	$ 6,310,000	$ 6,005,000
Interest (May)	3,629,631	3,853,506	4,066,506	4,269,131	4,461,881	4,645,131	4,819,506	4,985,381	5,143,131	5,293,256
Interest (November)	3,394,256	3,629,631	3,853,506	4,066,506	4,269,131	4,461,881	4,645,131	4,819,506	4,985,381	5,143,131
Total	$ 16,438,888	$ 16,438,138	$ 16,440,013	$ 16,440,638	$ 16,441,013	$ 16,437,013	$ 16,439,638	$ 16,439,888	$ 16,438,513	$ 16,441,388
2010B - (Non-AMT) - $94.08 mill, (4.11%) Fixed Rate										
Principal (November Only)	$ 7,055,000	$ 6,715,000	$ 6,395,000	$ 6,090,000	$ 5,805,000	$ 5,630,000	$ 5,365,000	$ 5,110,000	$ 4,865,000	$ 4,725,000
Interest (May)	555,875	723,750	883,625	1,035,875	1,181,000	1,265,450	1,399,575	1,527,325	1,648,950	1,719,825
Interest (November)	555,875	723,750	883,625	1,035,875	1,181,000	1,265,450	1,399,575	1,527,325	1,648,950	1,719,825
Total	$ 8,166,750	$ 8,162,500	$ 8,162,250	$ 8,161,750	$ 8,167,000	$ 8,160,900	$ 8,164,150	$ 8,164,650	$ 8,162,900	$ 8,164,650
2010B-1 (Non-AMT) - $38.235 mill (4.18%) Fixed Rate										
Principal (November Only)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Interest (May)	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550
Interest (November)	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550
Total	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100
2015A (Non-AMT) - $34.06 mill (3.07%)										
Principal (May Only)	$ 3,045,000	$ 2,900,000	$ 2,755,000	$ 2,625,000	$ 2,495,000	$ 2,375,000	$ 120,000	n/a	n/a	n/a
Interest (May)	510,375	582,875	651,750	717,375	779,750	839,125	841,525	841,525	841,525	841,525
Interest (November)	434,250	510,375	582,875	651,750	717,375	779,750	839,125	841,525	841,525	841,525
Total	$ 3,989,625	$ 3,993,250	$ 3,989,625	$ 3,994,125	$ 3,992,125	$ 3,993,875	$ 1,800,650	$ 1,683,050	$ 1,683,050	$ 1,683,050
2015B (AMT) - $48.685 mill (3.00%)										
Principal (May Only)	$ 3,085,000	$ 2,930,000	$ 2,790,000	$ 2,655,000	$ 2,520,000	$ 2,400,000	$ 4,420,000	$ 4,675,000	$ 4,445,000	$ 4,800,000
Interest (May)	411,250	484,500	554,250	620,625	683,625	743,625	854,125	971,000	1,082,125	1,178,125
Interest (November)	334,125	411,250	484,500	554,250	620,625	683,625	743,625	854,125	971,000	1,082,125
Total	$ 3,830,375	$ 3,825,750	$ 3,828,750	$ 3,829,875	$ 3,824,250	$ 3,827,250	$ 6,017,750	$ 6,500,125	$ 6,498,125	$ 7,060,250
FY Principal Total	$ 30,930,000	$ 29,435,000	$ 28,010,000	$ 26,670,000	$ 25,385,000	$ 24,260,000	$ 23,095,000	$ 22,335,000	$ 21,250,000	$ 20,895,000
FY Interest Total	17,826,688	19,301,971	20,706,113	22,042,371	23,314,605	24,417,838	25,574,455	26,684,196	27,749,555	28,663,771
Total Principal and Interest	**$ 48,756,688**	**$ 48,736,971**	**$ 48,716,113**	**$ 48,712,371**	**$ 48,699,605**	**$ 48,677,838**	**$ 48,669,455**	**$ 49,019,196**	**$ 48,999,555**	**$ 49,558,771**
Total Principal Outstanding at end of FY	**$ 358,400,000**	**$ 389,330,000**	**$ 418,765,000**	**$ 446,775,000**	**$ 473,445,000**	**$ 498,830,000**	**$ 523,090,000**	**$ 546,185,000**	**$ 568,520,000**	**$ 589,770,000**
Commitment of PFC Offsets to Annual Debt Service										**20,000,000**
DEBT SERVICE P & I NET OF PFC OFFSET	**$ 48,756,688**	**$ 48,736,971**	**$ 48,716,113**	**$ 48,712,371**	**$ 48,699,605**	**$ 48,677,838**	**$ 48,669,455**	**$ 49,019,196**	**$ 48,999,555**	**$ 29,558,771**

Notes:

1 This schedule represents Cashflow Scheduled Debt Service. Accrual Basis interest expense will differ slightly.

2 2008 interest costs are based on estimated weekly variable rates of 4.0%. The actual average variable rates at March 31, 2016 was 40 basis points or .40%. This interest cost excludes program costs such as liquidity and remarketing fees which total 52.5 basis pts.

3 There are no irrevocable commitments of PFC's beyond FY2015/2016

RALEIGH-DURHAM AIRPORT AUTHORITY
DEBT PROFILE
3/31/2015 & 3/31/2016

Type of Debt General Airport Revenue Bonds (GARBs):	Series	Original Term	Tax Exempt Status	Use of Funds	Original Issue Size		3/31/2015 Debt Amount Outstanding		3/31/2016 Debt Amount Outstanding
Fixed Rate	Series 2001A	30	Non-AMT	Parking Garage 4 (Defeased by 2010B,B-1 refunding)	$ 156,975,000		$ -		$ -
Fixed Rate	Series 2001B	13	Non-AMT	Refunded Parking Rev Bonds (Cash defeased March 2011)	47,570,000		-		-
Variable Rate	Series 2002	15	AMT	Term C Lease Buyout (Paid off in August 2008)	30,000,000		-		-
Bond Anticipation Notes	Series 2002B	1	-	Terminal 2 Bond Anticipation Notes (Paid off with 2005 Bonds)	35,000,000		-		-
Bond Anticipation Notes	Series 2003	1	-	Terminal 2 Bond Anticipation Notes (Paid off with 2005 Bonds)	35,000,000		-		-
Fixed Rate	Series 2005A	25	Non-AMT	Operation Center, G/A Term, 75% of Taxiway D	39,805,000		39,805,000	Refunded in 2015	-
Fixed Rate	Series 2005B	25	AMT	Terminal 2 Project, 25% of Taxiway D	85,490,000		58,905,000	Refunded in 2015	-
Variable Rate swapped to Fixed	Series 2006ABCDE	30	AMT	Terminal 2 Project - New Money (Refunded by 2008ABC)	300,000,000		-		-
Fixed Rate	Series 2007	30	AMT	Terminal 2 Project - New Money	152,070,000		140,205,000	$ 3,355,000	136,850,000
Variable Rate swaped to Fixed	Series 2008A	28	AMT	Refunded 2006 ABCDE Bonds	125,000,000		-		-
Variable Rate swaped to Fixed	Series 2008B	28	AMT	Refunded 2006 ABCDE Bonds	100,000,000		-		-
Variable Rate swaped to Fixed	Series 2008C	28	AMT	Refunded 2006 ABCDE Bonds	75,000,000		-		-
Variable Rate	Series 2008C	27	Non-AMT	Refunded 2008C Variable Bonds to to Non-AMT	73,680,000		66,060,000	$ 1,750,000	64,310,000
Fixed Rate	Series 2010A	26	Non-AMT	Refunded 2008AB bonds to fixed rate and Terminate Swaps	242,365,000		221,330,000	$ 5,740,000	215,590,000
Fixed Rate	Series 2010B	16	Non-AMT	Refunded 2001A-Parking Garage Bonds for PV savings	94,080,000		77,475,000	$ 4,540,000	72,935,000
Fixed Rate	Series 2010B-1	21	Non-AMT	Refunded 2001A-Parking Garage Bonds for PV savings	38,235,000		38,235,000	$ -	38,235,000
Fixed Rate	Series 2015A	16	Non-AMT	Refunded 2005A-Operation Center, G/A Term, 75% of Taxiway D	34,060,000		-	New Issue	34,060,000
Fixed Rate	Series 2015B	21	Non-AMT	Refunded 2005B- Terminal 2 Project, 25% of Taxiway D	48,685,000		-	New Issue	48,685,000
				Total Debt Issued	$ 1,713,015,000				
				Total Outstanding Debt			**$ 642,015,000**	$ 15,385,000	**$ 610,665,000**
				Fixed versus Variable Debt					
				Fixed Rate Debt		**89.7%**	$ 575,955,000	**89.5%**	$ 546,355,000
				Variable Rate Debt (2008C bonds)		**10.3%**	$ 66,060,000	**10.5%**	$ 64,310,000
						100.0%		**100.0%**	
				Total Outstanding Debt			**$ 642,015,000**		**$ 610,665,000**

Weighted Average Rates
of Debt Portfolio at 3/31/16

		Current Rates		Current Wgt. Avg. Rates
Series 2007	$ 136,850,000	4.75%		1.06%
Series 2008C	$ 64,310,000	0.40%	*1,*2	0.04%
Series 2010A	$ 215,590,000	4.11%		1.45%
Series 2010B	$ 72,935,000	4.11%		0.49%
Series 2010B-1	$ 38,235,000	4.18%		0.26%
Series 2015A	$ 34,060,000	3.07%		0.17%
Series 2015B	$ 48,685,000	3.00%		0.24%
	$ 610,665,000			
	Weighted Average Rate of Debt at March 31, 2016			**3.71%**

*1 Excludes Program Costs such as LOC and Remarketing Fees.
*2 Weekly rate for variable bonds at March 31, 2016

RALEIGH-DURHAM AIRPORT AUTHORITY

RDU DEMOGRAPHIC INFORMATION

2015, 2014, and 2013 ($ in thousands)

	2015	2014	2013
Population*	1,990	1,950	1,910
Median Household Income**	Unavailable	$56.6	$58.9
Per Capita Income***	Unavailable	$46.3	$42.5
Personal Income***	Unavailable	$82,859,619	$86,516,517
Median Age****	36.1	35.2	35.4
Unemployment Rate*****	4.7	4.9	6.4

Sources:

*CAFR Demographic and Economic Statistics for City of Raleigh, Wake County, City of Durham, and Durham County

**U.S. Census Bureau, American Fact Finder - 2014 American Community Survey

***U.S. Department of Commerce, Bureau of Economic Analysis

****Raleigh-Durham-Chapel Hill, NC CSA - profile data - Census Reporter

*****U.S. Department of Labor, Bureau of Labor Statistics

Raleigh-Durham Airport Authority

Raleigh-Durham Triangle Top Employers

Current year and Nine years Ago

The Authority primarily serves the Research Triangle; officially named the Raleigh-Durham-Cary CSA (combined statistical area). Major employers of the region include:

	2015			2006		
	Employees	Rank	% of Total Employment	Employees	Rank	% of Total Employment
Duke University	35,998	1	4.46%	29,911	2	5.70%
State of North Carolina	24,083	2	2.98%	37,671	1	7.18%
Wake County Public Schools	18,554	3	2.30%	15,000	4	2.86%
International Business Machines	17,000	4	2.10%	24,527	3	4.68%
Wake Med. Health & Hospital	8,422	5	1.04%	6,500	7	1.24%
GlaxoSmithKline	8,350	6	1.03%	9,979	5	1.90%
N C State University at Raleigh	7,876	7	0.97%	7,787	6	1.48%
Cisco Systems, Inc.	5,500	8	0.68%	0		0.00%
Rex Healthcare	5,300	9	0.66%	3,800		0.72%
SAS Institute, Inc.	5,232	10	0.65%	4,300	9	0.82%
Durham Public Schools	4,600		0.57%	5,060	8	0.96%
Wake Med. Faculty Physicians	0			4,000	10	0.76%
Total	140,915		17.44%	148,535		28.33%

Source - Wake County 2014 CAFR - Greater Raleigh Chamber of Commerce
Durham County 2014 CAFR - Durham Chamber of Commerce

RALEIGH-DURHAM AIRPORT AUTHORITY
ACTIVITY STATISTICS
Last Ten Fiscal Years

Fiscal Year	Total Passengers	Aircraft Operations	Enplaned Cargo Volume (tons)	Deplaned Cargo Volume (tons)
2016	10,124,120	184,216	38,208	47,240
2015	9,591,249	182,013	37,915	46,045
2014	9,165,624	184,893	36,941	45,944
2013	9,234,825	184,370	35,622	49,713
2012	9,199,631	194,895	36,862	48,446
2011	9,147,426	195,051	44,158	51,658
2010	9,001,247	199,483	46,251	53,021
2009	9,367,703	221,676	49,946	55,687
2008	10,110,183	252,051	52,353	66,195
2007	9,543,800	246,557	50,275	65,144

Source: Raleigh Durham Airport Authority Activity Reports

Aircraft operations represents the total number of take-offs and landings passenger & Cargo

RALEIGH-DURHAM AIRPORT AUTHORITY
ENPLANED PASSENGERS BY AIRLINE
Last Ten fiscal Years

	2016		2015		2014		2013		2012		2011		2010		2009		2008		2007	
DELTA (NORTHWEST)	1,522,158	29.9%	1,433,435	29.8%	1,301,608	28.3%	1,252,801	27.0%	1,213,745	26.3%	1,068,655	23.4%	992,524	22.0%	1,051,656	22.4%	1,099,792	21.7%	1,100,558	23.1%
SOUTHWEST	1,132,726	22.3%	1,075,156	22.4%	881,332	19.2%	1,001,494	21.6%	980,621	21.3%	1,018,029	22.3%	1,012,673	22.4%	1,006,841	21.5%	982,935	19.4%	947,658	19.9%
AMERICAN	1,374,423	27.0%	761,538	15.8%	822,556	17.9%	792,398	17.1%	796,502	17.3%	835,120	18.3%	977,895	21.6%	1,034,070	22.1%	1,179,470	23.3%	1,139,890	23.9%
USAIR		0.0%	735,199	15.3%	665,133	14.5%	702,779	15.2%	740,900	16.1%	652,031	14.3%	623,142	13.8%	685,798	14.6%	732,835	14.5%	739,632	15.5%
UNITED AIRLINES	595,913	11.7%	479,055	10.0%	461,097	10.0%	364,127	7.9%	248,920	5.4%	330,210	7.2%	289,275	6.4%	247,776	5.3%	277,971	5.5%	224,345	4.7%
JETBLUE	253,654	5.0%	239,660	5.0%	225,960	4.9%	227,676	4.9%	234,131	5.1%	210,642	4.6%	152,583	3.4%	141,066	3.0%	139,057	2.7%	83,762	1.8%
CONTINENTAL	-	0.0%	-	0.0%	-	0.0%	139,311	3.0%	243,467	5.3%	295,864	6.5%	306,178	6.8%	311,410	6.6%	339,065	6.7%	323,886	6.8%
AIRTRAN	-	0.0%	-	0.0%	179,787	3.9%	119,079	2.6%	115,128	2.5%	117,280	2.6%	130,365	2.9%	147,364	3.1%	173,880	3.4%	166,071	3.5%
CHARTER/OTHER	203,734	4.0%	81,060	1.7%	59,425	1.3%	33,619	0.7%	38,071	0.8%	46,946	1.0%	33,687	0.7%	58,717	1.3%	144,989	2.9%	44,996	0.9%
TOTAL	5,082,608		4,805,103		4,596,898		4,633,284		4,611,485		4,574,777		4,518,322		4,684,698		5,069,994		4,770,798	

RALEIGH-DURHAM AIRPORT AUTHORITY
ENPLANED PASSENGERS BY MONTH
Last Ten Fiscal Years

	Avg %	**Monthly Avg**	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
April	8.38%	**397,006**	408,738	401,769	384,101	394,240	385,934	378,833	386,257	418,666	418,819	392,703
May	8.95%	**423,743**	445,947	436,051	417,581	411,004	415,626	400,240	395,931	449,221	448,600	417,233
June	9.30%	**440,115**	464,691	450,658	426,151	428,277	422,735	421,754	413,735	462,195	476,806	434,149
July	9.24%	**437,611**	471,809	444,405	410,540	414,839	427,336	427,675	429,806	454,330	469,881	425,489
August	8.79%	**416,021**	438,107	422,424	396,153	411,880	391,839	399,923	399,927	422,091	463,413	414,456
September	7.84%	**371,425**	402,022	384,148	359,375	369,095	369,392	365,295	354,093	354,490	391,222	365,120
October	8.85%	**418,868**	453,365	431,658	406,059	406,522	412,907	411,232	403,843	410,727	437,609	414,758
November	8.33%	**394,394**	428,911	390,220	374,721	392,065	389,412	393,364	374,480	364,782	423,622	412,364
December	8.53%	**403,651**	445,957	415,732	414,239	383,896	383,279	391,540	386,585	394,997	408,355	411,925
January	6.84%	**323,675**	340,226	328,348	317,903	323,135	314,555	312,767	309,391	301,606	344,556	344,263
February	6.64%	**314,347**	347,090	302,921	293,120	311,865	313,715	299,202	291,670	298,697	356,028	329,166
March	8.32%	**393,940**	435,745	396,769	396,955	386,466	384,755	372,952	372,604	352,896	431,083	409,172
TOTAL		**4,734,796**	5,082,608	4,805,103	4,596,898	4,633,284	4,611,485	4,574,777	4,518,322	4,684,698	5,069,994	4,770,798
Increase (Decrease) over Prior Period			5.78%	4.53%	-0.79%	0.47%	0.80%	1.25%	-3.55%	-7.60%	6.27%	5.62%

RALEIGH-DURHAM AIRPORT AUTHORITY
LANDED WEIGHTS BY AIRLINE (in 000's)
Last Ten Fiscal Years

Airlines	2016		2015		2014		2013		2012	
AIRTRAN	-	0.0%	91,000	1.5%	215,944	3.6%	138,728	2.4%	145,040	2.4%
ALASKA	27,394		-		-		-		-	
ALLEGIANT	37,743		-		-		-		-	
AMERICAN	1,569,356	25.0%	889,370	14.5%	986,671	16.5%	919,159	15.6%	945,196	15.5%
CONTINENTAL	-	0.0%	-	0.0%	-	0.0%	162,018	2.7%	270,259	4.4%
DELTA (NORTHWEST)	1,808,812	28.9%	1,776,474	29.0%	1,641,586	27.4%	1,503,387	25.5%	1,453,247	23.8%
FRONTIER	105,682	1.7%	50,447	0.8%	28,369	0.5%	-	0.0%	21,676	0.4%
JAZZ/AIR GEORGIAN	47,047	0.8%	44,979	0.7%	46,540	0.8%	50,752	0.9%	60,364	1.0%
JETBLUE	285,029	4.5%	264,781	4.3%	266,987	4.5%	256,643	4.4%	269,025	4.4%
SOUTHWEST	1,283,654	20.5%	1,168,858	19.1%	1,058,200	17.7%	1,239,454	21.0%	1,226,814	20.1%
UNITED AIRLINES	646,950	10.3%	507,034	8.3%	517,665	8.6%	396,819	6.7%	516,571	8.5%
USAIR	-	0.0%	874,493	14.3%	797,467	13.3%	818,146	13.9%	752,766	12.3%
CHARTER/OTHER	7,465	0.1%	13,315	0.2%	11,814	0.2%	17,455	0.3%	24,926	0.4%
Cargo										
UPS	144,829	2.3%	142,946	2.3%	137,312	2.3%	132,418	2.2%	133,430	2.2%
FEDERAL EXPRESS	294,116	4.7%	290,774	4.7%	269,512	4.5%	251,156	4.3%	244,371	4.0%
OTHERS	8,118	0.1%	8,797	0.1%	8,202	0.1%	8,287	0.1%	33,463	0.5%
TOTAL	6,266,195	99.0%	6,123,268	100.0%	5,986,269	100.0%	5,894,422	100.0%	6,097,148	100.0%

Airlines	2011		2010		2009		2008		2007	
AIRTRAN	138,872	2.3%	151,096	2.6%	180,448	2.8%	205,140	2.9%	198,704	3.0%
ALASKA	-		-		-		-		-	
ALLEGIANT	-		-		-		-		-	
AMERICAN	1,015,421	16.9%	1,199,346	20.2%	1,379,141	21.3%	1,607,898	22.6%	1,523,330	22.8%
CONTINENTAL	325,661	5.4%	340,284	5.7%	373,258	5.8%	384,853	5.4%	362,923	5.4%
DELTA (NORTHWEST)	1,281,755	21.4%	1,161,040	19.6%	1,003,810	15.5%	1,359,023	19.1%	1,375,438	20.6%
FRONTIER	44,847	0.7%	-		-		-		-	
JAZZ/AIR GEORGIAN	53,752	0.9%	45,646	0.8%	53,016	0.8%	56,440	0.8%	50,440	0.8%
JETBLUE	249,735	4.2%	190,769	3.2%	191,153	3.0%	181,688	2.6%	111,472	1.7%
SOUTHWEST	1,205,886	20.1%	1,237,984	20.9%	1,347,980	20.8%	1,341,806	18.8%	1,252,454	18.7%
UNITED AIRLINES	484,410	8.1%	473,477	8.0%	338,950	5.2%	500,564	7.0%	277,076	4.1%
USAIR	716,733	12.0%	658,321	11.1%	1,089,779	16.9%	916,639	12.9%	979,503	14.7%
CHARTER/OTHER	16,968	0.3%	17,940	0.3%	18,950	0.3%	52,098	0.7%	17,555	0.3%
Cargo										
UPS	134,901	2.3%	131,024	2.2%	134,318	2.1%	135,893	1.9%	137,229	2.1%
FEDERAL EXPRESS	250,699	4.2%	239,170	4.0%	237,094	3.7%	248,939	3.5%	255,425	3.8%
OTHERS	75,259	1.3%	79,123	1.3%	118,319	1.8%	129,820	1.8%	139,504	2.1%
TOTAL	5,994,899	100.0%	5,925,220	100.0%	6,466,216	100.0%	7,120,801	100.0%	6,681,053	100.0%

Raleigh-Durham Airport Authority
Capital Assets and Other Airport Information

About the Airport: Raleigh-Durham International Airport (the Airport or RDU) is owned and operated by the Raleigh-Durham Airport Authority (the Authority). The General Assembly of North Carolina enacted legislation on March 9, 1939 enabling the Cities of Raleigh and Durham, and the Counties of Wake and Durham to jointly establish, operate and maintain an airport and to appoint members to a board to be known as the "Aeronautics Authority for the City of Raleigh, City of Durham, County of Durham and County of Wake". The enabling act further authorized the Aeronautics Authority to "act in an administrative capacity and be vested with the Authority to control, lease, maintain, improve, operate, and regulate the joint airport or landing field." In 1941 , the name of the Aeronautics Authority was changed to the "Raleigh-Durham Airport Authority." Amendments to the Authority's enabling legislation have been enacted from time to time to define and expand the Authority's powers to operate the Airport.

RDU serves 10.1 million passengers on 6 major airlines and serves 45 international and domestic nonstop destinations with an average of 192 daily flights. In the fiscal year 2016 98% of all passengers at the airport enplaned on domestic flights and 2% enplaned on international flights.

Location: The Airport is located midway between the cities of Raleigh and Durham, primarily in Wake County, approximately 11 miles southeast of Durham and 11 miles northwest of Raleigh. The Airport encompasses approximately 5,100 acres, of which approximately 2,075 acres are developed.

Terminals: Passenger terminal facilities at the Airport are located in two separate buildings known as Terminal 1 and Terminal 2. Terminal 1 (previously called Terminal A) includes an area once known as "Terminal B," which was the site of the passenger terminal originally opened in October 1955.

Terminal 1 was placed in service in January 1982 and consisted of approximately 296,000 square feet of floor space and had provided 23 contact gates served by loading bridges. The Authority completed a project to renovate and modernize Terminal 1. Construction on this $68 million project is completed on April 13, 2014. Terminal 1 is home to Southwest Airlines and potentially other carriers and operates with 9 gates.

Terminal 2 (replacement for Terminal C), is a $573 million state-of-the-art, common use, passenger terminal that opened on October 26, 2008. The second phase of the Terminal, the South Concourse, opened January 23, 2011. The completed Terminal consists of approximately 920,000 square feet, with a total of 36 gates. Terminal 2 currently serves Air Canada, Alaska, Allegiant, American Airlines, Delta Airlines, JetBlue Airways, United Airlines and Charter Express.

Runways: RDU has two primary runways and one secondary runway.
Runway One: 5L/23R 10,000' L, 150' W; CAT II (5L), CAT III (23R)
Runway Two: 5R/23L 7,500' L, 150' W; CAT I (5R), CAT II (23L)
Runway Three: 14/32 3,550' L, 100' W; not equipped to handle most commercial aircraft.

Parking Spaces: The airports total parking capacity is approximately 20,350 vehicles.

4 - Parking Garages	11,000 spaces approximately
4 - Park & Ride Parking Lots	9,100 spaces approximately
General Aviation Parking Lot	250 spaces approximately

RALEIGH-DURHAM AIRPORT AUTHORITY
GRANT AWARDS HISTORY
Last Ten Fiscal Years

	PURPOSE OF GRANT		
Fiscal Year	Security	Construction	Total
2016	$ 203,019	$ 1,743,993	$ 1,947,012
2015	453,513	2,393,509	2,847,022
2014	325,375	10,566,576	10,891,951
2013	389,704	5,286,908	5,676,612
2012	552,148	594,240	1,146,388
2011	573,561	6,619,348	7,192,909
2010	540,492	11,468,926	12,009,418
2009	688,069	5,627,385	6,315,454
2008	751,336	-	751,336
2007	740,696	2,235,672	2,976,368
Total	$ 5,217,913	$ 46,536,557	$ 51,754,470

Source: Schedule of Expenditures of Federal Awards

Raleigh-Durham Airport Authority
Employee Headcount
Last Ten Fiscal Years

Year Ending	Number of employees
2016	286
2015	272
2014	273
2013	270
2012	273
2011	271
2010	271
2009	273
2008	261
2007	233

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