MAC

Minneapolis/St. Paul, Minnesota • Metropolitan Airports Commission

Comprehensive Annual Financial Report

Year Ended December 31, 2015

Prepared by
The Finance Department

Bob Schauer
Director of Finance

Stephen L. Busch
Vice President, Finance & Administration

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OUR VISION
Providing your best airport experience
OUR MISSION
Connecting you to your world

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MINNEAPOLIS/ST. PAUL METROPOLITAN AIRPORTS COMMISSION

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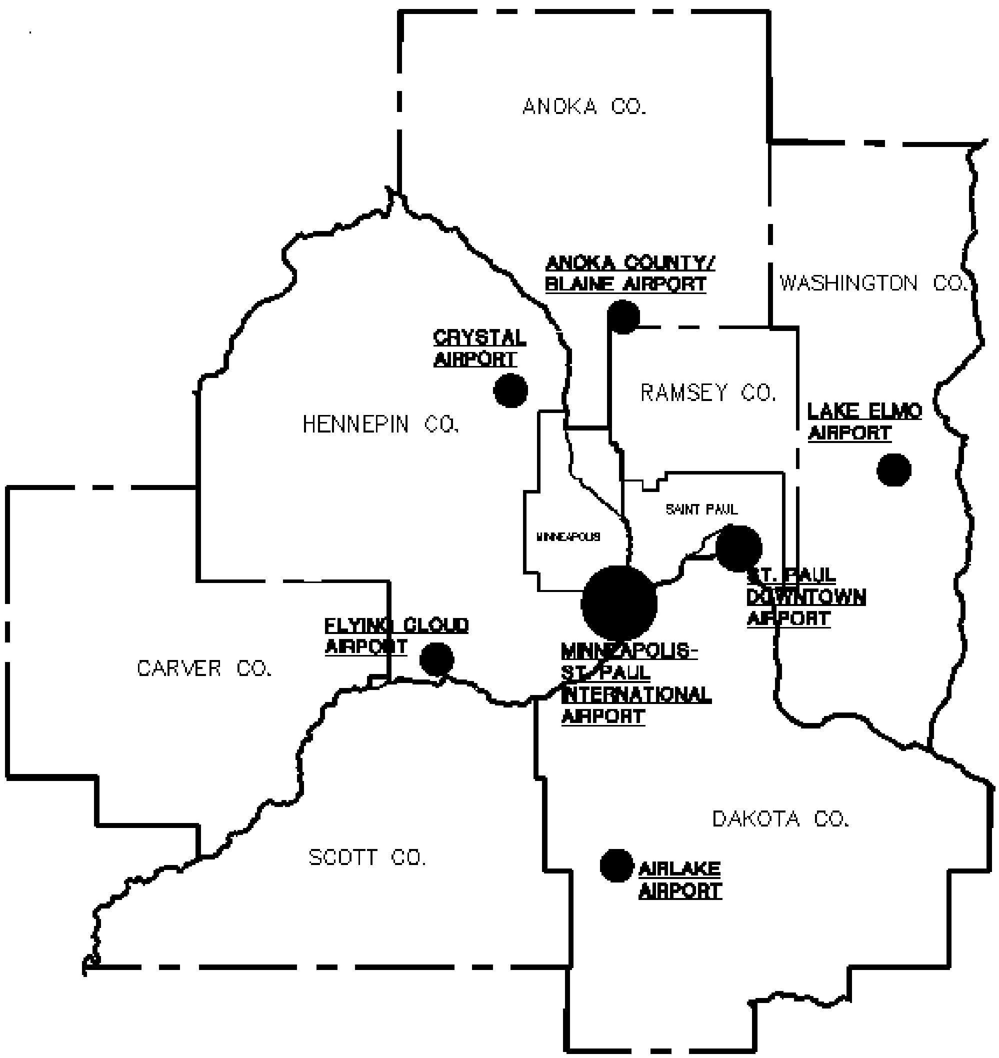


Commission Jurisdiction 35 Mile Radius

METROPOLITAN AIRPORTS COMMISSION - 2015

***Chair*:**	Daniel Boivin
***Commissioners*:**	
District A	Carl Crimmins
District B	Rick King
District C	Lisa Peilen
District D	Steve Cramer
District E	James Deal
District F	Michael Madigan
District G	James Hamilton
District H	Ibrahim Mohamed
City of Minneapolis	Erica Prosser
City of Saint Paul	Pat Harris
Representing Greater Minnesota Area	Timothy Geisler Patti Gartland Donald Monaco Dixie Hoard

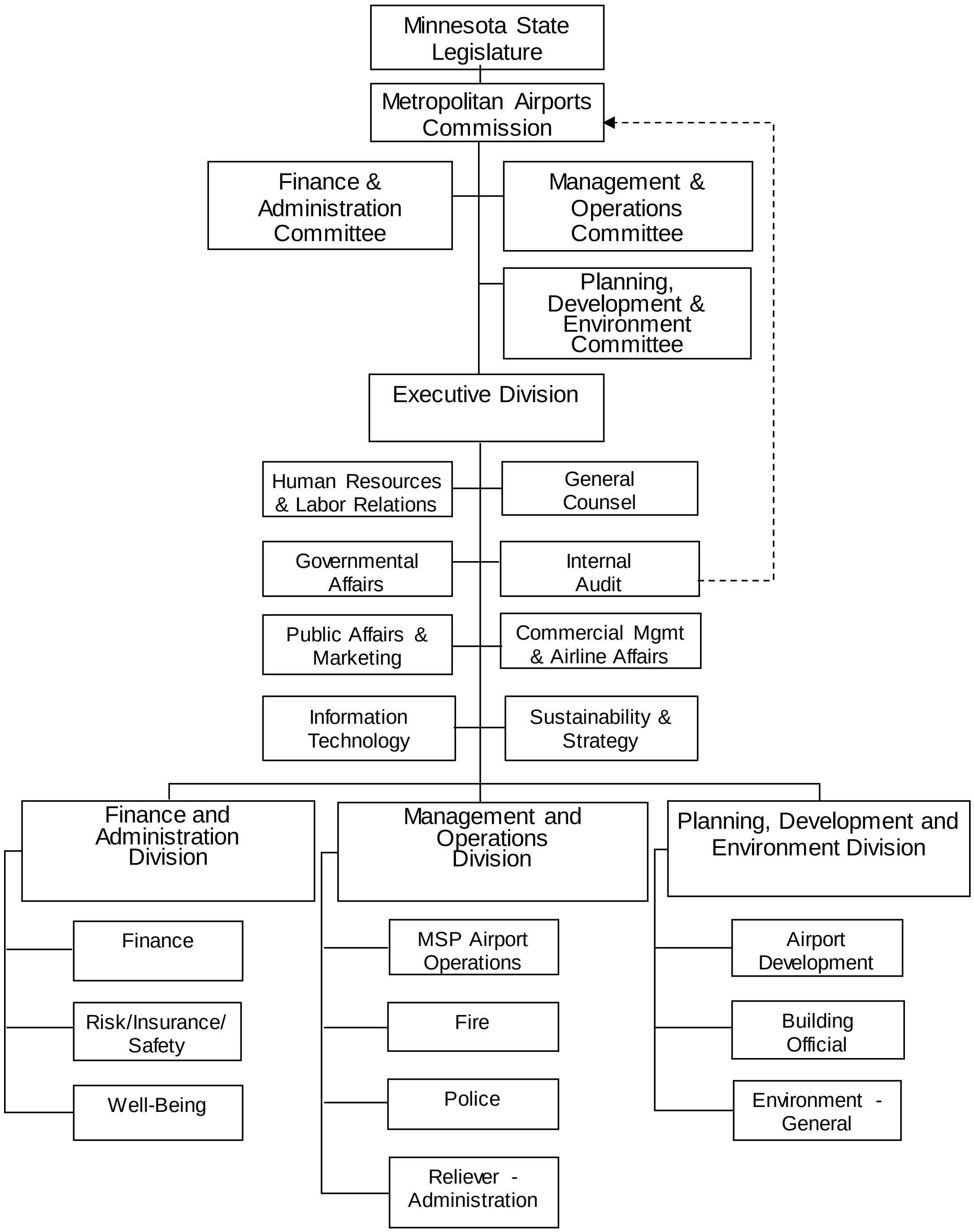
The Chair and Commissioners collectively are an appointed body which governs the Metropolitan Airports Commission. The Commissioners are, in effect, the board of directors for this public corporation.

Executive Director/CEO: Jeffrey Hamiel

The Executive Director/CEO is appointed by and responsible to the Commissioners. He is responsible for transforming the Commissioners' policy guidance into practical results that benefit airport users, specifically, and the citizens of Minnesota, generally.

MINNEAPOLIS/ST. PAUL METROPOLITAN AIRPORTS COMMISSION

ORGANIZATION CHART



METROPOLITAN AIRPORTS COMMISSION

Minneapolis–Saint Paul International Airport

6040 - 28th Avenue South • Minneapolis, MN 55450-2799

Phone (612) 726-8100 • Fax (612) 725-6353

OFFICE OF EXECUTIVE DIRECTOR

May 16, 2016

To The Commissioners
of the Metropolitan Airports Commission
and to its Stakeholders:

We are pleased to present the Comprehensive Annual Financial Report (CAFR) of the Metropolitan Airports Commission, Minneapolis-St. Paul, Minnesota, for the fiscal year ended December 31, 2015.

Management's Responsibility:

We, the management of the Metropolitan Airports Commission (Commission or MAC), are responsible for the accuracy of the reported data, for its completeness, and for the fairness of its presentation. To the best of our knowledge and belief, the data in the enclosed report are accurate in all material respects. We believe the report presents fairly the financial position, results of operations, and changes in net position and cash flows of the Commission in accordance with accounting principles generally accepted in the United States of America (GAAP). All disclosures necessary to help the reader understand the Commission's financial activities are included in the report.

To provide a reasonable basis to make the representations (above), we have established a comprehensive system of internal controls to ensure:

- Effectiveness and efficiency of operations
- Reliability of financial reporting
- Compliance with all applicable laws, regulations, contracts and grants

Because the cost of internal controls should not exceed their benefits, internal controls can provide only reasonable—not absolute—assurance that the MAC is achieving its objectives.

Independent Audit:

In accordance with Minnesota State Law, the State's Legislative Auditor may conduct a financial audit of the MAC or allow this service to be contracted. In addition, the Legislative Auditor periodically conducts a separate audit to examine the Commission's compliance with applicable laws, policies and procedures.

For the year ended December 31, 2015, the annual financial statements of the MAC have been audited by BKD, LLP, a firm of independent Certified Public Accountants. BKD's opinion on the financial statements is presented in this report.

Also, as part of the annual audit, BKD performs procedures in accordance with the Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance). Finally, the auditors perform procedures to help audit the MAC's compliance with the FAA regulations to implement the Aviation Safety and Capacity Expansion Act of 1990 in relation to Passenger Facility Charge (PFC) revenues and expenses. The resulting reports are intended for the use of the MAC and the FAA and have not been included in this report.

THE COMMISSION:

Purpose:
The Minnesota State Legislature created the MAC in 1943 as an independent public corporation. Its legislative Statute (Minnesota Laws, 1943, Chapter 500) charges the Commission to:

- Promote the public welfare and national security;
- Serve the public interest, convenience and necessity;
- Promote air navigation and transportation, (international, national and local);
- Increase air commerce and promote the efficient, safe and economical handling of such commerce; and,
- Develop the full potentialities of the metropolitan area as an aviation center.

With the growth of air commerce since 1943, the MAC has also assumed responsibilities to:

- Minimize the environmental impact from air navigation and transportation;
- Promote the overall goals of the state's environmental policies; and
- Minimize the public's exposure to noise and safety hazards around airports.

Powers:
As a *corporation,* the MAC has all the normal business rights and powers necessary to fulfill its mission to acquire, build and operate a system of airports. For example, the Commission can:

- Acquire and hold title to real estate;
- Enter into contracts and hire employees;
- Sue and be sued.

As a *public* corporation, the MAC has powers beyond those of a normal business. For example, the Commission can:

- Issue tax-exempt debt;
- Adopt ordinances, enforce them through its police powers, and acquire property through eminent domain;

and, most important the MAC *may*

- Levy taxes on real property in the Metropolitan Area for general obligation debt service or to meet operations and maintenance costs of airport facilities.

Notably, the Commission has <u>not</u> levied a local tax since 1969. Currently, the MAC has no need or intention to levy taxes. Rather, the Commission operates as an entirely self-funded organization similar to a private business.

Governance:
The MAC's governing board (Commission) consists of fifteen Commissioners who are appointed for fixed terms of office. The mayors of St. Paul and Minneapolis have permanent seats on the Commission but can appoint delegates to fill the positions. The Governor appoints the Chairperson and twelve Commissioners: eight from designated districts within the Metropolitan Area and four Commissioners to represent the Greater Minnesota Area (i.e., outside the Metropolitan Area). As the "board of directors" of the public corporation, the Commissioners represent the interests of the "owners" of the Commission, which is to say the Commissioners represent "the public's interest".

The Chairperson may be from anywhere in the State. Only the Chairperson can be removed before his or her term expires. Governor Mark Dayton appointed Mr. Daniel Boivin chair of the Commission in February 2011 and reappointed him in 2015. Prior to this, Boivin served as the mayor of Minneapolis' appointee to the board beginning in May 2002. As a MAC commissioner, Boivin chaired the Human Resources and Affirmative Action Committee.

In addition to serving as chair of the Commission, Boivin is an executive with Energy Management Collaborative, a national turnkey lighting solutions provider specializing in energy audits, lighting retrofits, and maintenance services. Boivin served from 2008 to 2015 as the executive vice-president, chief legal officer, and general counsel for HealthMine, a value-based health technology and insurance company where he was responsible for managing all legal and regulatory matters. Previously, Boivin served as attorney and partner with the Meshbesher & Spence law firm for 26 years, having been recognized as one of Minnesota's "Top Attorneys" by his peers and certified as a civil trial specialist. He served as the Chair of the Minnesota Bar Association Civil Litigation Section and has provided pro bono legal representation and acted as a volunteer judge for the Minnesota State High School Mock Trial Tournament.

The board appoints the Executive Director/CEO who serves at the pleasure of the Commission and is the "chief executive" of the MAC. The Executive Director/CEO is accountable for meeting all the Commission's expectations for organizational performance.

Jeffrey W. Hamiel was appointed Executive Director/CEO of the Commission in 1985. He holds a doctorate in Public Administration from Hamline University. Hamiel began his career with the Commission in 1977, becoming its first Manager of Noise Abatement and Environmental Affairs. In 1980, he was promoted to Assistant Director of Operations and to Director of Operations in 1983. Between 1984 and 1985, he served as Airport Director and was promoted to Deputy Executive Director before becoming Executive Director/CEO. In 2015, Mr. Hamiel announced his retirement from the Commission effective May 2016.

In March 2016, after a nationwide search process, the Commission selected Brian Ryks to replace Mr. Hamiel as the Executive Director/CEO of the Commission beginning in May 2016.

Jurisdiction and Facilities:
The Commission's geographic jurisdiction extends throughout the Minneapolis-St. Paul Metropolitan Area radiating 35 miles from Minneapolis' and St. Paul's city halls. It encompasses Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties.

The Commission owns and operates seven airports in the Metropolitan Area. Minneapolis-St. Paul International Airport (MSP) serves as the primary air carrier facility. MSP is one of the highest activity airports in the United States: it is the 11th largest among U.S. airports based on the number of operations (takeoffs or landings) and 17th largest based on passenger volume.

The following reliever airports complement MSP to serve general aviation needs:

St. Paul Downtown Airport	Airlake Airport	Anoka County/Blaine Airport
Crystal Airport	Flying Cloud Airport	Lake Elmo Airport

- Airlake, Anoka County/Blaine, Crystal, Flying Cloud, and Lake Elmo are classified as minor use airports.
- Control towers are operational at St. Paul, Crystal, Anoka County/Blaine and Flying Cloud Airports.
- The St. Paul Downtown Airport serves as the primary corporate reliever and is classified as an intermediate airport.

The Commission provides a variety of services at each of its airports. At MSP, the Commission is responsible for providing buildings and facilities for air carrier activity as well as police, fire protection, maintenance, administrative and planning services, and other related services and facilities that are deemed to be necessary.

SIGNIFICANT ACCOUNTING AND BUDGETING CONVENTIONS:

The Commission is a stand-alone unit of government and operates as a self-supporting business. Therefore, the net position reported in the Commission's financial statements measure "total economic resources" (as opposed to the "current financial resources" focus employed by purely governmental entities). Consistent with its measurement focus, the MAC accounts for transactions on the full accrual basis in which revenues and expenses are recognized when they are incurred regardless of the timing of related cash receipts or disbursements. All of the Commission's financial activities are organized and accounted for within one "enterprise fund", which includes "accounts" for operations, debt service and capital investment.

As is the case at most governments and businesses, the budget is a critically important management tool for the MAC. The process of identifying and funding priorities begins in April of each year and concludes in December with formal adoption of the budget by the Commissioners. Managers review their budgets continuously and adjust for changing business conditions. The board of Commissioners reviews budget variance reports monthly throughout the year.

Because it is a public entity and has the authority to levy taxes (even though it does not exercise this authority), the MAC is required by State Statute (Ch. 275) to publicly adopt its budget. However, the MAC's budget is not legally appropriated. Because the budget is not legally appropriated, budgetary data are not included in the MAC's basic financial statements.

ACTIVITY HIGHLIGHTS

MSP is classified by the FAA to be one of the large hub airports in the United States. According to Airports Council International (ACI) statistics, in calendar year 2014, MSP was the 16th busiest airport in the United States in terms of passenger volume, 13th in terms of takeoffs and landings and 26th in cargo traffic.

In 2015, approximately 36,600,000 passengers passed through MSP; a 4.0% increase in total passengers over 2014 levels. The top five carriers serving MSP in 2015 by enplaned passengers are shown in the accompanying table. Enplaned revenue passengers (including those connecting) at MSP in 2015 totaled 17,730,406. (Totals may differ from the passenger statistics reported by the air carriers to the Department of Transportation).

	Carrier	Total Enplaned Revenue Passengers	% of Total Enplaned Revenue Passengers
1	Delta	9,139,346	51.5%
2	Endeavor Air	1,608,015	9.1%
3	Skywest	1,247,022	7.0%
4	Sun County	1,029,007	5.8%
5	Southwest	940,592	5.3%
		13,963,982	78.7%

Compass, Skywest and Endeavor Air are all codeshares with Delta.

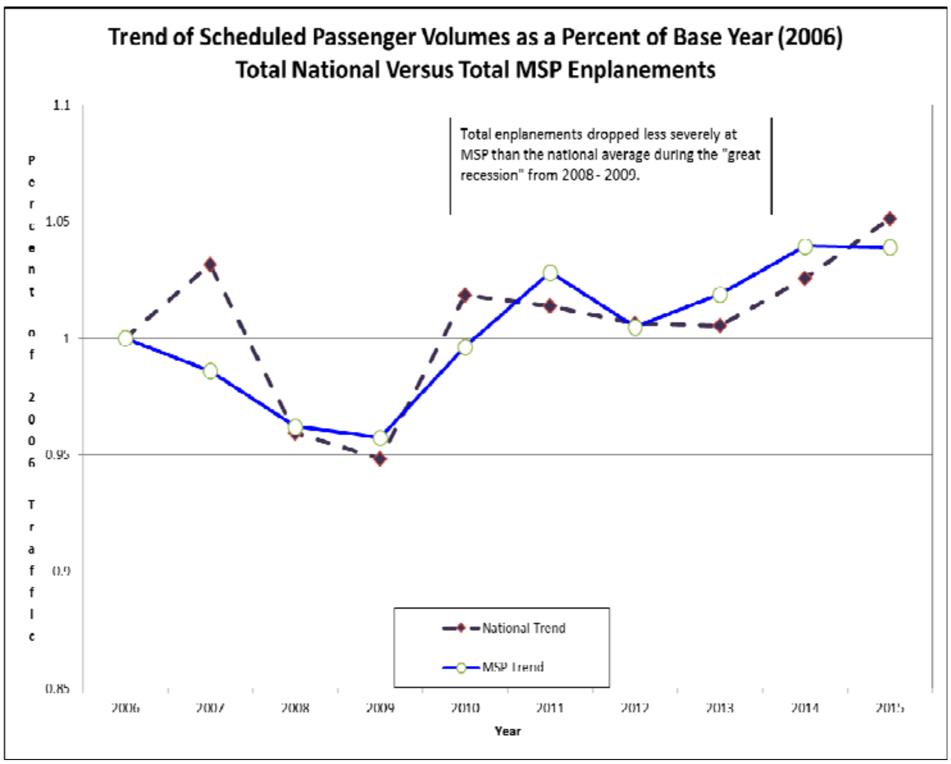
FACTORS AFFECTING THE MAC's FINANCIAL CONDITION:

Demand for Air Transportation

The Aircraft Aerodynamics and Design Group at Stanford University note that the role of air transport "… is central to the globalization taking place in many other industries." Air transport is riding the long-term trend of globalization because it facilitates economic growth, world trade, investment and tourism.

However, the air transportation industry and, specifically, the air travel segment of the industry, are highly sensitive to the general level of economic output. Demand for air travel is highly elastic primarily due to its vulnerability to substitutes like bus, train, or automobile travel—or, the choice not to travel at all.

External events can significantly affect the supply and demand for airline services; events such as the 9/11 terror attacks and the large increase in petroleum (and, therefore, jet fuel) prices between 2005 and mid-2008 and the "great recession" that began in 2008. The accompanying chart of Bureau of Transportation Statistics (BTS) data on airline passengers paints a picture of the of the industry's volatility.



Demand for Origination and Destination Traffic (O&D) at MSP*:*

A number of regional economic factors create strong demand for travel air traffic to and from the Twin Cities metropolitan area.

- Size: Minnesota is the 21st most populous State in the U.S. The Twin Cities metropolitan area is the 16th most populous metropolitan area in the nation.

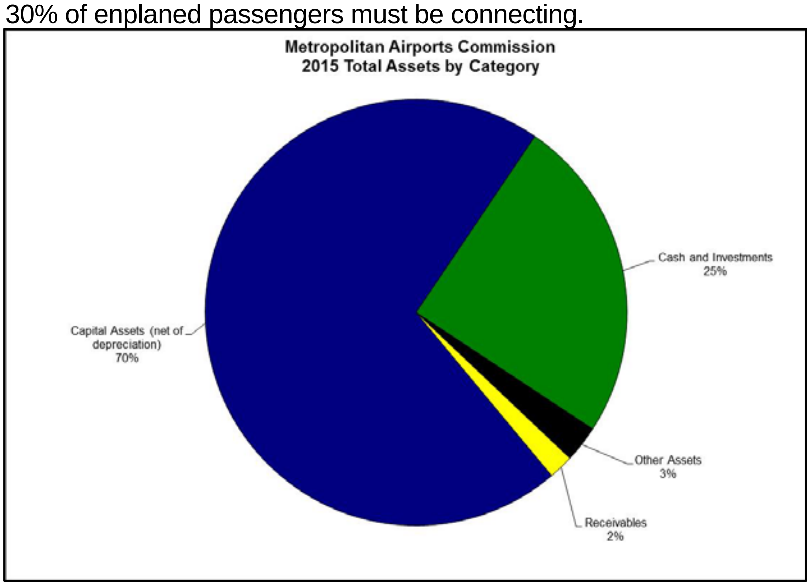
- Economic Strength and Diversity:
  - ✓ Minnesota is headquarters to 17 Fortune 500 companies, which places it first among the 50 States in terms of numbers of Fortune 500 firms headquartered within the State on a per-capita basis.
  - ✓ Minnesota is headquarters to 8 of the 250 largest private companies including the largest privately held company in the United States: the Cargill Corporation.
  - ✓ Minneapolis has the fourth largest concentration of Fortune 500 company headquarters among cities in the United States.

- High per capita income:
  - ✓ The Bureau of Economic Analysis reports that the Twin Cities average per capita income is approximately 6% higher than the national average.

- Stronger than National Average Growth in Population and Employment:
  - ✓ The Metropolitan Council, a regional planning organization for the eleven-county area including the Twin Cities, projects average annual population growth of 1.0% through 2040 versus the Census Bureau's projected national population growth rate of 0.7%.
  - ✓ The Metropolitan Council foresees a 1.1% annual average growth rate for Twin Cities area employment growth through 2040 versus the Bureau of Labor Statistics' projected growth in national employment of 1.0%.

Demand for Connecting Traffic:

Traffic at MSP is split 55/45 between O&D and connecting traffic. The strong demand for O&D traffic from MSP can be leveraged by tenant airlines to fill their planes by scheduling connecting flights through the airport. Historically, MSP was the "home-town" hub for the former Northwest Airlines, which had its headquarters in Eagan, Minnesota. After the merger of Northwest and Delta, the headquarters of the combined company was located in Atlanta. Although no longer the home-town company, Delta has made significant commitments to MSP. For example, Delta elected to extend its airline lease agreement with the MAC through December 31, 2020. In addition, Delta made a significant commitment to MSP in signing a "hub covenant". In its hub covenant, Delta agreed to maintain an annual average of 400 daily departing flights from MSP, at least 250 of which must be aircraft with greater than 70 seats and that a minimum of 30% of enplaned passengers must be connecting.



Supplying the Demand:

Airports are "landlords"—they build, own, maintain, and rent facilities and related services. Because an airport's main job is to provide runways, terminals, etc., it is a capital-intensive business. The MAC's balance sheet is dominated by capital assets which, at approximately $2,400,000,000 (net of depreciation), represent more than two-thirds of the Commission's total assets. Constructing, maintaining, and improving our capital assets is critical to meeting the demand of our customers.

During 2015, the Commission expended $136,000,000 on its on-going capital improvement program. Approximately $9,000,000 was associated with various airfield and runway projects. Approximately $59,000,000 was related to Terminal 1-Lindbergh projects. Projects at Terminal 1-Lindbergh include checkpoint consolidation, restroom rehabilitations as well as modular cooling tower project. Approximately $49,000,000 was spent on various Terminal 2-Humphrey projects, landside/parking and miscellaneous building projects with the largest projects being the installation of solar panels on top of the parking ramps at Terminal 1-Lindbergh, site preparation for a new parking ramp at Terminal 1-Lindbergh, a checked baggage inspection system and the start of three additional gates at Terminal 2-Humphrey. Approximately $3,000,000 was spent on the Commission's reliever airport system. The remaining $16,000,000 was spent for equipment purchases and various technology and miscellaneous improvements. Average monthly capital spending in 2015 was approximately $11,300,000.

The 2016 -17 CIP includes approximately $747,000,000 of planned projects, as set forth in the accompanying table. CIPs are revised from time to time and additional projects could be added to the 2016 -17 CIP including, but not limited to, one or more of the Demand Driven CIP Projects.

Projects 2016 - 2017	2016 planned construction	2017 planned construction
Terminal-1 Rehabilitation & Repair	$49,800,000	$33,600,000
Terminal-1 Tenant Projects	3,200,000	6,700,000
Terminal-1 Expansion/Remodeling	61,050,000	58,350,000
Information Technology Projects	17,250,000	14,950,000
Energy Management Center	2,450,000	500,000
Environmental	2,000,000	450,000
Parking Facilities	152,850,000	296,500,000
Airfield and Runway Rehabilitation Program	3,550,000	11,800,000
Terminal-2 Expansion/Remodeling	2,100,000	
Noise Mitigation Program		3,200,000
Police & Fire	850,000	1,500,000
Reliever Airports Program	7,900,000	5,000,000
Other	6,025,000	5,425,000
Total	$309,025,000	$437,975,000

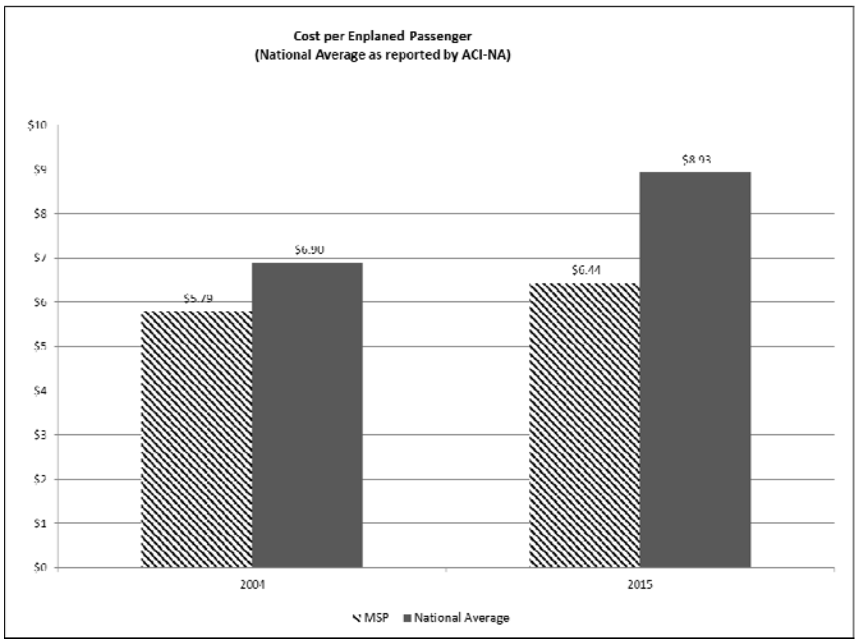
Financing the Supply

Capital grants, PFC's and long-term debt are the principal sources of funding of the Capital Improvement Program. Like a home mortgage, long-term debt bridges the difference between the time when cash is needed (up front) to pay for large capital outlays and the time the Commission collects its revenues. The MAC repays its debts over time through annual revenues. The Commission's principal revenues include use charges to the airlines, concession fees from vendors in the terminal buildings, facility rentals, and the sale of utilities.

Under its Master Indenture, the MAC has promised to maintain a debt service coverage ratio of 1.25 times the following year's scheduled payments. In July 2008, the Board of Commissioners directed that the MAC increase its debt service coverage above the contractual obligation to 1.4 times annual debt service for its Senior General Obligation Revenue Bonds (GORBs) and Senior General Airport Revenue Bonds (GARBs)—(see Note F to the financial statements). The MAC exceeded the July requirement. As of December 31, 2015, projected debt coverage on Senior Debt obligations is approximately 3.4 times scheduled payments.

At year-end 2015, the MAC had long-term debt (including the currently payable portion) of approximately $1,400,000,000 supporting approximately $2,400,000,000 of capital assets as discussed above (also see notes E and F to the financial statements). Despite its significant debt, the MAC is highly liquid. Also at year-end 2015, the MAC had cash and investments totaling more than $850,000,000 and has continued to maintain strong debt service coverage ratios (currently at 3.4). The MAC's conservative financial practices have been rewarded with AA- debt rating on its senior debt (the second highest rating given to any airport debt) by both the Standard and Poor's and Fitch rating agencies. High bond ratings reduce borrowing costs to the MAC and, therefore, help moderate the cost per enplaned passenger incurred by the airlines operating at MSP. In addition, high bond ratings ensure access to capital markets. Access to capital ensures that customers can depend on finding the high quality runways, terminals and other capital assets at the MAC's airports in good repair.

Because of the Commission's conservative financial practices, the cost to airlines of enplaning passengers at MSP is significantly lower than the national average. Because of inconsistencies in methods of calculating the cost per enplanement, it is difficult to have fully comparable statistics. However, recently reported comparative data from a Fitch Ratings report shows the cost to airlines of enplaning passengers at MSP to be significantly cheaper than the national average. This makes MSP a profitable venue for client airlines.



The MAC board, management and employees are guided by our Strategic Plan to provide the highest quality facilities at the lowest life-cycle cost for the benefit of our customers. The MAC and its airports are well positioned to meet the demands of airlines and air-travelers for safe, efficient and reliable facilities for years to come.

MANAGEMENT'S DISCUSSION AND ANALYSIS:

Management is required by GAAP to provide a narrative introductory overview and analysis in the form of a "Management's Discussion and Analysis (MD&A) to accompany the financial statements. The MD&A follows the independent auditor's report. The MD&A has greater scope, more detail, and is a more substantive discussion of issues mentioned in this transmittal. Users of the financial statements should read the MD&A in conjunction with this letter.

AWARDS:

The Government Finance Officers Association of the United States and Canada (GFOA) awarded the Certificate of Achievement for Excellence in Financial Reporting to the MAC for its Comprehensive Annual Financial Report for the year ended December 31, 2014. The Commission has received this prestigious GFOA award for thirty consecutive years.

In order to be awarded a Certificate, which is valid for one year, a governmental unit must publish an easily readable and efficiently organized report, the contents of which conform to the program's standards. Such 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 Comprehensive Annual Financial Report 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.

The Commission also received for the thirtieth consecutive year the GFOA Award for Distinguished Budget Presentation for its Annual Operating Budget for 2015. In order to qualify for the Distinguished Budget Presentation, the Commission's budget document was judged to be proficient in several categories, including policy documentation, financial planning and organization.

ACKNOWLEDGEMENTS:

We wish to convey our sincere appreciation to the many MAC employees from all of its departments who participate in the Agency’s fiscal management on a daily basis and have contributed to the financial results reported in the following financial statements.

In addition, we would like to express our appreciation for the leadership and support of the Board of Commissioners and for their sincere interest in operating the MAC in a sound financial manner.

Respectfully,

Jeffrey W. Hamiel	Stephen L. Busch	Robert C. Schauer
Executive Director/CEO	Vice President, Finance & Administration	Director of Finance

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Minneapolis-St. Paul

Metropolitan Airports Commission

Minnesota

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

December 31, 2014

Jeffrey R. Emer

Executive Director/CEO

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MAC


Minneapolis/St. Paul, Minnesota • Metropolitan Airports Commission
Comprehensive Annual Financial Report
Year Ended December 31, 2015
Financial Section

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BKD LLP
CPAs & Advisors

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Independent Auditor's Report

To the Members of the Board
Minneapolis/St. Paul Metropolitan Airports Commission
Minneapolis, Minnesota

We have audited the accompanying basic financial statements, which are comprised of the balance sheet as of December 31, 2015, and the related statements of revenues, expenses and changes in net position and of cash flows for the year then ended and the related notes to the basic financial statements, as listed in the table of contents, of Minneapolis/St. Paul Metropolitan Airports Commission (Commission).

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. 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 Minneapolis/St. Paul Metropolitan Airports Commission as of December 31, 2015, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note A to the financial statements, in 2015, the Commission adopted GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

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

Other Information

Our audit was conducted for the purpose of forming an opinion on the basic financial statements as a whole. The Introductory and Statistical Sections listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information 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 it.

BKD, LLP

Indianapolis, Indiana
May 16, 2016

Financial Section

The following discussion and analysis of the financial performance and activity of the Minneapolis/St. Paul Metropolitan Airports Commission (Commission or MAC) is to provide an introduction and understanding of the basic financial statements of the Commission for the year ended December 31, 2015 with selected comparative information for the year ended December 31, 2014. This discussion has been prepared by management and should be read in conjunction with the audited financial statements and the notes thereto, which follow this section.

USING THE FINANCIAL STATEMENTS

The MAC's financial report includes three financial statements: the Balance Sheet, the Statement of Revenues, Expenses and Changes in Net Position and the Statement of Cash Flows. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America, as promulgated by the Governmental Accounting Standards Board (GASB).

FINANCIAL HIGHLIGHTS

Adoption of GASB 68

In 2015, the Commission adopted Governmental Accounting Standards Board Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27* (GASB 68). 2014 financial information has not been restated for the adoption of GASB 68.

General

The Commission has entered into, and receives payment under, agreements with various air carriers and other parties, including the airline lease agreements relating to landing fees and the leasing of space in terminal buildings, other building leases regarding the leasing of cargo and miscellaneous hangar facilities, concession agreements relating to sale of goods and services at the airport and specific project leases relating to the construction of buildings and facilities for specific tenants. Below is a brief description of each agreement along with the revenue generated in 2015.

Airline Lease Agreements

The airline lease agreements relate to the use of the airport for air carrier operations, the leasing of space within the terminal buildings of the airport, ramp fees for parking aircraft at the Lindbergh Terminal and the establishment of landing fees. Except for rental amounts based primarily upon the square feet rented, the terms, conditions and provisions of each airline lease agreement are substantially the same.

In the airline lease agreements, the Commission has leased to each particular air carrier a certain specified square footage portion of the terminal area in the airport. Annual rents are computed on the basis of various charges per square foot for various types of space within the existing terminal area and, in certain cases, the costs of certain improvements of the existing terminal area. The airline lease agreements also provide that each air carrier is required to pay a basic landing fee. The landing fee is calculated by dividing the cost of operations, maintenance and debt service at the airfield by total landed weight of aircraft utilizing the airport. The airline lease agreements also require each air carrier leasing gate space at Lindbergh Terminal (Terminal 1) to pay an aircraft parking ramp fee that is computed on a lineal foot basis. The ramp fee includes the cost of operations, maintenance and debt service to the ramp area surrounding the terminal building gates.

The airline lease agreement also provides that food and beverage, merchandise and auto-rental annual gross concession revenues to the Commission ("Selected Concession Revenues") will be shared with the Passenger Signatory Airlines (allocated among the Passenger Signatory Airlines based upon their proportionate share of enplanements at the Airport for the applicable fiscal year) under the following schedule (the "Shared Concession Revenues"):

Selected Concession Revenues	Percent Shared with Passenger Signatory Airlines
Greater than $46,746,424	25% up to $46,746,424 and 50% for amounts above $46,746,424
$36,181,443 to $46,746,424	25%
$34,734,185 to $36,181,442	20%
$33,286,928 to $34,734,184	15%
$31,839,670 to $33,286,927	10%
$30,392,413 to $31,839,669	5%

The Passenger Signatory Airlines are also entitled to Supplemental Revenue Sharing equal to an additional 25% of Selected Concession Revenues above $30,000,000 but below $46,746,425 if enplaned passengers exceed 17,028,500. Selected Concession Revenues were $42,553,811 and enplaned passengers exceeded 17,028,500 for fiscal year 2015, resulting in total Shared Concession Revenue of $13,776,906 of which $3,138,452 was Supplemental Revenue Sharing. The Selected Concession Revenues thresholds are subject to change annually.

The total amount of Shared Concession Revenues will be structured as a credit against the rates and charges in the current year, payable to the Passenger Signatory Airlines in the subsequent fiscal year. Notwithstanding the above schedule, the amount of Shared Selected Concession Revenues will be reduced to the extent necessary so that Net Revenues, after subtracting the Shared Concession Revenues, will not be less than 1.25 times the total annual debt service on Senior Bonds, Subordinate Obligations, and other debt obligations of the Commission. In the event that the Shared Concession Revenues are reduced in any year, such reduction will be deferred until the next fiscal year and will be credited against the rates and charges payable by the Passenger Signatory Airlines in the next fiscal year to the extent that Net Revenues, after subtracting the applicable Shared Concession Revenues, are not less than 1.25 times the total annual debt service on Senior Bonds, Subordinate Obligations, and other debt obligations of the Commission.

For the year ended December 31, 2015, the aggregate rentals earned by the Commission pursuant to the airline lease agreements were approximately $95,987,000. The annual rentals due under each lease may be adjusted each year to reflect actual costs of the airport.

Other Building and Miscellaneous Leases

The other building and miscellaneous leases relate to rentals and other fees associated with the Hubert H. Humphrey Terminal (Terminal 2), miscellaneous hangar facilities, and office rentals for non-airline tenants in Terminal 1. For the year ended December 31, 2015, the aggregate annual rentals under these leases were approximately $28,134,000.

Specific Project Leases

The Commission has constructed various buildings and facilities for specific tenants. If bonds were issued by the Commission to finance the construction of a facility, the lessee is required to pay annual lease payments equal to the debt service requirements on the bonds issued to construct the facility, due in the following year. The lease remains in effect until the total debt service on the bonds has been paid. If, on the other hand, the construction of a facility is financed from funds the Commission has on hand, the lessee is required to make lease payments equal to the debt service requirements, which would have been required, if bond funds were used.

For the year ended December 31, 2015, the aggregate lease rentals paid to the Commission under specific project leases was approximately $10,227,000.

Concession Agreements

The Commission has entered into concession agreements with various firms to operate concessions inside the terminal building at the airport including, among others, food and beverage services, newsstands, advertising, amusements/games, insurance, personal service shops, and telephones. For the year ended December 31, 2015, the aggregate fees earned by the Commission under the existing concession agreements were approximately $29,705,000. Such fees are computed on the basis of different percentages of gross sales for the various types of concessions, with the larger concessions guaranteeing a minimum payment each year.

Concession agreements for rental car agencies require such concessionaires to pay fees based on a percentage of their gross revenues and special charges such as parking fees and a per-square-foot land rental. The Commission also has a management contract with a firm for the operation of the airport parking lot and garage facilities. For the year ended December 31, 2015, the aggregate fees earned by the Commission under the existing rental car agreements and parking lot and garage facilities were approximately $118,976,000. Of this amount, parking revenue was approximately $87,578,000. Auto rental revenue for both on and off airport auto rentals for December 31, 2015 was approximately $31,399,000.

Reliever Airports

The Commission has entered into various other leases and agreements with tenants at its reliever airport system. These reliever airport tenant leases include fuel flowage fees, hangar rentals, storage lots, commercial fees and other miscellaneous amounts. For the year ended December 31, 2015, revenues from these agreements were approximately $6,939,000.

Miscellaneous Off-Airport Concession Leases and Ground Transportation Fees

The Commission has entered into certain leases with off-airport concessionaires that provide off-airport advertising and auto services. Additionally, the Commission charges fees for employee parking, permits and licenses to operate shuttles, vans, buses and taxis at the airport. Such fees are set by Commission ordinances. For the year ended December 31, 2015, the Commission earned $10,124,000.

Utilities

The Commission has entered into certain leases with tenants the provide utilities to the leased spaces throughout the terminal. For the year ended December 31, 2015, the revenues from these utility charges were approximately $4,665,000.

Miscellaneous Revenues

In addition to the above agreements, the Commission enters into various other leases and agreements. These include ground space rentals, office rentals for commuter airlines and concessionaires, commuter and general aviation fees, and other miscellaneous amounts. For the year ended December 31, 2015, the revenues from these agreements were approximately $12,891,000.

Operating Revenues

Operating revenues for the MAC are derived entirely from user fees that are established for various services and facilities that are provided at Commission airports. While the Commission has the power to levy taxes to support its operations, it has adopted policies to provide adequate revenues for the system to operate since 1969 without general tax support. Revenue sources have been grouped into the following categories in the Statements of Revenues, Expenses and Changes in Net Position:

Airline Rates & Charges	-	Revenue from landing and ramp fees and terminal building rates
Concessions	-	Revenue from food and beverage sales, merchandise sales, auto parking, etc.
Other Revenues:		
Rentals/fees	-	Fees for building rentals
Utilities and other revenues	-	Charges for tenants use of ground power, water and sewer, and other services provided by the MAC

For the fiscal year ended December 31, 2015, the top ten operating revenue sources for the MAC were as follows:

Top Ten Operating Revenue Sources:

	Source	**2015 Revenue**	
1.	Parking	$ 87,577,975	
2.	Landing fees	57,903,940	
3.	General Building R&R	40,515,468	
4.	Auto rental (off- and on-airport)	31,398,611	*
5.	Other Building Rent	22,936,457	
6.	Food & Beverage	16,836,419	
7.	Ground Rent	8,728,095	
8.	News and Retail Stores	8,191,087	
9.	Ramp Fees	7,131,715	
10.	Ground transportation fees	5,207,766	

*Excludes customer facility charges.

The top ten revenue providers for 2015 for the MAC were as follows:

Top Ten Operating Revenue Providers

1. Delta Airlines
2. HMS Host
3. Enterprise
4. Hertz
5. Sun Country
6. Avis
7. World Duty Free Group
8. American Airlines
9. Southwest Airlines
10. United Airlines

Statements of Revenues, Expenses and Changes in Net Position

During 2015, the MAC's total revenues and capital contributions increased by 6.4% to $402,478,000 from $378,298,000 in 2014. Changes in major categories follow (dollars in thousands):

	2015	% of Total	2014	% of Total	Dollar Change	Percent Change
Operating revenues						
Airline rates and charges	$ 107,805	26.8%	$ 111,005	29.3%	$ (3,200)	-2.9%
Concessions	146,893	36.6%	136,445	36.2%	10,448	7.7%
Rentals/fees	36,086	9.0%	34,117	9.0%	1,969	5.8%
Utilities and other revenues	16,637	4.1%	16,768	4.4%	(131)	-0.8%
Total operating revenues	307,421		298,335		9,086	
Nonoperating revenues						
Investment income	9,241	2.3%	8,746	2.3%	495	5.7%
Solar panel financing rebate	599	0.1%	-	0.0%	599	100.0%
Gain on sale of assets/other	60	0.0%	(16,387)	-4.3%	16,447	-100.4%
Passenger facility charges (PFC)	70,471	17.5%	67,106	17.7%	3,365	5.0%
Total nonoperating revenues	80,371		59,465		20,906	
Capital contributions and grants	14,686	3.6%	20,498	5.4%	(5,812)	-28.4%
Total revenues and capital contributions	$ 402,478	100.0%	$ 378,298	100.0%	$ 24,180	6.4%

Airline rates and charges decreased $3,200,000 or 2.9% from 2014 levels. A majority of the revenue derived from the airline rates and charges category is based on the amount of expenses incurred in certain cost centers. During 2015 and 2014, the MAC experienced a below average amount of snow and, as a result, snow removal expenses were lower. In addition, there was an increase in the amount of concessions shared with the airlines.

Concessions increased by 7.7% or $10,448,000. The majority of the increase is in the public parking category. An increase in parking rates as of January 1, 2015, along with a longer length of stay accounted for approximately $6.9 million of the increase in the concessions category. The remaining increase was in the Food & Beverage, Auto Rental, and Outdoor Advertising categories. Food and Beverage increases (approximately $720,000) can be attributed to passenger growth and increase spending on a per passenger basis. Auto Rental revenue increases (approximately $770,000) was primarily related to passenger growth. Outdoor advertising increased $980,000 due to a full years' revenue on the outdoor advertising contract.

Rental fees increased by $1,969,000 or 5.8%. This is primarily a result of higher auto rental customer facility charge (CFC) revenue due to increased activity in 2015 and higher terminal building rental rates for non-airline tenants.

Investment income increased $495,000 or 5.7% due to higher interest rates.

The Commission received a $599,000 financing credit related to the installation of solar panels on top of the public parking ramps at Terminal 1.

The gain on sale of assets decreased by $16,447,000 due to the sale of a parcel of land that the Commission acquired during the construction of runway 17-35 in 2014.

Capital contributions and grants represent grants received from both federal and state governments for various construction projects at both MSP and the reliever airports. The decrease in 2015 comes primarily from a decrease in federal grants for baggage screening projects.

Expenses

In 2015, the MAC's total expenses increased by 0.9% to $355,933,000 from $352,899,000 in 2014. Changes in major categories are summarized below (dollars in thousands):

	2015	% of Total	2014	% of Total	Dollar Change	Percent Change
Operating expenses						
Personnel	$ 81,728	23.0%	$ 72,358	20.5%	$ 9,370	12.9%
Administrative	1,521	0.4%	1,610	0.5%	(89)	-5.5%
Professional services	5,574	1.6%	4,972	1.4%	602	12.1%
Utilities	18,304	5.1%	20,873	5.9%	(2,569)	-12.3%
Operating services	21,230	5.9%	19,583	5.6%	1,647	8.4%
Maintenance	32,089	9.0%	31,377	8.9%	712	2.3%
Depreciation and amortization	134,419	37.8%	131,069	37.1%	3,350	2.6%
Other	3,454	1.0%	3,323	0.9%	131	3.9%
Operating expenses	298,319		285,165		13,154	
Nonoperating expenses						
Interest expense	57,614	16.2%	67,734	19.2%	(10,120)	-14.9%
Total nonoperating expenses	57,614		67,734		(10,120)	
Total expenses	$ 355,933	100.0%	$ 352,899	100.0%	$ 3,034	0.9%

Personnel increased by 12.9% or $9,370,000. The majority of the increase is related to the implementation of GASB 68, which resulted in a significant pension expense adjustment in 2015. The remaining increase is due to annual wage adjustments and new employees, partially offset by a decrease in overtime due to a lighter snow season.

Professional services increased by 12.1% or $602,000 primarily due to an increase in information technology projects and project costs that were expensed due to the project becoming inactive or will not be completed.

Utilities decreased $2,569,000 or 12.3% due to less natural gas and heating fuel consumption from a milder winter than the previous year. During 2015, the lighting fixtures in the parking ramps at Terminal 1 were changed to more energy efficient lights and the Commission received a credit rate adjustment from the utility company.

Operating services increased $1,647,000 or 8.4% due to the addition of an existing parking ramp being converted to public parking for which the Commission provides shuttle service from the ramp to Terminal 1.

Maintenance increased $712,000 or 2.3%. The increase is attributable to increased focus on cleanliness throughout the Terminal buildings resulting in higher cleaning costs along with the Commission now maintaining the baggage handling system. This was offset by lower snow removal expenses due to a below average winter snowfall in 2015.

Depreciation increased $3,350,000 or 2.6%. The increase is attributable to new projects placed into service during 2014-2015.

Other expenses increased $131,000 or 3.9% due to an increase in general insurance claims and premiums.

Net Revenues

In order to promote and encourage the efficient use of facilities at all of the MAC's airports, as well as minimize the environmental impact of MSP on the surrounding community, the MAC has implemented a policy of subsidizing its reliever airports to encourage the use of these facilities rather than MSP. In order to maintain this subsidy, the MAC sets its rates and charges to assure that total system revenues will be sufficient to pay total system expenses.

Net revenues generated by the Commission are designated for construction and debt service payments. These net revenues provide the Commission with a portion of the money to meet the funding requirements of its capital improvement program. This reduces the need to issue bonds and, therefore, allows the Commission to avoid the interest expense of additional debt.

Following is a summary of the Statements of Revenues, Expenses and Changes in Net Position:

(in thousands)

	2015	2014
Operating revenues	$ 307,421	$ 298,335
Operating expenses	(298,319)	(285,165)
Operating income	9,102	13,170
Nonoperating revenues	80,371	59,465
Nonoperating expenses	(57,614)	(67,734)
Capital contributions and grants	14,686	20,498
Increase in net position	$ 46,545	$ 25,399

The Commission shows an increase in the total change in its net position in 2015 from 2014. This is primarily a result of the decrease in interest expense due to previous bond refundings and a prior year loss on the sale of a parcel of land. This was partially offset by a decrease in capital contributions and grants.

Occasionally, the Commission shows an operating loss as a result of its methodology of assessing airline rates and charges and the reporting requirements for Passenger Facility Charges (PFCs). For its airline rates and charges model, the Commission uses debt service instead of depreciation as a basis of recovering capital costs. Therefore, projects constructed with internally generated funds are not recoverable under the airline agreement. Further contributing to operating losses is the accounting treatment of PFCs and federal and state grants. The Commission cannot charge the users of the airport for any of its capital costs that were funded by PFCs and/or capital contributions. Therefore, under operating expenses the full cost of the capital project is depreciated over its useful life; however, the corresponding revenue from that particular project shows below the operating loss line item as a nonoperating revenue (PFCs) item or a capital contribution (federal and state grants).

We believe we are well positioned to increase the long-term financial stability and air service competitiveness of MSP. In addition, our 10-year history of airline rates and charges is very competitive and, as one of the few airports with an AA- rating from both Fitch Investor Services and Standard & Poor's, we feel we are positioned well for growth in the future.

Financial Section

BALANCE SHEETS

The Balance Sheets present the net position of the MAC at the end of the fiscal year. Net position is equal to total assets plus deferred outflows of resources less total liabilities less deferred inflows of resources and is an indicator of the current financial health of the MAC. Summarized balance sheet information at December 31, 2015 and 2014 follows (in thousands):

	December 31, 2015	December 31, 2014
Assets		
Current assets - unrestricted	$ 425,019	$ 398,216
Restricted assets - current	89,599	78,210
Noncurrent assets:		
Other noncurrent assets	438,751	422,287
Capital assets - net	2,432,036	2,415,726
Total assets	3,385,405	3,314,439
Deferred Outflows of Resources	53,092	29,550
Total assets and deferred outflows of resources	$ 3,438,497	$ 3,343,989
Liabilities		
Current liabilities - unrestricted	$ 77,125	$ 54,334
Payable from restricted current assets	97,157	81,194
Noncurrent liabilities:		
Bonds payable	1,305,023	1,369,628
Other noncurrent liabilities	219,783	109,594
Total liabilities	1,699,088	1,614,750
Deferred Inflows of Resources	22,635	9,891
Total liabilities and deferred inflows of resources	1,721,723	1,624,641
Net Position		
Net investment in capital assets	1,163,545	1,152,189
Restricted	299,192	281,204
Unrestricted	254,037	285,955
Total net position	1,716,774	1,719,348
Total liabilities, deferred inflows of resources and net position	$ 3,438,497	$ 3,343,989

The increase in total assets is primarily due to the increase in deferred outflow of resources related to the Commission's pension plans. Overall, the majority of the decrease in net position from 2014 to 2015 is due to the implementation of GASB 68, which resulted in a significant adjustment to the 2015 net position, offset by an increase in operating income and a reduction in interest expense.

CASH AND INVESTMENT MANAGEMENT

The following summary shows the major sources and uses of cash (in thousands):

	2015	2014
Cash provided by operating activities	$ 305,770	$ 300,270
Cash used in operating activities	(142,740)	(153,501)
Net cash provided by operating activities	163,030	146,769
Net cash used in capital and related financing activities	(112,603)	(125,347)
Net cash used in investing activities	(53,425)	(24,757)
Net decrease in cash and cash equivalents	(2,998)	(3,335)
Cash and cash equivalents, beginning of year	9,156	12,491
Cash and cash equivalents, end of year	$ 6,158	$ 9,156

Cash temporarily idle during the year is invested according to legal requirements established by the Legislature of the State of Minnesota. In accordance with state law, investments are generally restricted to various United States government securities, mutual funds, state and local obligations, commercial paper and repurchase agreements. With the exclusion of postemployment medical investments which must mature within ten years from the date of purchase, all other securities must mature within four years from the date of purchase. During 2015, the MAC's average portfolio balance was $812,490,000 and total investment earnings were $5,074,000 for an average yield on investments during the year of 0.63%. This compares to an average portfolio balance of $764,527,000; investment earnings of $4,954,000 and average yield of 0.65% in fiscal year 2014.

The Commission currently has a policy of keeping a six-month working capital reserve in its operating fund. At the end of 2015, the Commission has in its operating fund approximately $52 million over and above its 2015 six-month working capital requirement. The Commission is currently considering how to apply or use some or all of these excess-operating funds.

CAPITAL CONSTRUCTION

During 2015, the Commission expended $136,000,000 on its on-going capital improvement program. Approximately $9,000,000 was associated with various airfield and runway projects. Approximately $59,000,000 was related to Terminal 1-Lindbergh projects. Projects at Terminal 1-Lindbergh include checkpoint consolidation, restroom rehabilitations as well as modular cooling tower project. Approximately $49,000,000 was spent on various Terminal 2-Humphrey projects, landside/parking and miscellaneous building projects with the largest projects being the installation of solar panels on top of the parking ramps at Terminal 1-Lindbergh, site preparation for a new parking ramp at Terminal 1-Lindbergh, a checked baggage inspection system and the start of three additional gates at Terminal 2-Humphrey. Approximately $3,000,000 was spent on the Commission's reliever airport system. The remaining $16,000,000 was spent for equipment purchases and various technology and miscellaneous improvements. Average monthly capital spending in 2015 was approximately $11,300,000

During 2014, the Commission expended $107,000,000 on its on-going capital improvement program. Approximately $6,000,000 was associated with various airfield and runway projects. Approximately $55,000,000 was related to Terminal 1-Lindbergh projects. Projects at Terminal 1-Lindbergh include expansion of the customs hold area and baggage handling system, checkpoint consolidation, restroom rehabilitations as well as a checked baggage screening system project. Approximately $31,000,000 was spent on various Terminal 2-Humphrey projects, landside/parking and miscellaneous building projects with the largest projects being a baggage handling system at Terminal 2-Humphrey and rental car facility. Approximately $1,300,000 was spent on the Commission's ongoing residential sound insulation program. Approximately $3,000,000 was spent on the Commission's reliever airport system. The remaining $11,000,000 was spent for equipment purchases and various technology and miscellaneous improvements. Average monthly capital spending in 2014 was approximately $8,000,000.

Further information can be found in Note E.

CAPITAL FINANCING AND DEBT MANAGEMENT

The MAC has issued three forms of indebtedness: Notes Payable, General Airport Revenue Bonds and General Obligation Revenue Bonds. General Obligation Revenue Bonds are backed by Commission revenues and the authority to levy any required taxes on the assessed valuation of the seven county Metropolitan Area. General Airport Revenue Bonds are not backed by the MAC's taxing authority.

The MAC is required by law to maintain Debt Service funds sufficient to bring the balance on hand in the Debt Service Account on October 10th of each year to an amount equal to all principal and interest to become due on all General Obligation Revenue Bonds (GORB) payable from October 10th to the end of the second following year. As of January 1, 2015, the Commission retired all of its outstanding General Obligation Revenue Bonds.

Statutory authority for issuing bonds is obtained from the Minnesota State Legislature. Authorization as of December 31, 2015, permits the issuance of an additional $55,000,000 of General Obligation Revenue Bonds.

On October 8, 2014, the Commission issued two new series of General Airport Revenue Bonds. The series labeled 2014 Series A and 2014 Series B General Airport Revenue Bonds were issued for $217,790,000 and $46,590,000, respectively. The proceeds are being used to current refund and defease $319,715,000 of the remaining principal outstanding of the Series 2005A, Series 2005B and Series 2005C General Airport Revenue Bonds, which were called on January 1, 2015.

The MAC is financing its construction program through a combination of the MAC's revenues, entitlement and discretionary grants received from the FAA, state grants, PFCs and revenue bonds. Long-term debt is the principal source of funding of the capital improvement program. The MAC, through its Master Indenture, has covenanted to maintain a debt service coverage ratio of 1.25. Debt service coverage is calculated based on a formula included in the Master Indenture and the airport use agreement.

The Commission has irrevocably committed a portion of PFCs it receives to the payment and funding of debt service on Senior Bonds and/or Subordinate Obligations issued to finance projects authorized to be financed with PFCs (collectively, the "PFC Eligible Bonds") through December 31, 2030.

Pursuant to the PFC Resolution, the Commission has irrevocably committed the following amounts of PFCs in the following Fiscal Years:

Irrevocably Committed PFCs

Fiscal Year	Irrevocably Committed PFCs	Fiscal Year	Irrevocably Committed PFCs
2015	9,336,513	2023	9,333,150
2016	9,335,238	2024	9,333,400
2017	9,337,150	2025	9,337,650
2018	9,338,400	2026	9,334,900
2019	9,337,650	2027	9,334,650
2020	9,339,400	2028	9,465,900
2021	9,337,900	2029	9,467,625
2022	9,332,650	2030	9,462,475

If the Commission does not use the full amount of the irrevocably committed PFCs to pay debt service on PFC Eligible Bonds in a Fiscal Year (i.e., there is more irrevocably committed PFCs than there is debt service due on PFC Eligible Bonds in such Fiscal Year), any unused portion of the irrevocable commitment for such Fiscal Year is not required to be carried over for use in future Fiscal Years.

In addition to the PFCs irrevocably committed pursuant to the PFC Resolution, the Commission can, at its sole discretion, use excess PFCs to pay additional debt service on PFC Eligible Bonds. The Commission currently expects to utilize all of the irrevocably committed PFCs and a portion of the remaining PFCs to pay the debt service on the PFC Eligible Bonds.

For further information on capital financing activity see Notes F, G and H.

CONTACTING THE MAC'S FINANCIAL MANAGEMENT

This financial report is designed to provide the MAC's Commissioners, management, investors, creditors and customers with a general view of the MAC's finances and to demonstrate the MAC's accountability for the funds it receives and expends. For further information about this report, or if you need additional financial information, please contact Director of Finance, 6040 28th Avenue South, Minneapolis, MN 55450 or access the Commission's website – https://metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Administration/Financials.aspx.

BALANCE SHEET

(Dollars in Thousands)

	December 31, 2015
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	
Current Assets:	
Cash and cash equivalents	$ 6,158
Investments	376,879
Accounts receivable, net of allowances for uncollectibles of $255	12,138
Receivable - government grants in aid of construction	23,813
Leases receivable	2,361
Other	3,670
Restricted assets:	
Investments	78,844
Leases receivable	2,215
Passenger facility charge receivable	8,540
Total current assets	514,618
Noncurrent Assets:	
Investments, restricted	388,100
Leases receivable, unrestricted	20,349
Leases receivable, restricted	18,527
Derivative instruments - forward delivery agreements	9,849
Other	1,926
Capital assets:	
Land	363,824
Airport improvements and buildings	3,863,710
Moveable equipment	156,112
Construction in progress	140,092
Less accumulated depreciation	(2,091,702)
Total capital assets (net of accumulated depreciation)	2,432,036
Total noncurrent assets	2,870,787
Total assets	3,385,405
Deferred Outflows of Resources	53,092
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	**$ 3,438,497**

BALANCE SHEET

(Dollars in Thousands)

		December 31, 2015
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
Current Liabilities:		
Accounts payable	$	48,382
Accounts payable due to airlines		17,601
Current portion of notes payable		3,426
Employee compensation, payroll taxes and other		7,716
Payable from restricted current assets:		
Current portion of bond payable		57,010
Construction and other		7,297
Unearned revenue		1,362
Interest payable		31,488
Total current liabilities		174,282
Noncurrent Liabilities:		
Employee compensation, payroll taxes and other		2,274
Unearned revenue, restricted		1,027
Notes payable		87,431
Postemployment medical		60,623
Bonds payable		1,305,023
Net pension liability		68,428
Total noncurrent liabilities		1,524,806
Total liabilities		1,699,088
Deferred Inflows of Resources		22,635
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES		**1,721,723**
NET POSITION		
Net investment in capital assets		1,163,545
Restricted		
Debt service		115,352
Construction		182,751
Police/911 emergency communications		1,089
Unrestricted		254,037
TOTAL NET POSITION		**1,716,774**
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	**$**	**3,438,497**

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

(Dollars in Thousands)

	Fiscal Year Ended December 31, 2015
OPERATING REVENUES	
Airline rates and charges	$ 107,805
Concessions	146,893
Rentals/fees	36,086
Utilities and other revenues	16,637
TOTAL OPERATING REVENUES	**307,421**
OPERATING EXPENSES	
Personnel	81,728
Administrative	1,521
Professional services	5,574
Utilities	18,304
Operating services	21,230
Maintenance	32,089
Depreciation and amortization	134,419
Other	3,454
TOTAL OPERATING EXPENSES	**298,319**
OPERATING INCOME	**9,102**
NONOPERATING REVENUES (EXPENSES)	
Investment income	9,241
Federal interest rate subsidies	599
Passenger facility charges	70,471
Gain on disposal of assets	60
Interest expense	(57,614)
TOTAL NONOPERATING REVENUES (EXPENSES)	**22,757**
INCOME BEFORE CAPITAL CONTRIBUTIONS AND GRANTS	**31,859**
Capital Contributions and Grants	14,686
CHANGE IN NET POSITION	**46,545**
NET POSITION, BEGINNING OF YEAR, AS PREVIOUSLY REPORTED	1,719,348
CHANGE IN ACCOUNTING PRINCIPLE - SEE NOTE A	(49,119)
NET POSITION, BEGINNING OF YEAR, AS RESTATED	1,670,229
NET POSITION, END OF YEAR	**$ 1,716,774**

STATEMENT OF CASH FLOWS

(Dollars in Thousands)

	Fiscal Year Ended December 31, 2015
Cash received from customers and users	$ 305,770
Cash paid to employees and benefit providers	(72,653)
Cash paid to suppliers	(70,087)
NET CASH FLOWS PROVIDED BY OPERATING ACTIVITIES	163,030
Payments for airport improvements and facilities	(139,057)
Proceeds from sale of capital assets	41
Proceeds from bond/note issuance	43,148
Receipt of lease payments	5,827
Receipt of solar panel financing rebate	599
Receipt of passenger facility charges	70,054
Principal paid on bonds/notes	(49,330)
Interest paid on bonds/notes	(59,477)
Receipt of government grants	15,592
NET CASH FLOWS USED IN CAPITAL AND RELATED FINANCING ACTIVITIES	(112,603)
Purchase of investment securities	(777,805)
Proceeds from maturities of investment securities	708,906
Investment income	15,474
NET CASH FLOWS USED IN INVESTING ACTIVITIES	(53,425)
NET DECREASE IN CASH AND CASH EQUIVALENTS	(2,998)
CASH AND CASH EQUIVALENTS - BEGINNING OF YEAR	9,156
CASH AND CASH EQUIVALENTS - END OF YEAR	$ 6,158
Reconciliation of Operating Income to Net Cash Flows Provided by Operating Activities:	
Operating income	$ 9,102
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation and amortization	134,419
Pension expense in excess of contributions made	5,616
Changes in assets and liabilities:	
Accounts receivable	(1,651)
Other assets	400
Accounts payable and accrued expenses	11,685
Postretirement medical	2,627
Employee compensation and payroll taxes	832
NET CASH FLOWS PROVIDED BY OPERATING ACTIVITIES	$ 163,030
Noncash investing, capital and related financing activities:	
Changes in fair value of investments	$ (6,233)
Additions to capital assets included in construction and accounts payable	30,115

Fiscal year ended December 31, 2015

NOTE A: NATURE OF ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

The Minneapolis/St. Paul Metropolitan Airports Commission (the Commission) was created by an act of the Minnesota State Legislature in 1943 as a public corporation. Its purpose is to promote air navigation and transportation (international, national and local) in and through the State of Minnesota; promote the efficient, safe, and economical handling of air commerce; assure the inclusion of the state in national and international programs of air transportation; and, to those ends, develop the full potential of the metropolitan area as an aviation center. It has the responsibility to assure residents of the metropolitan area the minimum environmental impact from air navigation and transportation, promote the overall goals of the state's environmental policies, and minimize the public's exposure to noise and safety hazards around airports.

The area over which the Commission exercises its jurisdiction is the Minneapolis/St. Paul metropolitan area, which includes Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties. The Commission controls and operates seven airports within the metropolitan area, including the Minneapolis/St. Paul International Airport, which services scheduled air carriers and six reliever airports serving general aviation.

The Commission is governed independently by a 15-member Board of Commissioners. The governor of the State of Minnesota appoints 13 commissioners. The mayors of Minneapolis and St. Paul also have seats on the Commission with the option to appoint a surrogate to serve on their behalf. Certain large capital improvement projects having metropolitan significance must be reviewed by the Metropolitan Council, which is a public agency established by law with powers of regulation over the development of the metropolitan area.

In applying current Governmental Accounting Standards Board (GASB) guidance, the State of Minnesota and the Commission have agreed that the Commission is not financially accountable to any other organization and is considered a stand-alone governmental unit.

Basis of Accounting

Under GASB Statement No. 34, *Basic Financial Statements–and Management's Discussion and Analysis–for State and Local Governments*, the Commission is considered to be a special-purpose government engaged primarily in business type activities (BTA). As a BTA, the Commission prepares its financial statements using the accrual basis of accounting and the economic resources measurement focus. Under the accrual basis of accounting, revenues are recognized when they are earned or when services are provided, and expenses are recognized when they are incurred.

Fiscal year ended December 31, 2015

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outlfows of resources, liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Revenue and Expense Recognition

The Commission considers revenues and expenses carried out in the operation and the maintenance of the Commission's system of airports to be operating in nature. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses or capital contributions and grants.

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

Budgeting Process

As required by Minnesota Statutes, the Commission adopts an annual operating and capital expenditures budget for purposes of determining required taxes, if any, to be levied by counties in its jurisdiction. Budgets are established on a departmental basis using the accrual method of accounting.

The process to amend the budget is set forth in the Commission bylaws, Article III, Section 8(a), and presented below:

"8(a) Establishment of the annual budget setting out anticipated expenditures by type of expenditure and/or upward or downward revision of that budget in the course of the corporation's fiscal year shall constitute prior approval of each type of expenditure. Authorization by vote of the Commission is required for transfer of budgeted amounts between or among line items or to appropriate additional funds for each line item. The Executive Director/CEO is directed to provide for the daily operation and management of the Commission within the expenditure guidelines of the annual budget. Commission approval of a contract shall constitute prior approval of disbursements made pursuant to terms of the contract within the constraints of the budget for all contract payments, except final construction contract payments, which shall require Commission approval.

The Executive Director/CEO shall have the responsibility of securing adequate quantities of office, janitorial, maintenance and repair materials and supplies, and the rent of sufficient equipment necessary for the smooth, continuous operation of the Commission's system of airports and all facilities associated with the system of airports. The Executive Director/CEO's authority to secure these items shall be subject to the Commission's purchasing procedures and be subject to the line-item budget constraints of the annual budget.

Fiscal year ended December 31, 2015

At any time during the fiscal year, the Executive Director/CEO may recommend to the full Commission that all or any unencumbered appropriation balances of individual line-items be transferred to those line-items that require additional budgeted funds. In addition, the Executive Director/CEO may recommend to the full Commission the appropriation of additional funds above and beyond those approved at the time of budget adoption."

The Commission is not required to demonstrate statutory compliance with its annual operating budget. Accordingly, budgetary data are not included in the basic financial statements. All budgets are prepared in accordance with airport lease and use agreements. Unexpended appropriations lapse at year-end.

Cash and Cash Equivalents

In accordance with Minnesota Statutes, the Commission maintains deposits at those depository banks which are members of the Federal Reserve System, as authorized by the Commission.

For purposes of the statement of cash flows, the Commission considers cash on hand plus overnight investments to be cash and cash equivalents.

Investments

The Commission's investments are reported at fair value as determined by quoted market prices in the balance sheet and changes in the fair value of investments are reported as investment income in the statement of revenues, expenses and changes in net position.

Inventory

Inventories, primarily fuel, are valued at cost on a first-in, first-out basis (FIFO). The cost of the Commission's inventories included in other assets is recorded as an expense when consumed rather than purchased.

Leases

Substantially all airport improvements and buildings are leased or charged to users under various agreements. Certain facilities are leased under self-liquidating lease agreements, which require the lessee to pay annual payments equal to the debt service requirements of the debt issued to construct the facilities or the debt service requirements that would have been required if debt had been issued. Other facilities at Minneapolis/St. Paul International Airport are charged to user airlines under lease agreements, which provide for compensatory rental rates designed to recover agreed-upon portions of costs incurred, including debt service, in the terminal building, ramp, and runway areas. Other facilities, to the extent they are leased, are leased under conventional agreements, primarily percentage leases.

Federal and State Grants

Outlays for airport capital improvements and certain airport operating expenses, primarily those relating to airport security, are subject to reimbursement from federal grant programs. Funds are also received for airport development from the State of Minnesota. The Commission records government grants in aid of construction as capital contributions.

Funding provided from government grants is considered earned as the related approved capital outlays or expenses are incurred. Costs claimed for reimbursement are subject to audit and acceptance by the granting agency.

Fiscal year ended December 31, 2015

Passenger Facility Charges

In June 1992, the Commission began collecting Passenger Facility Charges (PFCs). PFCs are fees imposed on enplaned passengers by airport authorities for the purpose of generating revenue for airport projects that increase capacity, increase safety, or mitigate noise impacts. The Commission has received permission from the Federal Aviation Administration (FAA) to impose and use a $4.50 PFC, the current maximum rate allowed.

The following table sets forth a summary of the Commission's approved PFC applications (dollars in thousands):

PFC Application	Approval Date	Approved Amount (as Amended)
1	June, 1992	$ 92,714
2	August, 1994	140,717
3	June, 1998	36,377
4	April, 1999	47,801
5	August, 1999	112,533
6	April, 2003	759,735
7	April, 2003	14,479
8	August, 2005	147,986
9	February, 2006	8,659
10	May, 2008	128,448
11	March, 2014	52,827
12	September, 2015	40,796
		$ 1,583,072

PFC applications one through five are fully funded and have been closed out.

PFC's, which are recognized as earned, are included in nonoperating revenues and amounted to approximately $70,471,000 for 2015.

Intangible Assets

The Commission has incurred, and continues to incur, substantial costs in relation to its ongoing Part 150 Sound Insulation Program. The Sound Insulation Program pays for a home within the airport's impacted noise area to be sound insulated with respect to doors, window treatments, etc., with no further cash outlay required by the Commission. Because the Commission receives an avigation release from each affected homeowner in return for providing sound insulation improvements, the associated costs are being recorded as an intangible asset and amortized to expense over a ten-year period, which approximates the estimated useful lives of such improvements. Amortization expense for capitalized Part 150 Sound Insulation expenses was $12,996,000 for the year ended December 31, 2015. This amortization expense is included as a component of depreciation expense on the statement of revenues, expenses and changes in net position. The unamortized costs included in airport improvements and buildings at December 31, 2015 was approximately $70,670,000.

Fiscal year ended December 31, 2015

Airports and Facilities

As required under Chapter 500, Laws of Minnesota 1943—the law under which the Commission was created—certain capital assets, classified as land and airport improvements and buildings, were contributed by the cities of Minneapolis and St. Paul. Fee title to the land and improvements remain with the two cities.

Additions to capital assets are recorded at cost, unless contributed, in which case such additions are recorded at fair value.

It is the Commission's policy to amortize the carrying amount of its capital assets, including those acquired using government grants in aid of construction and passenger facility charges, over their estimated useful lives on a straight-line basis by annual depreciation charges to income. Estimated useful lives on depreciable capital assets are as follows:

Airport improvements and buildings	10-40 years
Moveable equipment	3-15 years

Costs incurred for major improvements are carried in construction in progress until disposition or completion of the related projects. Costs relating to projects not pursued are expensed, while costs relating to completed projects are capitalized. The capitalization threshold for capital assets is $10,000.

Capitalized Interest

Interest capitalized on projects funded by internally generated funds is based on the weighted-average borrowing rate of the Commission and actual project expenditures during the period of construction. Interest capitalized on projects funded from bond proceeds is based on the interest cost of the specific borrowing, less interest earned on undisbursed invested funds during the construction period. Interest is not capitalized on project costs that are reimbursed by government grants in aid of construction or PFCs.

Total interest expense was approximately $57,614,000 for the year ended December 31, 2015, while interest capitalized as part of the cost of constructed assets was approximately $1,571,000.

Compensated Absences

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

Substantially all employees receive compensation for vacations, holidays, illness and certain other qualifying absences. Liabilities relating to these absences are recognized as incurred and included in employee compensation, payroll taxes and other on the balance sheets.

Fiscal year ended December 31, 2015

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the General Employees Retirement Fund and the Public Employees Police and Fire Fund, cost-sharing multiple-employer defined-benefit plans administered by Public Employees Retirement Association of Minnesota (PERA), in which the Commission participates, and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Unearned Revenue

Unearned revenue represents advance interest payments on direct financing leases received from certain airlines, which will be recognized as investment income over the term of the lease agreement, as well as the unearned portion of annual taxi permits.

Deferred Outflows of Resources

As of December 31, 2015, deferred outflows of resources consisted of the following components:

Changes of assumptions - pensions	$	6,106
Change in proportion and differences in contributions - pensions		15,218
Differences between expected and actual experience - pensions		516
Commission's contributions made subsequent to the measurement date - pensions		4,287
Deferred loss on refundings of debt		26,965
Total deferred outflows of resources	$	53,092

Deferred Inflows of Resources

As of December 31, 2015, deferred inflows of resources consisted of the following components:

Net difference between projected and actual earnings on pension plan investments - pensions	$	7,370
Differences between expected and actual experience - pensions		5,064
Accumulated increase in fair value of forward delivery agreements		9,849
Deferred gains on refundings of debt		352
Total deferred inflows of resources	$	22,635

Original Issue Discounts/Premiums

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

Fiscal year ended December 31, 2015

Net Position

GASB Statement No. 34 establishes standards for external financial reporting for state and local governments and requires that resources be classified for accounting and reporting purposes into the following three net position categories:

- Net investment in capital assets: reflects the Commission's investment in capital assets, net of accumulated depreciation and outstanding balances of debt attributable to the acquisition, construction or improvements of those assets. To the extent debt has been incurred but not yet expended for capital assets, such amounts are not included as a component of net investment in capital assets.

- Restricted: represent resources for which the Commission is legally or contractually obligated to spend in accordance with restrictions imposed by external third parties.

- Unrestricted: represent resources that are not subject to externally imposed stipulations that may be used to meet the Commission's ongoing obligations to the public and creditors. Unrestricted resources may be designated for specific purposes by action of the management or the governing board of the Commission.

Rental Income

Rental income is generally recognized as it becomes receivable over the respective lease terms. The Commission may, from time to time, have leases which provide for waived rent during the initial period of the lease term and/or rental escalations throughout the lease term. In accordance with GASB Statement No. 13, *Accounting for Operating Leases with Scheduled Rent Increases*, the related rental income for leases in which the rental income stream is not systematic, if significant, is reported using the straight-line method rather than using the terms of the lease agreements.

Customer Facility Charges

With respect to on-airport rental car companies, the Commission is assessing a customer facility charge (CFC) per transaction day to recover the rental car portion of capital costs associated with the construction of the auto rental/public parking garage located adjacent to Terminal 1 (formerly the Lindbergh Terminal), as well as to recover certain maintenance costs relating to the auto rental facilities. The current CFC is $3.25 per rental car transaction per day.

Adoption of New Accounting Standard

The Commission implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27* (GASB 68), during 2015. The primary objective of GASB 68 is to improve accounting and financial reporting by state and local governments for pensions. With the implementation of GASB 68, the Commission recorded a net pension liability of approximately $68,428,000 as of December 31, 2015, which was not previously included on the balance sheet. This amount represents the Commission's proportionate share of PERA's net pension liabilities for the General Employees Retirement Fund and the Public Employees Police and Fire Fund. Adoption of GASB 68 resulted in a decrease of approximately $49,119,000 in beginning net position as of January 1, 2015.

In addition, deferred inflows of approximately $12,434,000 and deferred outflows of approximately $26,127,000 as of December 31, 2015 were recognized within the balance sheet, as a result of the Commission's adoption of GASB 68.

Fiscal year ended December 31, 2015

NOTE B: DEPOSITS AND INVESTMENTS

Cash Deposits

Custodial credit risk is the risk that in the event of a bank failure, the Commission's deposits may not be returned to it. Minnesota Statutes require that all Commission deposits be protected by insurance, surety bond, or collateral. The market value of collateral pledged must equal 110% of the deposits not covered by insurance or bonds (140% for mortgage notes pledged). Authorized collateral includes allowable investments as discussed below, certain first mortgage notes, and certain other state or local government obligations. Minnesota Statutes require that securities pledged as collateral be held in safekeeping by the Commission or in a financial institution other than that furnishing the collateral.

The Commission's interest-bearing deposit accounts are insured up to $250,000 by the Federal Deposit Insurance Corporation (FDIC). For 2015, cash deposits were entirely insured or collateralized by securities held in the Commission's name by a financial institution (Commission's agent) other than that furnishing the collateral.

Investments

The Commission may invest idle funds as authorized by Minnesota Statute, Section 118A, and the Commission's internal investment policy in the following:

a) Securities which are direct obligations or are guaranteed or insured issues of the United States, its agencies, its instrumentalities, or organizations created by an act of Congress, except mortgage-backed securities defined as high risk by Minnesota Statute, Section 118A.04 subd. 6;
b) Mutual funds through shares of registered investment companies, provided the mutual fund receives certain ratings depending on its investments;
c) General obligations of municipalities and certain state agency and local obligations of Minnesota and other states, provided such obligations have certain specified bond ratings by a national bond rating service;
d) Bankers' acceptances of United States banks;
e) Commercial paper issued by United States corporations or their Canadian subsidiaries that is rated in the highest quality category by two national rating agencies and matures in 270 days or less; and
f) With certain restrictions, in repurchase agreements, security lending agreements, joint powers investment trusts, and guaranteed investment contracts.

The Commission addresses certain investment-related risks to which it is currently exposed as follows:

Interest rate risk - the risk that changes in interest rates of debt investments will adversely affect the fair value of an investment. The Commission has a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses from increasing interest rates. The Commission may not invest in securities maturing more than four years from the date of purchase unless the security is for post-retirement health care funding, which may not mature more than ten years from the date of purchase. The Commission manages interest rate risk by maintaining sufficient liquidity to enable the Commission to meet anticipated cash requirements. The money market mutual funds are presented as an investment with a maturity of less than one year because they are redeemable in full immediately.

Fiscal year ended December 31, 2015

The maturity ranges and credit ratings for the Commission's investment securities follow (dollars in thousands):

		December 31, 2015 Maturing in Years					
Security Type	**Ratings**	**0 - 1**	**1 - 2**	**2 - 3**	**3 - 4**	**4 - 5**	**Total**
Government-Sponsored Enterprises							
Federal Agricultural Mortgage Corporation	AA+ / Aaa	$ 7,992	$ -	$ -	$ -	$ -	$ 7,992
Federal Agricultural Mortgage Corporation	Not Rated	5,002	-	-	-	-	5,002
Federal Farm Credit Bank	AA+ / Aaa	10,365	2,748	3,973	9,576	-	26,662
Federal Farm Credit Bank	AA+ / N/R	1,000	-	-	-	-	1,000
Federal Farm Credit Bank	Not Rated	7,992	-	-	-	-	7,992
Federal Home Loan Mortgage Corporation	AA+ / Aaa	10,004	3,968	10,859	15,897	-	40,728
Federal National Mortgage Association	AA+ / Aaa	11,286	97,978	12,783	11,578	-	133,625
Federal National Mortgage Association	Not Rated	1,837	1,269	-	-	-	3,106
Federal Home Loan Bank	AA+ / Aaa	214,615	52,885	128,074	27,761	-	423,335
Financing Corporation	Not Rated	5,953	-	-	-	-	5,953
Municipal Bonds:	AAA / AAA	-	-	2,081	-	991	3,072
	AAA / Aa2	630	-	-	-	-	630
	AA+ / Aa1	5,006	-	-	1,671	-	6,677
	AA+ / Aa3	-	1,342	-	-	-	1,342
	AA / Aa2	2,835	-	220	-	-	3,055
	AA / N/R	1,522	-	-	-	-	1,522
	AA- / Aa1	-	-	-	1,534	-	1,534
	N/R / Aa1	-	-	-	1,129	-	1,129
	N/R / A1	-	336	-	-	-	336
Money Market Mutual Funds	-	169,131	-	-	-	-	169,131
	Totals	$ 455,170	$ 160,526	$ 157,990	$ 69,146	$ 991	$ 843,823

Ratings: AA+ Standard & Poors; Aaa Moody's

Credit risk - the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Minnesota Statute 118A limits the types of investment instruments that may be purchased by the Commission. The ratings of the Commission's debt investments are shown in the table above.

Concentration of credit risk - the Commission requires a diversified investment portfolio to avoid risk of losses resulting from an over-concentration of assets in a specific maturity, issuer, or class of securities.

In respect to U.S. government agency obligations and government-sponsored enterprises, the Commission places no limit on the amount that may be invested in any one issuer. The Commission cannot hold more than 30% of its portfolio in commercial paper, 25% in any state or local government obligation, or 4% in any one corporation. The U.S. government-sponsored enterprise securities held by the Commission are not explicitly guaranteed by the U.S. Government and are subject to concentration of credit risk.

At December 31, 2015, the following investments represent more than 5% of total investments:

Government-Sponsored Enterprises:	
Federal National Mortgage Association	50%
Federal Home Loan Bank	16%

Custodial credit risk - the risk that, in the event of the failure of the counterparty, the Commission will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. At December 31, 2015, none of the Commission's investments were exposed to custodial credit risk.

Fiscal year ended December 31, 2015

Foreign currency risk - the risk of adverse effects on the fair value of an investment from changes in exchange rates. The Commission's investment policy does not allow investments in foreign investments, thus the Commission has no foreign currency risk with respect to its deposits or investments.

The Commission's cash, cash equivalents and investments are reported as follows in the balance sheet at December 31 (dollars in thousands):

	2015
Cash and cash equivalents - unrestricted	$ 6,158
Investments - unrestricted	376,879
Investments, current - restricted	78,844
Investments, noncurrent - restricted	388,100
Total cash, cash equivalents and investments	$ 849,981

Investment income for the Commission for the year ended December 31 consisted of the following (dollars in thousands):

	2015
Investment income from leases	$ 4,168
Investment income from investments	11,306
Net decrease in fair value of investments	(6,233)
	$ 9,241

NOTE C: RESTRICTED CASH, CASH EQUIVALENTS AND INVESTMENTS

Cash, cash equivalents and investments at December 31 are restricted as follows (dollars in thousands):

	2015
Coverage Account	$ 17,013
Police Federal Forfeiture Fund	600
Police State Forfeiture Fund	121
Passenger Facility Charge Fund	174,211
911 Emergency Communications Fund	368
Solar Panel Construction Fund	13,436
Revenue Bond Interest and Principal Fund	87,994
Revenue Bond Reserve Fund	122,480
Revenue Bonds Construction Fund	27,241
Revolving Loan Construction Fund	23,480
	$ 466,944

Fiscal year ended December 31, 2015

NOTE D: GRANTS RECEIVABLE

Grants receivable from government agencies represent reimbursements due from the federal government and/or the State of Minnesota for allowable costs incurred on federal and state award programs. Grants receivable at December 31 consists of (dollars in thousands):

	2015
Federal Aviation Administration	$ 11,360
Transportation Security Administration	9,140
State of Minnesota	3,313
	$ 23,813

NOTE E: CAPITAL ASSETS

Changes in capital assets by major classification are as follows (dollars in thousands):

	Balance January 1, 2015	Additions	Transfers In (Out)	Retirements or Disposals	Balance December 31, 2015
Capital assets - not depreciated:					
Land	$ 363,824	$ -	$ -	$ -	$ 363,824
Construction in progress	92,044	135,907	(87,859)	-	140,092
Total capital assets - not depreciated	455,868	135,907	(87,859)	-	503,916
Capital assets - depreciated:					
Airport improvements and buildings	3,778,370	-	85,340	-	3,863,710
Less: accumulated depreciation	(1,861,935)	(125,776)	-	-	(1,987,711)
Net airport improvements and buildings	1,916,435	(125,776)	85,340	-	1,875,999
Movable equipment	140,424	14,852	2,519	(1,683)	156,112
Less: accumulated depreciation	(97,001)	(8,643)	-	1,653	(103,991)
Net movable equipment	43,423	6,209	2,519	(30)	52,121
Total capital assets - depreciated	1,959,858	(119,567)	87,859	(30)	1,928,120
Net capital assets	$ 2,415,726	$ 16,340	$ -	$ (30)	$ 2,432,036

Fiscal year ended December 31, 2015

NOTE F: LONG-TERM DEBT

The Commission's long-term debt at December 31 consisted of the following (dollars in thousands):

Type of Issue	Issue Date	Interest Rates	Maturing on January 1	Maturity Amounts	2015
General Airport Revenue Bonds					
Series 2007A *	1/9/2007	5.000%	2017 - 2026	$ 223,090	
Original amount - $440,985		4.500%	2027 - 2032	217,895	$ 440,985
Series 2007B **	1/9/2007	5.000%	2016 - 2026	108,150	
Original amount - $197,360		4.500%	2027 - 2032	89,210	197,360
Series 2008A *	1/15/2008	5.000%	2016	10,490	10,490
Original amount - $72,035					
Series 2009A *	11/10/2009	4.000%	2016 - 2019	8,725	
Original amount - $23,075		5.000%	2020 - 2021	4,920	
		4.125%	2022	205	13,850
Series 2009B *	11/10/2009	5.000%	2016 - 2017	23,175	
Original amount - $128,835		4.500%	2018	2,000	
		5.000%	2018	10,465	
		4.700%	2019	2,000	
		5.000%	2019	11,075	
		4.800%	2020	2,000	
		5.000%	2020 - 2022	29,955	80,670
Series 2010A *	7/28/2010	5.000%	2028	1,460	
Original amount - $62,210		4.000%	2028	3,090	
		5.000%	2029	2,000	
		4.000%	2029	5,155	
		5.000%	2030	2,325	
		4.125%	2030	5,135	
		5.000%	2031 - 2035	43,045	62,210
Series 2010B *	7/28/2010	4.000%	2016	3,895	
Original amount - $73,475		5.000%	2017 - 2026	50,980	
		4.000%	2027 - 2028	8,915	63,790
Series 2010C **	10/01/2010				
Original amount - $21,600		4.000%	2016	1,640	
		3.000%	2017	635	
		3.500%	2018	655	
		5.000%	2019 - 2021	2,145	
		3.250%	2022 - 2023	1,595	
		3.500%	2024	55	6,725
Series 2010D ** (AMT)	10/01/2010	5.000%	2016 - 2022	34,115	
Original amount - $68,790		4.000%	2023	5,690	
		4.125%	2024	1,010	40,815

Fiscal year ended December 31, 2015

Type of Issue	Issue Date	Interest Rates	Maturing on January 1	Maturity Amounts	2015
Series 2011A **	10/04/2011	5.000%	2016 - 2023	$ 39,570	
Original amount - $52,015		3.500%	2024	6,115	
		5.000%	2025	6,330	$ 52,015
Series 2012A ** (Taxable)	11/20/2012	1.499%	2016	5,565	
Original amount - $39,770		1.849%	2017	5,650	
		2.238%	2018	5,755	
		2.438%	2019	5,880	
		2.755%	2020	6,025	28,875
Series 2012B **	11/20/2012	5.000%	2026 - 2031	42,015	42,015
Original amount - $42,015					
Series 2014A **	10/08/2014	2.000%	2016	3,270	
Original amount - $217,790		4.000%	2017	4,620	
		5.000%	2018 - 2035	209,900	217,790
Series 2014B ** (AMT)	10/08/2014	2.000%	2016	3,850	
Original amount - $46,590		4.000%	2017	3,900	
		5.000%	2018 - 2035	38,840	46,590
Total General Airport Revenue Bonds					1,304,180
Notes Payable					90,857
					1,395,037
Unamortized premium, net					57,853
Current portion of long-term debt					(60,436)
Total Long-Term Bonds and Notes Payable					$ 1,392,454

* Senior General Airport Revenue Bonds
** Subordinate General Airport Revenue Bonds

Future debt service requirements as of December 31, 2015 are as follows (dollars in thousands):

	Notes Payable	General Airport Revenue Bonds	Total Debt Outstanding	Interest	Total Principal and Interest
2016	$ 3,426	$ 57,010	$ 60,436	$ 62,481	$ 122,917
2017	46,312	61,125	107,437	59,921	167,358
2018	2,710	63,530	66,240	56,798	123,038
2019	2,719	62,795	65,514	53,750	119,264
2020	2,535	65,745	68,280	50,614	118,894
2021 - 2025	10,207	348,510	358,717	202,811	561,528
2026 - 2030	9,177	445,790	454,967	105,559	560,526
2031 - 2035	12,774	199,675	212,449	18,477	230,926
2036	997	-	997	32	1,029
	$ 90,857	$ 1,304,180	$ 1,395,037	$ 610,443	$ 2,005,480

Fiscal year ended December 31, 2015

The Commission's General Airport Revenue Bonds are not general obligations, but are limited obligations of the Commission payable solely from and secured by a pledge of net revenues. Neither the full faith and credit nor the taxing power of the Commission, the City of Minneapolis, the City of St. Paul, the State, or any political subdivision or public agency of the State, other than the Commission, to the extent of net revenues, is pledged to the payment of the General Airport Revenue Bonds. The proceeds of these issues have been used to finance a portion of the Commission's long-term capital improvement program, which details the expansion of the airport system.

The Commission's General Obligation Revenue Bonds are general obligations of the Commission, payments of which are secured by the pledge of all operating revenues of the Commission. The Commission also has the power to levy property taxes upon all taxable property in the seven-county metropolitan area in order to pay debt service on outstanding General Obligation Revenue Bonds. The Commission has not levied taxes for the payment of debt service since 1969. Since then, Commission revenues have been sufficient to pay principal and interest due on General Obligation Revenue Bonds. During 2015, the Commission fully redeemed the remaining amount of its General Obligation Bonds. The present statutory general obligation bonding limit as of December 31, 2015, would permit the issuance of an additional $55,000,000 of General Obligation Revenue Bonds.

The Commission has a $75,000,000 revolving line of credit to fund certain capital improvement program projects and is secured by a subordinate pledge of the Commission's net revenues. Each advance under the revolving line of credit is evidenced by a separate promissory note. Interest is payable monthly and varies with the Tax-Exempt or Taxable London Interbank Offered Rate (LIBOR), as applicable, and expires on November 3, 2017. The interest rate on revolving line of credit was 0.67% on December 31, 2015, and there was $42,460,000 outstanding on the Commission's revolving line of credit at December 31, 2015. This amount is included in notes payable in the balance sheet.

On November 19, 2015, the Commission entered into a Taxable Equipment Lease/Purchase Agreement with an aggregate principal amount of approximately $11,737,000, the proceeds from which will be used to finance the acquisition and construction of the photovoltaic solar panel installation on the top of a parking ramp at Terminal 2. $8,524,000 of the aggregate principal amount qualifies as a new clean renewable energy bond (NCREB) and $3,066,000 qualifies as a qualified energy conservation bond (QECB), both of which are eligible for a direct interest rate subsidy from the federal government. At December 31, 2015, the interest rate on the bonds was 4.24%, subject to an interest rate subsidy of 3.15%, for an effective net interest rate of 1.09%. Scheduled rental payments under the lease/purchase agreement extend through August 15, 2036.

Fiscal year ended December 31, 2015

NOTE G: CHANGES IN LONG-TERM LIABILITIES

Long-term liability activity for the year ended December 31, 2015 was as follows (dollars in thousands):

	Balance January 1, 2015 [1]	Additions	Retirements and Other	Balance December 31, 2015	Current Portion
Unearned revenue	$ 2,505	$ 1,225	$ (1,341)	$ 2,389	$ 1,362
Employee compensation and other	9,158	71,960	(71,128)	9,990	7,716
Postemployment medical	57,996	6,291	(3,664)	60,623	-
Notes payable	50,510	43,147	(2,800)	90,857	3,426
Bonds payable	1,416,158	-	(54,125)	1,362,033	57,010
Net pension liability	45,130	36,281	(12,983)	68,428	-
	$ 1,581,457	$ 158,904	$ (146,041)	$ 1,594,320	$ 69,514

[1] - Restated for the implementation of GASB 68.

NOTE H: DIRECT FINANCING LEASES

The Commission leases certain facilities to tenants under self-liquidating lease agreements. Self-liquidating lease agreements require the lessee to pay annual rentals equal to the debt service requirements of the bonds issued to construct the facilities, or the debt service requirements that would have been required if bond financing was used. These leases are classified as direct financing leases and expire in various years through 2030. The Commission records the interest portion of the lease payments as investment income. The following lists the components of the Commission's direct financing leases as of December 31 (dollars in thousands):

	2015
Total minimum lease payments to be received	$ 66,879
Less: Unearned income	(23,427)
Leases receivable - current and noncurrent	$ 43,452

Fiscal year ended December 31, 2015

As of December 31, 2015, future minimum lease payments are as follows (dollars in thousands):

2016	$ 8,370
2017	8,276
2018	8,338
2019	8,403
2020	8,403
2021 - 2025	21,527
2026 - 2030	3,562
	$ 66,879

NOTE I: DERIVATIVE FINANCIAL INSTRUMENTS

The Commission is a party to two debt service reserve forward delivery agreements (the Forward Delivery Agreements). The Forward Delivery Agreements require the counterparty financial institutions to deposit securities in certain of the Commission's debt service reserve trust accounts and provide the Commission with a guaranteed rate of return for these accounts. The securities that are deposited into these accounts are timed to meet scheduled debt service reserve funding requirements.

Eligible securities under the Forward Delivery Agreements are generally limited to: (a) non-callable obligations of the United States of America, including obligations issued or held in book-entry form on the books of the Department of Treasury and (b) bonds, notes, debentures, obligations or other evidence of indebtedness issued or guaranteed by the Federal National Mortgage Association or Federal Home Loan Mortgage Corporation.

Objective of the Forward Delivery Agreements

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

Terms

The general terms of each agreement are set forth in the table below (dollars in thousands):

	Effective Date of Agreement	Termination Date	Scheduled Amount	Guaranteed Rate	Fair Value at December 31, 2015
Series 2009 Debt Service Reserve Funds	5/18/2000	1/1/2021	$ 7,727	6.1600%	$ 1,704
Series 2014 Debt Service Reserve Funds	11/1/2005	1/1/2035	23,182	4.6775%	8,145
					$ 9,849

Fiscal year ended December 31, 2015

Fair Value

The fair value of each Forward Delivery Agreement is based on the value of the future discounted cash flows expected to be received over the life of the agreement relative to an estimate of discounted cash flows that could be received over the same term based on current market conditions. The fair values of the Forward Delivery Agreements are classified as a noncurrent asset. As the Forward Delivery Agreements are effective hedging instruments, the offsetting balances are reflected as deferred inflows of resources.

Credit Risk

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

Interest Rate Risk

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

Termination Risk

The Commission or the counterparties may terminate the Forward Delivery Agreements if the other party fails to perform under the terms of the contract. If the Forward Delivery Agreements have a negative fair value at the time of termination, the Commission would be liable to the counterparty for a payment equivalent to the fair market value of the instrument at the time of termination.

NOTE J: PENSION AND RETIREMENT PLANS

The Commission participates in the following cost-sharing multiple-employer defined-benefit pension plans: the General Employees Retirement Fund (GERF) and the Public Employees Police and Fire Fund (PEPFF). Both of these plans are administered by the Public Employees Retirement Association of Minnesota (PERA) in accordance with Minnesota Statutes, Chapters 353 and 356. The PERA's defined-benefit pension plans are tax qualified plans under Section 401(a) of the Internal Revenue Code.

Plan Descriptions

GERF

All full-time and certain part-time employees of the Commission are covered by the GERF Coordinated Plan. Coordinated Plan members are covered by Social Security.

Fiscal year ended December 31, 2015

PEPFF

Originally established for police officers and firefighters not covered by a local relief association, the PEPFF now covers all police officers and firefighters hired since 1980. Effective July 1, 1999, the PEPFF also covers police officers and firefighters belonging to a local relief association that elected to merge with and transfer assets and administration to the PERA.

Benefit Provisions

The PERA provides retirement and disability benefits to members, and benefits to survivors upon the death of eligible members. Benefits are established by state statute and can only be modified by the state legislature.

Benefit increases are provided to benefit recipients each January. Increases are related to the funding ratio of the plan. Members in plans that are at least 90 percent funded for two consecutive years are given 2.5% increases. Members in plans that have not exceeded 90% funded, or have fallen below 80%, are given 1% increases.

The benefit provisions stated in the following paragraphs of this section are current provisions and apply to active plan participants. Vested, terminated employees who are entitled to benefits but are not receiving them yet are bound by the provisions in effect at the time they last terminated their public service.

GERF

GERF benefits are based on a member's highest average salary for any five successive years of allowable service, age and years of credit at termination of service. Two methods are used to compute benefits for the GERF's Coordinated Plan members. The retiring member receives the higher of a step-rate benefit accrual formula (Method 1) or a level accrual formula (Method 2). Under Method 1, the annuity accrual rate for a Coordinated Plan member is 1.2% of average salary for each of the first ten years and 1.7% for each remaining year. Under Method 2, the annuity accrual rate is 1.7% for Coordinated Plan members for each year of service. For members hired prior to July 1, 1989, a full annuity is available when age plus years of service equal 90 and normal retirement age is 65. For members hired on or after July 1, 1989, normal retirement age is the age for unreduced Social Security benefits capped at 66. Disability benefits are available for vested members and are based upon years of service and average high-five salary.

PEPFF

Benefits for the PEPFF members first hired after June 30, 2010, but before July 1, 2014, vest on a prorated basis from 50% after five years up to 100% after ten years of credited service. Benefits for the PEPFF members first hired after June 30, 2014, vest on a prorated basis from 50% after ten years up to 100% after twenty years of credited service. The annuity accrual rate is 3% of average salary for each year of service. For the PEPFF members who were first hired prior to July 1, 1989, a full annuity is available when age plus years of service equal at least 90.

Fiscal year ended December 31, 2015

Contributions

Minnesota Statutes set the rates for employer and employee contributions. These statutes are established and amended by the state legislature. The Commission makes annual contributions to the pension plans equal to the amount required by state statutes.

GERF

The GERF members were required to contribute 6.50% of their annual covered salary to the plan in calendar year 2015, while the Commission was required to contribute 7.50%. The Commission's contributions to the GERF for the year ended December 31, 2015 were approximately $4,747,000. This amount includes an Employer Supplemental Contribution of approximately $2,037,000 relating to the former Minneapolis Employees Retirement Fund, which was fully merged into GERF in January, 2015. The Commission's contributions were equal to the required contributions as set by state statute.

PEPFF

The PEPFF members were required to contribute 10.80% of their annual covered salary to the plan in calendar year 2015, while the Commission was required to contribute 16.20%. The Commission's required contributions to the PEPFF for the year ended December 31, 2015 were approximately $1,920,000. The Commission's contributions were equal to the required contributions as set by state statute. Additionally, the State of Minnesota is required to contribute an aggregate amount for all employers of $9,000,000 to the PEPFF each year, beginning in fiscal year 2014. State aid will continue until the plan is 90 percent funded, or the State Patrol Plan, administered by the Minnesota State Retirement System, is 90 percent funded, whichever occurs later.

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

GERF

At December 31, 2015, the Commission reported a liability of approximately $53,986,000 for its proportionate share of the GERF's net pension liability. The net pension liability was measured as of June 30, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on the Commission's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2014, through June 30, 2015, relative to the total employer contributions received from all of PERA's participating employers. At June 30, 2015, the Commission's proportion was 1.0417%, which was an increase of 0.3640% from its proportion of 0.6777% measured as of June 30, 2014.

For the year ended December 31, 2015, the Commission recognized pension expense of $10,805,589.

Fiscal year ended December 31, 2015

At December 31, 2015, the Commission reported its proportionate share of the GERF's deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (dollars in thousands):

	2015	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 501	$ 2,722
Net difference between projected and actual earnings on pension plan investments	-	4,806
Changes of assumptions	3,362	-
Change in proportion and differences between the MAC's contributions and proportionate share of contributions	14,771	-
MAC's contributions subsequent to the measurement date	3,330	-
Total	$ 21,964	$ 7,528

At December 31, 2015, the Commission reported approximately $3,330,000 as deferred outflows of resources related to pensions resulting from Commission contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the year ending December 31, 2016. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows (dollars in thousands):

2016	$ 3,920
2017	3,920
2018	1,988
2019	1,278
	$ 11,106

PEPFF

At December 31, 2015, the Commission reported a liability of approximately $14,442,000 for its proportionate share of the PEPFF's net pension liability. The net pension liability was measured as of June 30, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on the Commission's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2014 through June 30, 2015, relative to the total employer contributions received from all of PERA's participating employers. At June 30, 2015, the Commission's proportion was 1.271%, which was an increase of 0.040% from its proportion of 1.231% measured as of June 30, 2014.

Fiscal year ended December 31, 2015

The Commission recognized $114,390 for the year ended December 31, 2015, as pension expense (and grant revenue) for its proportionate share of the State of Minnesota's on-behalf contributions to the PEPFF. For the year ended December 31, 2015, the Commission recognized pension expense of $1,576,492, exclusive of the State's on-behalf contributions.

At December 31, 2015, the Commission reported its proportionate share of the PEPFF's deferred outflows of resources and deferred inflow of resources related to pensions from the following sources (dollars in thousands):

	2015	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**
Differences between expected and actual experience	$ 15	$ 2,342
Net difference between projected and actual earnings on pension plan investments	-	2,564
Changes of assumptions	2,744	-
Change in proportion and differences between the MAC's contributions and proportionate share of contributions	447	-
MAC's contributions subsequent to the measurement date	957	-
Total	$ 4,163	$ 4,906

At December 31, 2015, the Commission reported approximately $957,000 as deferred outflows of resources related to pensions resulting from Commission contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the year ended December 31, 2016. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows (dollars in thousands):

2016	$ (754)
2017	(754)
2018	(754)
2019	940
2020	(378)
	$ (1,700)

Fiscal year ended December 31, 2015

Actuarial Assumptions (Both Plans)

The total pension liability in the June 30, 2015, actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.75%
Active member payroll growth	3.50%
Long-term expected rate of return	7.90%

Salary increases were based on a service-related table. Mortality rates for active members, retirees, survivors and disabilitants were based on RP-2000 tables for males or females, as appropriate, with slight adjustments. Cost of living benefit increases for retirees are assumed to be: 1% effective every January 1st until 2034, then 2.5% for GERF and PEPFF.

Actuarial assumptions used in the June 30, 2015, valuation were based on the results of actuarial experience studies. The experience study in the GERF was for the period July 1, 2004 through June 30, 2008, with an update of economic assumptions in 2014. The experience study for PEPFF was for the period July 1, 2004 through June 30, 2009.

There were no changes in actuarial assumptions in 2015.

The long-term expected rate of return on pension plan investments is 7.9%. The State Board of Investment, which manages the investments of PERA, prepares an analysis of the reasonableness of the long-term expected rate of return on a regular basis using a building-block method in which best-estimate ranges of expected future rates of return are developed for each major asset class. These ranges are combined to produce an expected long-term rate of return by weighting the expected future rates of return by the target asset allocation percentages. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic stocks	45%	5.5%
International stocks	15%	6.0%
Fixed income	18%	1.5%
Alternative assets	20%	6.4%
Cash	2%	0.5%
	100%	

Fiscal year ended December 31, 2015

Discount Rate

The discount rate used to measure the total pension liability was 7.9%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. 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.

Pension Liability Sensitivity

The following presents the Commission's proportionate share of the net pension liability for both plans it participates in, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Commission's proportionate share of the net pension liability would be if it were calculated using a discount rate 1 percentage point lower or 1 percentage point higher than the current discount rate (dollars in thousands):

	1% Decrease	Current Discount Rate	1% Increase
Commission's proportionate share of the GERF net pension liability	$ 84,886	$ 53,986	$ 28,468
Commission's proportionate share of the PEPFF net pension liability	28,147	14,442	3,119

Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in a separately-issued PERA financial report that includes financial statements and required supplementary information. That report may be obtained on the Internet at www.mnpera.org.

NOTE K: OTHER POSTEMPLOYMENT BENEFITS (OPEB)

In accordance with GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, the Commission recognizes postemployment benefits on the full accrual basis of accounting over a period that approximates an employee's years of service.

The Commission provides health insurance benefits for certain retired employees under a single-employer, self-insured plan. All non-union employees who retire at age 55 or later, have three years of service or who are receiving benefits from the PERA and who do not participate in any other health benefits program providing coverage similar to that herein described are eligible to continue coverage with respect to both themselves and their eligible dependent(s) under the Commission's health benefits program. Union employees require ten years of service to be eligible for benefits. The Commission does not issue a stand-alone financial report for its retiree health plan.

Fiscal year ended December 31, 2015

Funding Policy

The contribution requirements of employees and retirees are established and may be amended by the Commission. The required contribution is based upon projected pay-as-you-go financing requirements and funding for future benefits. For employees hired prior to January 1, 1991, the Commission makes contributions (as specified in union agreements or the Commission's personnel policy) toward required premiums at the same percentages applicable to active employees and their eligible dependent(s) until becoming eligible for Medicare Part A or B, or both. The Commission pays 100% of the premium for the retired employee, a spouse over age 65, and any legal dependents, provided that the retired employee is receiving benefits from the PERA and is enrolled in Medicare Part A and B as his/her primary health insurance. As of January 1, 1991, all employees hired by the Commission are only able to participate in the Commission medical plan up to age 65. During 2004, the Commission approved that non-organized employees hired after October 1, 2004 will be able to participate in the Commission medical plan provided that the retiree pay 100% of the total premium cost plus a 2% administrative fee. During 2006 and 2007, the Commission was successful in getting language in all eligible labor agreements that provides that organized employees hired after the date of the signed contract will be able to participate in the Commission’s health plan provided that the retiree pays 100% of the total premium cost plus a 2% administrative fee. As of December 31, 2015, there were 255 retired employees and 537 active employees receiving health benefits from the Commission’s health plan.

The Commission contributed approximately $3,664,000 to the plan in fiscal year 2015, $3,323,000 to the plan in fiscal year 2014 and $3,169,000 in fiscal year 2013. Retirees contributed approximately $178,000 for fiscal year 2015, $166,000 for fiscal year 2014 and $128,000 for fiscal year 2013. Monthly contributions for retirees under 65 for 2015 are shown below:

Plan	Single	Family
Blue Plan	$ 29.00	$ 175.00
HRA/HSA	15.00	111.00

Fiscal year ended December 31, 2015

Annual OPEB Cost and Net OPEB Obligation

The Commission's annual OPEB cost is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined as of January 1, 2015, in accordance with the parameters of GASB Statement No. 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 (or funding excess) over a period not-to-exceed 30 years. The following table shows the components of the Commission's annual OPEB cost for 2015, 2014 and 2013, the amount actually contributed to the plan, and changes in the Commission's net OPEB obligation (dollars in thousands):

	2015	2014	2013
Annual required contribution (ARC)	$ 7,325	$ 6,681	$ 6,567
Interest on net OPEB obligation	2,320	2,225	2,131
Adjustment to ARC	(3,354)	(3,217)	(3,081)
Annual OPEB cost	6,291	5,689	5,617
Contributions during the year	(3,664)	(3,323)	(3,169)
Increase in net OPEB obligation	2,627	2,366	2,448
Net OPEB - beginning of year	57,996	55,630	53,182
Net OPEB - end of year	$ 60,623	$ 57,996	$ 55,630

The percentage of the Commission's annual OPEB cost contributed to the plan was: 58.24% for 2015; 58.41% for 2014; and 56.42% for 2013.

Funding Status and Funding Progress

The Commission has set aside cash and investments to pay for future health benefits of approximately $60,907,000; $58,270,000 and $55,903,000 in 2015, 2014 and 2013, respectively. However, since such designated cash has not been irrevocably deposited in trust for future health benefits, the actuarial value of plan assets is $0.

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 health care cost 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 accompanying notes to the financial statements, presents multi-year information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits over time.

Fiscal year ended December 31, 2015

The funded status and funding progress of the plan based on the most recent annual actuarial valuation for the plan, dated as of January 1, 2015, was as follows (dollars in thousands):

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability Projected Unit Credit	Unfunded Actuarial Accrued Liability (UAAL)	Funded Ratio	Covered Payroll	UAAL as a Percentage of Covered Payroll
01/01/2015	$ -	$ 96,226	$ 96,226	0.0%	$ 46,733	205.9%

Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the substantive 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 to 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 of assets, consistent with the long-term perspective of the calculations.

In the January 1, 2015 actuarial valuation, the projected unit credit cost method was used. The actuarial assumptions used include an initial annual health care cost trend rate of 7.2%, which decreases to 5% over 7 years. Additional assumptions used include a discount rate of 4% and an inflation rate of 2.75%. The unfunded actuarial accrued liability (UAAL) is being amortized as a level dollar amount over the maximum allowable period of 30 years on an open basis.

NOTE L: RISK MANAGEMENT

Risk management is the responsibility of the Commission. The Commission is self-insured for workers' compensation and health/dental claims. Claims paid for workers compensation for 2015 were approximately $309,000. Claims paid for health and dental coverage for 2015 were approximately $6,505,000. The unpaid claims for workers compensation at December 31, 2015 were approximately $1,042,000. The health and dental unpaid claims at December 31, 2015 were approximately $638,000. The liability recorded under employee compensation and payroll taxes by the Commission includes estimated settlements for claims reported but not settled as of December 31, 2015, as well as an estimate of claims incurred but not reported. The entire liability is included in the current liabilities section of the balance sheets, since any amounts considered to be noncurrent are believed to not be material. Changes in the balances of claim liabilities during 2015 was as follows (dollars in thousands):

	2015	2014
Unpaid claims - beginning of year	$ 1,659	$ 1,695
Incurred claims and changes in estimates	6,835	6,849
Claims paid	(6,814)	(6,885)
Unpaid claims - end of year	$ 1,680	$ 1,659

Fiscal year ended December 31, 2015

Operationally, the Commission is exposed to various risks of loss relating to theft, damage and destruction of assets, as well as natural disasters and certain tort liabilities for which commercial insurance is carried. The commercial insurance policies carry a deductible of $50,000. Settled claims have not exceeded this commercial coverage in any of the past three years. Insurance policies procured, including commercial general liability and commercial property damage, are inclusive of coverage for certain war casualty and acts of terrorism. Coverage terms, limits, and deductibles have each been benchmarked in comparison with those maintained at other large-size airports and found to be within the range of our peers. Although coverage limits are significant, no assurance can be given that such coverage will continue to be available at such amounts and/or at a reasonable cost.

Casualty loss involving damage to or destruction of physical property in the course of construction is covered under the Commission's property insurance policy. This policy does not apply to the Commission contractors. This policy contains a deductible of $250,000 per occurrence applicable to all covered causes of loss, including flood and earth movement.

The Commission requires entities providing professional services to the Commission to obtain an owner's protective professional indemnity policy. Contracted professional service firms participating in this project are required to provide evidence of at least $1,000,000 of coverage and names the Commission as an additional insured on the general liability policy, leaving the Commission minimally exposed.

NOTE M: CONTINGENT LIABILITIES AND COMMITMENTS

The nature of the business of the airport generates certain litigation against the Commission arising in the ordinary course of business. The Commission believes that existing and pending lawsuits and claims are either billable to airport users or would not materially affect the financial statements of the Commission.

Contractual obligations for construction were approximately $52,075,000 at December 31, 2015.

Noise Abatement

On October 19, 2007, the Minnesota State District Court, Fourth Judicial District (the District Court) approved a Consent Decree negotiated by the City of Minneapolis, the Minneapolis Public Housing Authority in and for the City of Minneapolis, the City of Eagan and the City of Richfield (collectively, the "Noise Plaintiffs") and the Commission to settle noise abatement lawsuits.

Under the Consent Decree, the Commission must provide noise mitigation to homes and apartments in the 60 to 64 DNL contours. Noise mitigation activities vary based on noise contours, with homes in the most noise-impacted contours eligible for more extensive mitigation than those in less impacted areas. Multi-family dwellings (those with more than three living units) receive less extensive mitigation than single-family homes. The total cost to the Commission under this program was $102,000,000 as of December 31, 2015. As discussed previously in the notes, noise mitigation costs are being capitalized as incurred and amortized over ten years.

Fiscal year ended December 31, 2015

The Consent Decree was amended in 2013 by establishing criteria to provide noise mitigation to homes and apartments through December 31, 2024. It is expected that some additional homes will become eligible for noise mitigation based upon changes in the DNL contours. Also, some homes will move into a higher DNL contour. A home will become eligible for consent decree noise mitigation if it is located or changes DNL contour levels for three consecutive years. The noise mitigation provided to the home or apartment will be consistent with the terms and levels of the original consent decree.

The costs related to the noise abatement settlements will be funded from internally generated funds of the Commission.

Runway 17/35 Land Acquisition

Certain remaining property acquisitions in association with Runway 17/35 may result in damage awards of an indeterminate amount. Any damage awards associated with these acquisitions would be capitalized as a cost of the project and may be recovered through airline rates and charges.

NOTE N: MAJOR CUSTOMER

Delta Airlines, Inc. (Delta) is in the business of transporting air passengers, mail and property. Delta operates both domestic and international air route systems. Minneapolis/St. Paul International Airport (MSP) is one of Delta’s major hubs. Airport revenues from Delta account for approximately 25% of operating revenues and 69% of total revenues from major airlines. Approximately 71% of total 2015 enplanements are attributable to Delta’s operation. In the event that Delta discontinues its operations, there are no assurances that another airline would replace its hub activities.

It is reasonable to assume that any financial or operational difficulties incurred by Delta, the predominant airline servicing MSP, could have a material adverse effect on the Commission.

NOTE O: RENTAL INCOME FROM OPERATING LEASES

The Commission leases space at the airport terminal buildings as well as other land and building leases on a fixed fee as well as a contingent rental basis. Many of the leases provide for a periodic review and adjustment of the rental amounts. Substantially all capital assets are held by the Commission for the purpose of rental or related use. At December 31, 2015, minimum future rentals scheduled to be received on operating leases that have initial or remaining non-cancelable terms in excess of one year are (dollars in thousands):

2016	$	105,620
2017		112,082
2018		103,676
2019		103,471
2020		85,553
Thereafter		121,281

Contingent rentals and fees aggregated approximately $94,800,000 in 2015.

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Required Supplementary Information

MINNEAPOLIS/ST. PAUL METROPOLITAN AIRPORTS COMMISSION
Schedule of Commission's Proportionate Share of the Net Pension Liability
Required Supplementary Information (Last Ten Years*)
(Unaudited)

Fiscal year ended December 31, 2015
(Dollars in Thousands)

General Employees Retirement Fund

	2015	2014
Commission's proportion of the net pension liability	1.0417%	0.6777%
Commission's proportionate share of the net pension liability	$ 53,986	$ 31,835
Commission's covered payroll	$ 37,175	$ 36,047
Commission's proportionate share of the net pension liability as a percentage of its covered payroll	145%	88%
Plan fiduciary net position as a percentage of the total pension liability	78%	79%

Public Employees Police and Fire Fund

	2015	2014
Commission's proportion of the net pension liability	1.2710%	1.2310%
Commission's proportionate share of the net pension liability	$ 14,442	$ 13,295
Commission's covered payroll	$ 11,807	$ 11,221
Commission's proportionate share of the net pension liability as a percentage of its covered payroll	122%	118%
Plan fiduciary net position as a percentage of the total pension liability	87%	87%

*The amounts presented for each fiscal year were determined as of June 30 (measurement date).

Note: Ten years of information is required to be disclosed and will be added as the information becomes available.

MINNEAPOLIS/ST. PAUL METROPOLITAN AIRPORTS COMMISSION
Schedule of Commission's Pension Contributions
Required Supplementary Information (Last Ten Years*)
(Unaudited)

Fiscal year ended December 31, 2015
(Dollars in Thousands)

General Employees Retirement Fund

	2015	2014
Statutorily required contribution	$ 4,747	$ 4,556
Contributions in relation to the statutorily required contribution	$ 4,747	$ 4,556
Contribution deficiency (excess)	$ -	$ -
Commission's covered-employee payroll	$ 38,019	$ 37,151
Contributions as a percentage of covered payroll	12.49%	12.26%

Public Employees Police and Fire Fund

	2015	2014
Statutorily required contribution	$ 1,920	$ 1,763
Contributions in relation to the statutorily required contribution	$ 1,920	$ 1,763
Contribution deficiency (excess)	$ -	$ -
Commission's covered-employee payroll	$ 11,821	$ 11,440
Contributions as a percentage of covered payroll	16.24%	15.41%

*The amounts presented for each fiscal year were determined as of December 31.

Note: Ten years of information is required to be disclosed and will be added as the information becomes available.

NOTES TO SCHEDULE:

Benefit changes: none

Changes of assumptions: none

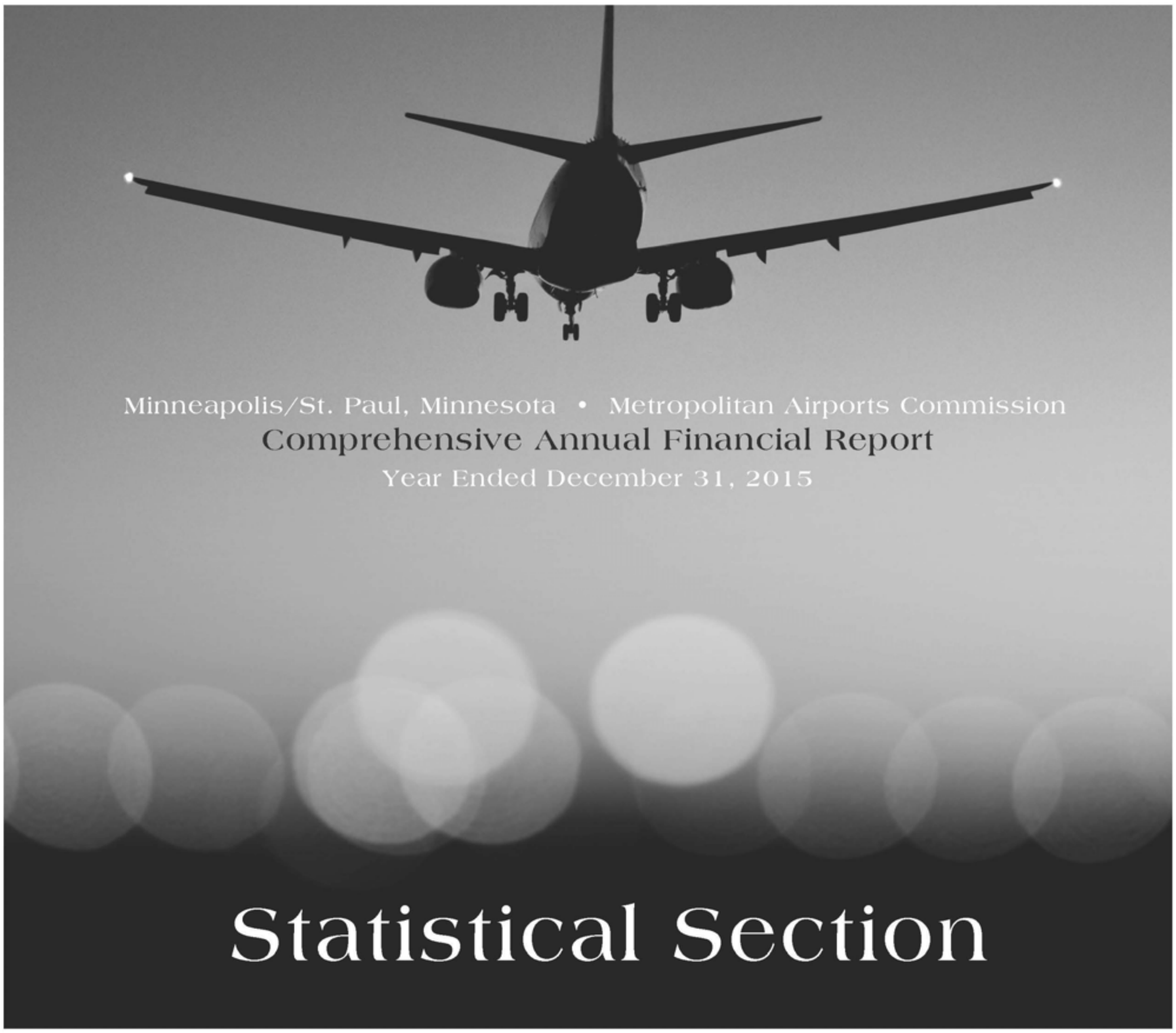
MINNEAPOLIS/ST. PAUL METROPOLITAN AIRPORTS COMMISSION
Schedule of OPEB Funding Progress
(Unaudited)

Fiscal year ended December 31, 2015

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability Projected Unit Credit (in thousands)	Unfunded Actuarial Accrued Liability (UAAL) (in thousands)	Funded Ratio	Covered Payroll (in thousands)	UAAL as a Percentage of Covered Payroll
01/01/2015	$ -	$ 96,226	$ 96,226	0.0%	$ 46,733	205.9%
01/01/2014	-	89,364	89,364	0.0%	43,161	207.0%
01/01/2013	-	87,020	87,020	0.0%	42,025	207.1%

Actuarial Valuation Date	Participant Summary		
	Active Employees	Retirees and Beneficiaries	Total
01/01/2015	537	255	792
01/01/2014	541	258	799
01/01/2013	531	244	775

MAC


Minneapolis/St. Paul, Minnesota • Metropolitan Airports Commission
Comprehensive Annual Financial Report
Year Ended December 31, 2015
Statistical Section

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Statistical Section (Unaudited)

This part of the Commission's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements and note disclosures say about the Commission's overall financial health.

Contents

Sources:

Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

Historical Operating Statements
For the Years Ending December 31
(Dollars in Thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
OPERATING REVENUES										
Airline rates and charges	$ 78,270	$ 85,475	$ 87,244	$ 89,867	$ 90,376	$ 96,422	$ 98,437	$ 106,015	$ 111,005	$ 107,805
Concessions	110,139	115,857	112,365	109,636	112,503	118,792	126,399	131,321	136,445	146,893
Rentals/fees	19,777	20,560	28,632	28,435	29,609	27,575	27,999	33,327	34,117	36,086
Utilities and other revenues	15,941	16,359	13,313	12,937	12,555	13,758	13,581	15,382	16,768	16,637
TOTAL OPERATING REVENUES	224,127	238,251	241,554	240,875	245,043	256,547	266,416	286,045	298,335	307,421
OPERATING EXPENSES										
Personnel	54,258	56,278	59,811	59,304	63,412	66,297	68,145	71,107	72,358	81,728
Administrative	1,240	1,538	1,298	1,301	1,271	1,532	1,561	1,407	1,610	1,521
Professional services	4,091	4,474	4,161	4,004	3,519	4,167	4,536	4,514	4,972	5,574
Utilities	14,820	16,466	18,089	16,553	16,238	16,568	16,288	18,633	20,873	18,304
Operating services	14,485	15,437	17,540	16,043	17,278	17,151	17,379	18,940	19,583	21,230
Maintenance	19,417	21,527	22,140	23,718	27,088	27,057	26,052	29,305	31,377	32,089
Depreciation and amortization	111,429	115,329	117,999	123,060	121,555	118,985	120,201	128,032	131,069	134,419
Other	3,323	8,922	3,696	2,510	2,583	3,531	2,632	2,950	3,323	3,454
TOTAL OPERATING EXPENSES	223,063	239,971	244,734	246,493	252,944	255,288	256,794	274,888	285,165	298,319
OPERATING INCOME (LOSS)	1,064	(1,720)	(3,180)	(5,618)	(7,901)	1,259	9,622	11,157	13,170	9,102
NONOPERATING REVENUES (EXPENSES)										
Investment income	52,895	62,271	49,938	30,625	33,933	21,440	8,184	7,066	8,746	9,241
Federal interest rate subsidies	-	-	-	-	-	-	-	-	-	599
Passenger facility charges	67,573	66,662	54,682	67,481	59,453	62,244	62,231	65,291	67,106	70,471
Gain (loss) on disposal of assets	(828)	(70)	5,178	205	119	14	(1,172)	(561)	(16,387)	60
Interest expense	(94,069)	(95,556)	(88,722)	(84,198)	(85,141)	(78,186)	(64,613)	(64,792)	(67,734)	(57,614)
Part 150 home insulation expenses	(5,395)	(2,308)	-	-	-	58	-	-	-	-
TOTAL NONOPERATING REVENUES (EXPENSES)	20,176	30,999	21,076	14,113	8,364	5,570	4,630	7,004	(8,269)	22,757
INCOME BEFORE CAPITAL CONTRIBUTIONS AND GRANTS	21,240	29,279	17,896	8,495	463	6,829	14,252	18,161	4,901	31,859
Capital Contributions and Grants	34,276	22,805	30,149	26,918	24,723	22,635	19,940	33,472	20,498	14,686
CHANGE IN NET POSITION	55,516	52,084	48,045	35,413	25,186	29,464	34,192	51,633	25,399	46,545
NET POSITION, BEGINNING OF YEAR, AS RESTATED	1,296,662	1,352,178	1,412,574	1,523,530	1,558,943	1,584,129	1,613,593	1,642,316	1,693,949	1,719,348
CHANGES IN ACCOUNTING PRINCIPLE/PRIOR PERIOD ADJUSTMENTS [1, 2,]	-	8,312	62,911	-	-	-	(5,469)	-	-	(49,119)
NET ASSETS - BEGINNING OF YEAR, AS RESTATED	1,296,662	1,360,490	1,475,485	1,523,530	1,558,943	1,584,129	1,608,124	1,642,316	1,693,949	1,670,229
NET POSITION, END OF YEAR	$ 1,352,178	$ 1,412,574	$ 1,523,530	$ 1,558,943	$ 1,584,129	$ 1,613,593	$ 1,642,316	$ 1,693,949	$ 1,719,348	$ 1,716,774

1 - For the years ended December 31, 2006-2007, the amounts shown do not reflect the change in accounting principle adopted January 1, 2008.

2 - For the years ended December 31, 2006-2011, the amounts shown do not reflect the adoption of GASB Statement No. 65.

3 - For the years ended December 31, 2006-2014, the amounts shown do not reflect the adoption of GASB Statement No. 68.

Historical Revenues 2006 - 2015
Pursuant to the Commission's Master Trust Indenture
(Dollars in Thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Airline Rates & Charges										
Landing fees	$ 38,245	$ 49,626	$ 47,163	$ 48,736	$ 48,223	$ 50,957	$ 51,964	$ 55,543	$ 57,049	$ 57,408
Ramp fees	4,611	5,238	5,619	6,531	5,901	6,328	6,092	6,803	7,213	7,132
Lindbergh Terminal building rents	33,920	29,378	34,196	33,003	34,296	36,244	37,423	39,626	41,739	41,427
Other Lindbergh Terminal charges	3,475	3,105	3,496	3,410	3,714	3,841	3,351	3,506	3,862	4,872
Concessions rebate	(9,070)	(10,160)	(9,886)	(8,739)	(8,817)	(9,324)	(9,597)	(9,889)	(10,294)	(13,777)
Humphrey Building Rentals	7,089	8,288	6,583	6,729	6,815	8,148	8,991	10,160	11,165	10,480
Apron Fees - Non-Signatory	-	-	73	197	244	228	213	266	271	264
Total Airline Rates & Charges	78,270	85,475	87,244	89,867	90,376	96,422	98,437	106,015	111,005	107,806
Concessions										
Auto parking	64,266	66,765	62,748	61,546	63,682	66,612	72,621	76,569	80,659	87,579
Rental car	15,699	17,043	17,011	15,357	15,364	17,112	17,324	17,732	17,939	18,708
Food and beverage	11,552	12,645	12,808	13,052	12,957	13,398	13,808	14,743	16,128	16,836
Merchandise	8,515	8,537	8,689	8,082	8,027	8,373	8,607	8,489	8,245	8,191
Employee parking	1,758	2,063	2,423	2,254	2,473	2,578	2,929	2,414	2,917	3,328
Other	8,349	8,804	8,686	9,345	10,000	10,719	11,110	11,374	10,557	12,251
Total Concessions Revenue	110,139	115,857	112,365	109,636	112,503	118,792	126,399	131,321	136,445	146,893
Other Revenues										
Utilities	2,350	2,473	2,528	2,315	2,591	3,006	2,784	3,181	3,265	3,039
Other building and land rent	18,434	18,821	23,445	23,547	24,544	25,299	26,199	31,095	31,885	34,079
Other	10,111	10,315	10,785	10,605	9,940	7,567	6,937	7,731	8,648	8,667
Total Other Revenues	30,895	31,609	36,758	36,467	37,075	35,872	35,920	42,007	43,798	45,785
Total MSP Revenue	219,304	232,941	236,367	235,970	239,954	251,086	260,756	279,343	291,248	300,484
Total Reliever Airports	4,823	5,310	5,187	4,905	5,089	5,461	5,661	6,702	7,087	6,938
Total Operating Revenues	224,127	238,251	241,554	240,875	245,043	256,547	266,417	286,045	298,335	307,422
Investment income										
Capital lease interest	22,815	22,570	20,896	20,017	19,720	16,133	4,140	3,835	3,792	4,167
Other [2]	14,509	18,957	15,281	10,620	13,402	3,948	2,926	2,648	4,144	4,437
Total Investment Income	37,324	41,527	36,177	30,637	33,122	20,081	7,066	6,483	7,936	8,604
Capital lease principal payments	14,199	14,442	15,345	18,413	17,956	19,294	7,805	8,107	8,292	6,075
Total Revenues [1]	$ 275,650	$ 294,220	$ 293,076	$ 289,925	$ 296,121	$ 295,922	$ 281,288	$ 300,635	$ 314,563	$ 322,101

[1] Total Revenues do not include any PFC's as defined by the master trust indenture.

[2] Interest income on PFC's, Bond Series Construction Funds and Short-Term Funding Advances are not included as defined by the master trust indenture.

Source: Audited financial statements for the last ten years

Percentage Distribution of Operating Revenues 2006 - 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Airline Rates & Charges										
Landing fees	16.9%	20.9%	19.6%	20.2%	19.5%	19.7%	19.6%	19.4%	19.1%	18.7%
Ramp fees	2.1%	2.2%	2.3%	2.7%	2.4%	2.5%	2.3%	2.4%	2.4%	2.3%
Lindbergh Terminal building rents	15.1%	12.3%	14.2%	13.7%	14.0%	14.1%	14.0%	13.9%	14.2%	13.4%
Other Lindbergh Terminal charges	1.6%	1.3%	1.4%	1.4%	1.5%	1.5%	1.3%	1.2%	1.3%	1.6%
Concessions rebate	-4.0%	-4.3%	-4.1%	-3.6%	-3.6%	-3.6%	-3.6%	-3.5%	-3.5%	-4.5%
Humphrey Building Rentals	3.2%	3.5%	2.8%	2.8%	2.9%	3.3%	3.4%	3.6%	3.7%	3.4%
Total Airline Rates & Charges	34.9%	35.9%	36.2%	37.2%	36.7%	37.5%	37.0%	37.0%	37.2%	34.9%
Concessions										
Auto parking	28.7%	28.0%	26.0%	25.6%	26.0%	26.0%	27.3%	26.8%	27.0%	28.5%
Rental car	7.0%	7.2%	7.0%	6.4%	6.3%	6.7%	6.5%	6.2%	6.0%	6.1%
Food and beverage	5.2%	5.3%	5.3%	5.4%	5.3%	5.2%	5.2%	5.2%	5.4%	5.5%
Merchandise	3.8%	3.6%	3.6%	3.4%	3.3%	3.3%	3.2%	3.0%	2.8%	2.7%
Employee parking	0.8%	0.9%	1.0%	0.9%	1.0%	1.0%	1.1%	0.8%	1.0%	1.1%
Other	3.7%	3.7%	3.6%	3.9%	4.1%	4.2%	4.2%	4.0%	3.5%	4.0%
Total Concessions Revenue	49.2%	48.7%	46.5%	45.6%	46.0%	46.4%	47.5%	46.0%	45.7%	47.9%
Other Revenues										
Utilities	1.0%	1.0%	1.0%	1.0%	1.1%	1.2%	1.0%	1.1%	1.1%	1.0%
Other building and land rent	8.2%	7.9%	9.7%	9.8%	10.0%	9.9%	9.8%	10.9%	10.7%	11.1%
Other	4.5%	4.3%	4.5%	4.4%	4.1%	2.9%	2.6%	2.7%	2.9%	2.8%
Total Other Revenues	13.7%	13.2%	15.2%	15.2%	15.2%	14.0%	13.4%	14.7%	14.7%	14.9%
Total MSP Revenue	97.8%	97.8%	97.9%	98.0%	97.9%	97.9%	97.9%	97.7%	97.6%	97.7%
Total Reliever Airports	2.2%	2.2%	2.1%	2.0%	2.1%	2.1%	2.1%	2.3%	2.4%	2.3%
Total Operating Revenues	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Net Position by Business-Type Activities 2006 - 2015
(Dollars in Thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Business Type Activities										
Net investment in capital assets	$ 1,077,822	$ 1,083,959	$ 1,097,417	$ 1,145,797	$ 1,140,449	$ 1,144,522	$ 1,123,522	$ 1,168,529	$ 1,152,189	$ 1,163,545
Restricted	146,742	189,224	272,695	253,811	273,540	306,528	373,736	362,468	287,279	299,192
Unrestricted	127,614	139,391	153,418	159,335	170,140	162,543	145,058	162,952	279,880	254,037
Total business type activities	$ 1,352,178	$ 1,412,574	$ 1,523,530	$ 1,558,943	$ 1,584,129	$ 1,613,593	$ 1,642,316	$ 1,693,949	$ 1,719,348	$ 1,716,774

Source: Audited financial statements for the last ten years

Delta Airlines Revenue Summary
2006 - 2015
(Dollars in Thousands)

	2006	2007	2008 [2]	2009	2010	2011	2012	2013	2014	2015
Delta Revenue as a Percentage of Total Adjusted MAC Operating Revenues										
Total MAC Operating Revenues	$ 224,127	$ 238,251	$ 241,554	$ 240,875	$ 245,043	$ 256,547	$ 266,418	$ 286,045	$ 298,335	$ 307,421
Lease Principal/Interest Payments	37,014	36,246	36,277	38,430	37,676	37,973	11,945	11,939	12,084	10,227
Interest Income-MAC Funds [1]	24,474	31,628	21,318	5,193	11,183	3,467	2,862	3,215	3,461	3,838
Total Adjusted MAC Operating Revenues	285,615	306,125	299,149	284,498	293,902	297,987	281,225	301,199	313,880	321,486
Delta Portion of Operating Revenues	52,265	55,080	62,970	66,503	66,711	70,910	71,144	75,391	78,301	74,078
Delta Portion of Lease Payments	31,301	31,605	31,875	32,127	33,336	33,736	7,655	7,599	7,687	5,780
Total Delta Revenue	83,566	86,685	94,845	98,630	100,047	104,646	78,799	82,990	85,988	79,858
Delta % of Total Adjusted MAC Operating Revenues	**29.26%**	**28.32%**	**31.70%**	**34.67%**	**34.04%**	**35.12%**	**28.02%**	**27.55%**	**27.40%**	**24.84%**
Total Adjusted MAC Operating Revenues	$ 285,615	$ 306,125	$ 299,149	$ 284,498	$ 293,902	$ 297,987	$ -	$ -	$ -	$ -
Less: Delta GO 9/15 Lease Payments [3]	(24,931)	(25,222)	(25,413)	(25,721)	(26,037)	(26,376)		-	-	-
Total Adjusted MAC Operating Revenues, Net of GO 9/15 Financing	260,684	280,903	273,736	258,777	267,865	271,611	-	-	-	-
Total Delta Revenue	83,566	86,685	94,845	98,630	100,047	104,646	-	-	-	-
Less: Delta GO 9/15 Lease Payments [3]	(24,931)	(25,222)	(25,413)	(25,721)	(26,037)	(26,376)	-	-	-	-
Total Delta Revenue, Net of GO 9/15 Financing	58,635	61,463	69,432	72,909	74,010	78,270	-	-	-	-
Delta % of Total Adjusted MAC Operating Revenues, Net of GO 9/15 Financing	**22.49%**	**21.88%**	**25.36%**	**28.17%**	**27.63%**	**28.82%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**
Delta Revenue as a Percentage of Total Airline Rates & Charges										
Total Airline Rates & Charges Revenue	$ 78,270	$ 85,475	$ 87,244	$ 89,867	$ 90,376	$ 96,422	$ 98,536	$ 106,015	$ 111,005	$ 107,805
Air Carrier Lease Payments	34,364	34,231	34,262	36,188	35,658	35,960	9,933	9,932	10,077	8,227
Total Air Carrier Revenue	112,634	119,706	121,506	126,055	126,034	132,382	108,469	115,947	121,082	116,032
Total Delta Revenue	83,566	86,685	94,845	98,630	100,047	104,646	78,799	82,990	85,988	79,858
Delta % of Total Air Carrier Revenue	**74.19%**	**72.41%**	**78.06%**	**78.24%**	**79.38%**	**79.05%**	**72.65%**	**71.58%**	**71.02%**	**68.82%**
Total Air Carrier Revenue	$ 112,634	$ 119,706	$ 121,506	$ 126,055	$ 126,034	$ 132,382	$ -	$ -	$ -	$ -
Less: Delta GO 9/15 Lease Payments [3]	(24,931)	(25,222)	(25,413)	(25,721)	(26,037)	(26,376)	-	-	-	-
Total Air Carrier Revenue, Net of GO 9/15 Financing	87,703	94,484	96,093	100,334	99,997	106,006	-	-	-	-
Total Delta Revenue	83,566	86,685	94,845	98,630	100,047	104,646	-	-	-	-
Less: Delta GO 9/15 Lease Payments [3]	(24,931)	(25,222)	(25,413)	(25,721)	(26,037)	(26,376)	-	-	-	-
Total Delta Revenue, Net of GO 9/15 Financing	58,635	61,463	69,432	72,909	74,010	78,270	-	-	-	-
Delta % of Total Air Carrier Revenue, Net of GO 9/15 Financing	**66.86%**	**65.05%**	**72.26%**	**72.67%**	**74.01%**	**73.84%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

[1] Does not include interest income earned on PFC's, which are not available to pay debt service on Delta obligations.

[2] In 2008, Northwest Airlines merged with Delta.

[3] In 2011, Delta paid off the remaining debt associated with GO 9/15.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Top Ten Revenue Providers 2015 and 2006
(Dollars in Thousands)

	2015		2006	
Company	**Rank**	**Revenue**	**Rank**	**Revenue**
Northwest/Delta Airlines	1	$ 74,078	1	$ 52,265
HMS Host	2	15,944	2	9,086
Enterprise Rent A Car[1]	3	13,438	-----	-
Hertz	4	10,046	3	8,783
Sun Country Airlines	5	9,345	6	5,482
Avis	6	8,206	7	4,565
World Duty Free	7	7,160	-----	-
American Airlines	8	5,838	10	2,195
Southwest Airlines	9	5,307	-----	-
United Airlines	10	5,129	9	2,570
National/Alamo Car Rental[1]	-----	-	4	7,855
Minnesota Retail Partners	-----	-	5	6,514
Anton Airfoods Inc.	-----	-	8	4,382

1 - Enterprise Rent a Car owns National Car Rental and Alamo.

Source: Comprehensive Annual Financial Report 2006 and 2015

Air Carrier Market Share - Total Enplaned Passengers[1]

For the Years Ended December 31
Ranked on Year 2015 Results

2015 Ranking	Air Carrier	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015 % of Total
1	NWA/Delta	11,946,378	11,489,712	10,274,202	8,967,602	8,453,914	8,041,859	7,953,185	8,076,972	8,594,887	9,139,346	51.5%
2	Endeavor Air [2]	1,223,597	1,271,310	865,941	722,510	707,641	727,037	1,453,778	1,634,337	2,011,953	1,608,015	9.1%
3	Skywest [2]	-	113,853	98,574	26,549	529,568	836,730	1,181,445	1,134,982	867,993	1,247,022	7.0%
4	Sun Country	726,359	752,691	640,902	496,622	470,474	554,434	616,320	757,552	815,386	1,029,007	5.8%
5	Southwest	-	-	-	283,986	500,493	609,692	623,913	742,664	841,201	940,592	5.3%
6	American	476,228	589,989	571,930	508,470	445,125	374,080	376,370	377,739	341,957	586,682	3.3%
7	Spirit Airlines	-	-	-	-	-	-	108,866	307,298	495,316	517,770	2.9%
8	Compass [2]	-	68,174	620,165	905,487	1,078,771	1,270,728	1,418,939	1,184,213	838,901	514,171	2.9%
9	US Airways	21,625	174,910	389,052	455,163	430,890	465,967	532,384	592,391	561,351	465,291	2.6%
10	United	559,618	555,520	488,566	470,403	396,060	340,920	227,392	190,994	167,638	425,390	2.4%
11	ExpressJet [7]	129,609	47,472	22,269	1,799	6,314	89,688	132,885	263,821	323,786	362,785	2.0%
12	Frontier	123,056	132,633	164,798	183,393	188,438	260,492	191,650	177,613	228,771	227,378	1.4%
13	United Express	-	-	-	130,794	159,781	94,753	96,550	116,724	101,926	178,132	1.0%
14	Shuttle America [3]	-	-	-	-	-	191,296	308,820	209,015	201,233	137,799	0.8%
15	Alaska Airlines	-	-	-	91,064	94,491	95,269	84,588	93,635	92,491	96,084	0.5%
16	American Eagle [5]	-	-	-	-	-	-	128,382	115,022	144,150	55,935	0.4%
17	Republic [4]	-	-	-	-	-	63,092	63,947	72,328	37,913	6,925	0.0%
	Air Tran Airways [8]	290,390	316,667	256,310	247,834	261,709	295,675	269,552	159,983	107,077	-	0.0%
	Comair [2]	-	-	-	-	298,339	124,125	94,350	-	-	-	0.0%
	Continental [6]	250,502	169,853	119,994	83,999	32,278	25,689	48,800	-	-	-	0.0%
	Mesaba Aviation [2]	431,668	547,608	1,303,619	1,577,271	1,249,049	1,200,611	6,899	-	-	-	0.0%
	Midwest	-	66,215	67,032	79,803	61,165	-	-	-	-	-	0.0%
	Champion	113,849	73,790	25,898	-	-	-	-	-	-	-	0.0%
	America West	298,126	193,185	-	-	-	-	-	-	-	-	0.0%
	Ryan Int'l	32,607	7,768	-	-	-	-	-	-	-	-	0.0%
	Other	554,695	397,734	475,020	318,385	350,309	310,052	101,023	159,984	226,142	192,082	1.1%
		17,178,307	16,969,084	16,384,272	15,551,134	15,714,809	15,972,189	16,020,038	16,367,267	17,000,072	17,730,406	100.0%

[1] The figures may differ from the passenger statistics reported by the Air Carriers to the Airport.

[2] Codeshare with Northwest/Delta. Its decrease was picked up by Northwest Airlines (NWA) and NWA-affiliated carrier, Endeavor Air (formerly Pinnacle Airlines), which commenced its operations at MSP International Airport in July 2001. Comair ceased operations in September 2012.

[3] Codeshare with United.

[4] Codeshare with US Airways.

[5] Codeshare with American.

[6] Continental and United began operating under a single carrier code in 2012.

[7] Atlantic Southeast Airlines and ExpressJet Airlines began operating under a single carrier code in 2011.

[8] AirTran Airways merged with Southwest Airlines in 2012 with full integration expected in 2014.

Source: Department of Transportation, T-3, T-100 and 298C T-1; Minneapolis/St. Paul Metropolitan Airports Commission

Enplaned Passenger Trends
For the Years Ended December 31

	Originating		Connecting			% Change
	Enplaned Passengers [1]	% of Total	Enplaned Passengers [1]	% of Total	Total	From Previous Year
2006	10,066,488	58.6%	7,111,819	41.4%	17,178,307	-4.48%
2007	9,943,883	58.6%	7,025,201	41.4%	16,969,084	-1.22%
2008	8,355,979	51.0%	8,028,293	49.0%	16,384,272	-3.45%
2009	8,318,949	53.5%	7,232,185	46.5%	15,551,134	-5.08%
2010	9,147,140	58.2%	6,567,669	41.8%	15,714,809	1.05%
2011	8,676,764	54.3%	7,295,425	45.7%	15,972,189	1.64%
2012	8,667,889	54.1%	7,352,149	45.9%	16,020,038	0.30%
2013	8,927,053	54.5%	7,440,214	45.5%	16,367,267	2.17%
2014	9,290,977	54.7%	7,709,095	45.3%	17,000,072	3.87%
2015	9,791,389	55.2%	7,939,017	44.8%	17,730,406	4.30%

Average Annual Compound Growth

2006 - 2015	-0.28%		1.11%		0.32%	

[1] Includes passengers who connected to domestic flights at MSP but were bound for international destinations via other U.S. gateway airports. Includes domestic-to-domestic, domestic-to-international, and international-to-domestic connections.

The above figures may differ from the passenger statistics reported by the airlines to the MSP.

Sources: DOT, Schedules T-100 and T-3, DOT, Air Passenger Origin - Destination Survey, reconciled to Schedules T-100 and 298C T-1; Minneapolis/St. Paul Metropolitan Airports Commission

Air Carrier Market Share - Total Cargo Handled (in tons)
For the Years Ended December 31
Ranked on Year 2015 Results

2015 Ranking	Air Carrier	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015 % of Total
1	Federal Express	149,203.0	136,690.5	132,973.9	105,897.7	102,494.0	98,712.2	99,297.3	94,006.3	87,898.2	85,248.4	38.6%
2	UPS	58,427.2	59,694.3	55,536.5	53,794.7	58,349.9	61,101.1	57,174.2	57,826.2	61,142.2	58,699.1	26.8%
3	Northwest/Delta	64,005.6	43,223.5	40,281.7	31,094.2	43,115.5	45,152.0	48,664.7	51,792.3	53,483.7	55,634.0	25.4%
4	DHL	17,790.2	12,801.9	8,048.3	87.5	-	2,810.8	4,498.3	5,220.0	6,201.1	6,775.5	3.1%
5	Sun Country	3,508.4	3,671.3	2,604.4	1,370.2	619.8	967.2	1,686.1	2,359.7	2,944.1	4,971.8	2.3%
6	United	1,924.4	834.8	1,726.7	2,497.9	2,368.2	1,777.6	1,686.6	1,096.2	1,783.3	2,813.3	1.3%
7	Southwest	-	-	-	758.5	1,343.2	1,471.2	1,643.5	1,522.0	1,842.3	2,055.9	0.9%
8	Mountain Air Cargo	-	-	-	-	-	902.3	844.0	1,049.7	1,084.5	930.3	0.4%
9	Suburban Air Freight	-	-	-	-	-	-	-	289.5	452.2	513.8	0.2%
10	Other	322.6	1,286.1	344.2	35.1	1,073.1	263.1	338.4	239.5	318.9	494.6	0.2%
11	US Airways	214.4	527.6	1,987.7	1,970.6	2,284.7	2,055.8	1,448.4	1,299.9	981.7	454.8	0.2%
12	Air France	-	-	-	-	-	-	-	268.1	336.9	339.1	0.2%
13	American	2,565.8	2,127.8	2,161.1	875.2	319.6	199.4	41.3	66.5	201.0	282.0	0.1%
14	CSA Air										231.8	0.1%
15	Icelandair										159.3	0.1%
16	Alaska Airlines	-	-	-	-	-	120.7	157.2	239.5	219.5	130.9	0.1%
	Airborne	254.9	2,095.4	4,367.9	1,021.0	4,300.8	1,780.3	872.7	114.7	-	-	0.0%
	Frontier	-	-	346.6	232.0	282.2	242.6	179.8	188.5	-	-	0.0%
	ATI/BAX Global	9,575.4	8,215.3	4,855.7	8,146.0	17,521.6	12,197.8	-	-	-	-	0.0%
	Continental [1]	1,214.3	803.4	989.3	583.8	231.7	228.2	479.1	-	-	-	0.0%
	Mesaba	-	234.9	618.1	721.4	-	-	-	-	-	-	0.0%
	Kitty Hawk/AIA*	6,290.9	1,987.3	-	-	-	-	-	-	-	-	0.0%
	America West	1,703.2	693.2	-	-	-	-	-	-	-	-	0.0%
	Emery Worldwide [2]	2,196.5	-	-	-	-	-	-	-	-	-	0.0%
	Midwest	-	438.7	274.5	11.3	0.7	-	-	-	-	-	0.0%
		319,196.8	275,326.0	257,116.6	209,097.1	234,305.0	229,982.3	219,011.6	217,578.6	218,889.6	219,734.6	100.0%

[1] Continental and United began operating under a single carrier code in 2012.

[2] New name: UPS Supply Chain Solutions.

* American International Airways

Enplaned Cargo Trends
For the Years Ended December 31

(Freight and mail in thousands of tons)

Air Carrier	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Average Annual Growth Compound
Passenger	25.9	25.1	24.2	19.0	21.9	24.6	26.9	27.9	28.4	30.7	1.7%
All Cargo	122.6	116.1	102.5	83.7	90.0	87.9	80.4	81.8	86.4	82.7	-3.9%
Total	148.5	141.2	126.7	102.7	111.9	112.5	107.3	109.7	114.8	113.4	-2.7%

AAG - Average annual compound growth

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Trends in Enplaned Cargo by Type of Carrier
For the Years Ended December 31

	Passenger Carriers		All Cargo Carriers		
	Tons	% of Total	Tons	% of Total	Total Cargo
2006	25,900	17.4%	122,611	82.6%	148,511
2007	25,124	17.8%	116,058	82.2%	141,182
2008	24,179	19.1%	102,508	80.9%	126,687
2009	19,004	18.5%	83,742	81.5%	102,746
2010	21,942	19.6%	89,990	80.4%	111,932
2011	24,595	21.9%	87,932	78.1%	112,527
2012	26,876	25.0%	80,442	75.0%	107,318
2013	27,945	25.5%	81,766	74.5%	109,711
2014	28,377	24.7%	86,414	75.3%	114,791
2015	30,691	27.1%	82,678	72.9%	113,369

Average Annual Compound Growth

2006 - 2015	1.71%	-3.86%	-2.66%

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Trends in Enplaned Cargo by Freight & Mail
For the Years Ended December 31

	Freight/Express		Mail		
	Tons	% of Total	Tons	% of Total	Total Cargo
2006	143,753	96.8%	4,758	3.2%	148,511
2007	136,511	96.7%	4,671	3.3%	141,182
2008	121,037	95.5%	5,650	4.5%	126,687
2009	98,493	95.9%	4,253	4.1%	102,746
2010	105,919	94.6%	6,013	5.4%	111,932
2011	104,455	92.8%	8,072	7.2%	112,527
2012	97,220	90.6%	10,098	9.4%	107,318
2013	101,337	92.4%	8,374	7.6%	109,711
2014	107,500	93.6%	7,291	6.4%	114,791
2015	104,517	92.2%	8,852	7.8%	113,369

Average Annual Compound Growth

2006 - 2015	-3.14%	6.40%	-2.66%

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Revenue Bond Debt Service Coverage - Rate Covenant for Senior Debt
For the Years Ended December 31
(Dollars in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Revenues per Master Trust Indenture	$ 275,650	$ 294,220	$ 293,076	$ 289,925	$ 296,121	$ 295,922	$ 281,288	$ 300,635	$ 314,563	$ 322,101
Expenses										
Operating expenses	223,063	239,971	244,330	246,493	252,944	255,287	256,793	274,888	285,165	292,589
Less: Depreciation expense	(111,429)	(115,329)	(117,595)	(123,060)	(121,555)	(118,985)	(120,201)	(128,010)	(131,069)	(134,419)
Total operating expenses, excluding depreciation expense	111,634	124,642	126,735	123,433	131,389	136,302	136,592	146,878	154,096	158,170
Net Revenues	164,016	169,578	166,341	166,492	164,732	159,620	144,696	153,757	160,467	163,931
Annual debt service - Senior Airport Revenue Bonds	(48,212)	(46,685)	(46,321)	(45,887)	(44,540)	(41,525)	(43,436)	(48,274)	(50,413)	(48,084)
Annual debt service - General Obligation Revenue Bonds	(32,165)	(32,276)	(32,542)	(32,797)	(29,532)	(29,843)	(3,414)	(2,954)	-	-
Principal and interest on other indebtedness [1]	(17,452)	(16,299)	(30,335)	(32,356)	(31,118)	(42,285)	(40,970)	(47,809)	(48,383)	(45,216)
Must not be less than zero	66,187	74,318	57,143	55,452	59,542	45,967	56,876	54,720	61,671	70,631
Requirement Section										
Net revenues	164,016	169,578	166,341	166,492	164,732	159,620	144,696	153,757	160,467	163,931
Transfer - Coverage Fund [2]	12,596	12,053	11,671	11,580	11,472	11,579	10,381	12,069	12,603	12,021
Total available	176,612	181,631	178,012	178,072	176,204	171,199	155,077	165,826	173,070	175,952
Senior Debt Service times 125% [3]	(60,265)	(58,356)	(57,901)	(57,359)	(55,675)	(51,906)	(54,295)	(57,896)	(63,016)	(60,105)
Must not be less than zero	116,347	123,275	120,111	120,713	120,529	119,293	100,782	107,930	110,054	115,847
Pro Forma Coverage on Senior Lien Debt										
Net revenues	164,016	169,578	166,341	166,492	164,732	159,620	144,696	153,757	160,467	163,931
Transfer - Coverage Fund [2]	11,671	11,580	11,472	11,579	10,381	10,381	10,859	12,069	12,603	12,021
Total available	175,687	181,158	177,813	178,071	175,113	170,001	155,555	165,826	173,070	175,952
Annual debt service - Senior Airport Revenue Bonds	(48,212)	(46,685)	(46,321)	(45,887)	(44,540)	(41,525)	(43,436)	(48,274)	(50,413)	(48,084)
Annual debt service - General Obligation Revenue Bonds	(32,165)	(32,276)	(32,542)	(32,797)	(29,532)	(29,843)	(3,414)	(2,954)	-	-
Total Debt Service - Senior Lien Debt	(80,377)	(78,961)	(78,863)	(78,684)	(74,072)	(71,368)	(46,850)	(51,228)	(50,413)	(48,084)
Coverage with Transfer	219%	229%	225%	226%	236%	238%	332%	324%	343%	366%
Coverage without Transfer	204%	215%	211%	212%	222%	224%	309%	300%	318%	341%

[1] Excludes General Obligation Revenue Bonds and Senior Airport Revenue Bonds.

[2] Transfer is limited to no more than 25% of Aggregate Annual Debt Service on Outstanding Senior Airport Revenue Bonds.

[3] Using Annual Debt Service on Senior Airport Revenue Bonds.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Revenue Bond Debt Service Coverage - Rate Covenant for Subordinate Lien Debt

For the Years Ended December 31
(Dollars in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Revenues per Master Trust Indenture	$ 275,650	$ 294,220	$ 293,076	$ 289,925	$ 296,121	$ 295,922	$ 281,288	$ 300,635	$ 314,563	$ 322,101
Expenses										
Operating expenses	223,063	239,971	244,330	246,493	252,944	255,287	256,793	274,888	285,165	292,589
Less: Depreciation expense	(111,429)	(115,329)	(117,595)	(123,060)	(121,555)	(118,985)	(120,201)	(128,010)	(131,069)	(134,419)
Total operating expenses, excluding depreciation expense	111,634	124,642	126,735	123,433	131,389	136,302	136,592	146,878	154,096	158,170
Annual debt service - Senior Airport Revenue Bonds	48,212	46,685	46,321	45,887	44,540	41,525	43,436	48,274	50,413	48,084
Annual debt service - General Obligation Revenue Bonds	32,165	32,276	32,542	32,797	29,532	29,843	3,414	2,954	-	-
Subordinate revenues	83,639	90,617	87,478	87,808	90,660	88,252	97,846	102,529	110,054	115,847
Principal and interest on Subordinate Bonds	(17,452)	(16,299)	(30,335)	(32,356)	(31,118)	(35,393)	(40,970)	(47,807)	(48,383)	(45,216)
Must not be less than zero	$ 66,187	$ 74,318	$ 57,143	$ 55,452	$ 59,542	$ 52,859	$ 56,876	$ 54,722	$ 61,671	$ 70,631
Requirement Section										
Subordinate revenues	$ 83,639	$ 90,617	$ 87,478	$ 87,808	$ 90,660	$ 88,252	$ 97,846	$ 102,529	$ 110,054	$ 115,847
Transfers [1]	947	1,745	1,630	3,034	3,236	3,112	4,229	4,097	4,781	4,522
Total available	84,586	92,362	89,108	90,842	93,896	91,364	102,075	106,626	114,835	120,369
Outstanding Subordinate Debt Service Times 110% [2]	(10,299)	(29,239)	(22,743)	(33,354)	(32,358)	(35,393)	(45,583)	(44,686)	(52,229)	(55,659)
Must not be less than zero	$ 74,287	$ 63,123	$ 66,365	$ 57,488	$ 61,538	$ 55,971	$ 56,492	$ 61,940	$ 62,606	$ 64,710
Pro Forma Coverage on Subordinate Lien Debt										
Subordinate revenues	$ 83,639	$ 90,617	$ 87,478	$ 87,808	$ 90,660	$ 88,252	$ 97,846	$ 102,529	$ 110,054	$ 115,847
Principal and interest in Subordinate Bonds [2]	26,581	20,675	30,322	29,416	30,887	32,175	41,439	40,624	47,480	50,599
Coverage without Transfer	315%	438%	289%	299%	294%	274%	236%	252%	232%	229%
Pro Forma Coverage on Senior and Subordinate Lien Debt										
Net Revenues	$ 164,016	$ 169,578	$ 166,341	$ 166,492	$ 164,732	$ 159,620	$ 144,696	$ 153,757	$ 160,467	$ 163,931
Total Debt Service - Senior and Subordinate Debt	106,958	99,636	109,185	108,100	104,959	103,543	88,289	91,852	97,893	98,682
Coverage without Transfer	153%	170%	152%	154%	157%	154%	164%	167%	164%	166%

[1] Transfer is limited to no more than 10% of Aggregate Annual Debt Service on Outstanding Subordinate Airport Revenue Bonds.

[2] Using Annual Debt Service on Subordinate Airport Revenue Bonds.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Operating Ratio[1]

For the Years Ended December 31
(Dollars in Thousands)

	Operating Expenses[2]	Operating Revenues	Operating Ratio
2006	$ 111,634	$ 224,127	50%
2007	124,642	238,251	52%
2008	126,735	241,554	52%
2009	123,433	240,875	51%
2010	131,389	245,043	54%
2011	136,302	256,548	53%
2012	136,592	266,417	51%
2013	146,855	286,044	51%
2014	154,096	298,335	52%
2015	163,900	307,422	53%

[1] Operating ratio is operating expenses, net of depreciation divided by total operating revenues.

[2] Operating expenses exclude depreciation.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Debt per Enplaned Passenger

For the Years Ended December 31
(Dollars in Thousands)

	General Airport Revenue Bonds Outstanding	General Obligation Revenue Bonds Outstanding	Notes Payable Outstanding	Other Debt	Subtotal	Enplaned Passengers	Debt per Enplaned Passenger
2006	$ 1,657,725	$ 304,359	$ 50,374	$ 45,887	$ 2,058,345	17,178,307	$ 119.82
2007	1,659,743	290,930	49,750	45,887	2,046,310	16,969,084	120.59
2008	1,525,522	276,522	39,726	33,887	1,875,657	16,384,272	114.48
2009	1,483,445	261,193	6,337	30,587	1,781,562	15,551,134	114.56
2010	1,587,837	241,727	6,885	-	1,836,449	15,714,809	116.86
2011	1,560,345	12,530	6,792	-	1,579,667	15,972,189	98.90
2012	1,551,546	9,400	6,680	11,300	1,578,926	16,020,038	98.56
2013	1,500,811	6,126	10,165	15,950	1,533,052	16,367,267	93.67
2014	1,413,318	2,840	35,050	15,460	1,466,668	17,000,072	86.27
2015	1,362,033	-	48,397	42,460	1,452,890	17,730,406	81.94

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Population
For the Years Ended December 31
(In thousands)

	Minnesota	MSA [1]	% of Total
2006	5,167	3,172	61%
2007	5,198	3,208	62%
2008	5,231	3,238	62%
2009	5,266	3,270	62%
2010	5,303	3,349	63%
2011	5,347	3,389	63%
2012	5,379	3,422	64%
2013	5,420	3,459	64%
2014	5,457	3,428	63%
2015	5,490	3,462	63%

[1] MSA is defined as the Metropolitan Statistical Area of Anoka, Carver, Chisago, Dakota, Hennepin, Isanti Ramsey, Scott, Sherburne, Washington and Wright counties in Minnesota and Pierce and St. Croix counties in Wisconsin.

Civilian Unemployment Rate
For the Years Ended December 31

	United States	Minnesota	MSA
2006	4.6%	4.0%	3.7%
2007	4.6%	4.6%	4.3%
2008	7.2%	6.8%	6.4%
2009	9.3%	8.0%	7.8%
2010	9.1%	6.8%	6.6%
2011	8.3%	5.7%	5.5%
2012	7.8%	5.5%	5.1%
2013	6.7%	4.6%	4.3%
2014	5.6%	3.7%	3.3%
2015	5.0%	3.7%	3.1%

Sources:
U.S. Department of Commerce, Bureau of Economic Analysis
Minnesota Department of Unemployment and Economic Development

Personal Income
For the Years Ended December 31
(Dollars in Millions)

	Minnesota	MSA [1]	% of Total
2006	$ 205,803	$ 140,158	68%
2007	216,678	150,181	69%
2008	224,671	154,283	69%
2009	220,438	149,594	68%
2010	227,288	152,789	67%
2011	238,768	161,468	68%
2012	248,047	172,004	69%
2013	259,397	177,051	68%
2014	265,824	185,825	70%
2015	277,483	Not available	

[1] MSA is defined as the Metropolitan Statistical Area of Anoka, Carver, Chisago, Dakota, Hennepin, Isanti Ramsey, Scott, Sherburne, Washington and Wright counties in Minnesota and Pierce and St. Croix counties in Wisconsin.

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Per Capita Personal Income
For the Years Ended December 31

	Minnesota	MSA [1]
2006	$ 40,015	$ 44,295
2007	41,739	46,870
2008	43,238	47,653
2009	41,859	45,750
2010	42,798	46,498
2011	44,560	48,657
2012	46,227	50,260
2013	47,856	51,183
2014	48,711	53,166
2015	50,541	Not available

[1] MSA is defined as the Metropolitan Statistical Area of Anoka, Carver, Chisago, Dakota, Hennepin, Isanti Ramsey, Scott, Sherburne, Washington and Wright counties in Minnesota and Pierce and St. Croix counties in Wisconsin.

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Minnesota's Largest 10 Employers Ranked by In-State Employees
For the Years Ended December 31

Company	2015 Employees	Rank	% of Total Employment	2006 Employees	Rank	% of Total Employment
Mayo Clinic	39,518	1	1.40%	32,500	3	1.17%
State of Minnesota	37,180	2	1.31%	55,321	1	2.00%
United States Federal Government	31,434	3	1.11%	35,000	2	1.26%
Target Corporation	29,896	4	1.06%	30,555	4	1.10%
Allina Health System	26,022	5	0.92%	24,263	6	0.88%
University of Minnesota	25,836	6	0.91%	30,240	5	1.09%
HealthPartners, Inc.	22,500	7	0.80%	-	-----	0.00%
Wal-Mart Stores, Inc.	21,564	8	0.76%	17,964	9	0.65%
Fairview Health Services	21,000	9	0.74%	22,495	7	0.81%
Wells Fargo & Co.	20,000	10	0.71%	19,196	8	0.69%
3M Co.	16,685		0.59%	15,960	10	0.58%
Northwest Airlines	-		0.00%	10,996	-----	0.40%
Total	291,635			294,490		
Total Nonfarm Employment	2,827,413			2,767,395		

Sources:
Minnesota Business Journal Book of Lists

Minnesota Department of Employment and Economic Development

Employment Share by Industry
For the Year Ended December 31

	2015 Minnesota
Trade, Transportation and Utilities	18.2%
Education and Health Services	18.0%
Public Administration	14.8%
Professional and Business Services	12.4%
Manufacturing	11.1%
Leisure and Hospitality	9.1%
Financial Activities	6.4%
Other Services	4.0%
Construction	4.0%
Information	1.8%
Natural Resources and Mining	0.2%
	100.0%

2006 information not available

Source: Minnesota Department of Employment and Economic Development

Activity Statistics
For the Years Ended December 31

	Total Passengers [1]	Aircraft Operations [2]	Mail and Cargo Volume (Metric Tons)
2006	34,580,769	475,668	275,451
2007	34,108,743	452,972	257,691
2008	32,917,480	450,044	253,374
2009	31,273,224	432,395	209,097
2010	31,734,714	436,625	211,778
2011	31,977,163	436,506	208,637
2012	32,070,628	425,332	198,684
2013	32,763,027	431,328	197,384
2014	34,073,543	412,586	198,573
2015	35,494,425	404,612	199,340

[1] Passengers include on-line connecting. (On-line connecting passengers are passengers that change to another flight on the same carrier.)

[2] An aircraft operation represents the total number of takeoffs and landings at the airport.

Source: Metropolitan Airports Commission Operations Report

Historical Aircraft Operations [2]
For the Years Ended December 31

	Air Carrier Operations [2]	Commuter Operations	Cargo Operations	Total Commercial Operations [1]	Percent Commercial Operations	General Aviation Operations	Military Operations	Total Operations
2006	283,844	135,286	16,355	435,485	91.68%	37,473	2,040	474,998
2007	263,816	141,013	15,292	420,121	92.75%	30,562	2,289	452,972
2008	226,646	176,237	14,361	417,244	92.71%	30,685	2,115	450,044
2009	211,085	183,911	11,146	406,142	93.93%	24,361	1,892	432,395
2010	191,341	203,169	12,049	406,559	93.11%	27,921	2,145	436,625
2011	178,896	217,267	12,203	408,366	93.55%	26,157	1,983	436,506
2012	184,134	203,684	11,231	399,049	93.82%	24,903	1,380	425,332
2013	193,470	203,106	11,701	408,277	94.66%	21,866	1,185	431,328
2014	189,489	185,664	12,199	387,352	93.88%	24,155	1,079	412,586
2015	205,635	162,779	12,789	381,203	94.23%	22,077	1,252	404,532

[1] Commercial Operations equal Air Carrier, Commuter and Cargo Operations.

[2] Aircraft operations represent the total number of takeoffs and landings at the airport.

Source: Metropolitan Airports Commission Operations Report

Trends in Aircraft Landed Weight of Signatory Airlines
For the Years Ended December 31

	Passenger Carriers	Cargo Carriers	Total Landed Weight
2006	22,266,525	1,174,305	23,440,830
2007	21,846,071	1,152,231	22,998,302
2008	21,047,357	1,095,773	22,143,130
2009	20,352,347	918,453	21,270,800
2010	19,856,212	986,029	20,842,241
2011	19,945,169	897,211	20,842,380
2012	19,625,108	885,442	20,510,550
2013	20,225,040	926,429	21,151,469
2014	20,224,580	965,912	21,190,492
2015 [1]	20,577,785	984,305	21,562,090

[1] In 2015, Delta's activity represented approximately 71% of the total landed weight at the Airport.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Employee Counts [1]
For the Years Ended December 31

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total	574	564	575	568	582	589	586	585	600	604

[1] Represents employees who were paid on the last payday of the fiscal year and were contributing to a pension plan.

Airline Cost per Enplaned Passenger
For the Years Ended December 31

(Dollars and Passengers in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total cost [1]	$ 82,242	$ 88,454	$ 91,908	$ 94,003	$ 94,768	$ 100,961	$ 102,789	$ 110,378	$ 115,708	$ 114,253
Enplaned passengers	17,178	16,969	16,384	15,551	15,715	15,972	16,020	16,367	17,000	17,730
Airline Cost per Enplaned Passenger	$ 4.79	$ 5.21	$ 5.61	$ 6.04	$ 6.03	$ 6.32	$ 6.42	$ 6.74	$ 6.81	$ 6.44

[1] Cost is defined as airline payments made to the Commission for expenses incurred in the airfield, T1 Lindbergh and T2 HHH Terminals.

Schedule of Airline Rates and Charges
For the Years Ended December 31

	Landing Fee Per 1,000 Lbs	Ramp Fees Per Linear Foot	Common Use Per Square Foot	Finished Per Square Foot	Finished Janitored Per Square Foot	Unfinished Per Square Foot
2006	$ 1.65	$ 429.73	$ 47.39	$ 47.39	$ 53.29	$ 47.39
2007	1.94	458.87	50.24	50.24	56.42	50.24
2008	2.11	502.98	52.88	52.88	59.58	52.88
2009	2.27	581.93	50.67	50.67	57.43	50.67
2010	2.31	522.40	52.64	52.64	59.77	52.64
2011	2.46	562.05	56.37	56.37	63.11	56.37
2012	2.53	536.38	58.60	58.60	65.16	58.60
2013	2.62	594.50	62.86	62.86	69.80	62.86
2014	2.68	642.90	66.20	66.20	73.67	66.20
2015	2.64	624.14	64.56	64.56	72.54	64.56

In 2006, the schedule of airline rates and charges reflects a new/amended airline agreement calculation.

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Operations at the Reliever Airports and General Aviation Operations at MSP
For the Years Ended December 31

	St. Paul Downtown Airport	Flying Cloud Airport	Crystal Airport	Anoka County Blaine Airport	Lake Elmo Airport	Airlake Airport	MSP
2006	135,156	144,178	65,528	92,947	44,903	48,014	37,473
2007	117,977	118,178	53,038	80,517	38,617	41,292	30,562
2008	109,512	119,139	49,244	69,403	37,612	39,021	30,685
2009	91,507	117,180	42,311	68,534	34,509	35,802	24,361
2010	88,995	94,244	44,229	79,589	34,374	35,662	27,921
2011	87,229	114,574	43,986	73,292	33,032	34,270	26,157
2012	79,238	88,663	48,220	79,190	33,319	34,560	24,903
2013	69,277	79,511	42,308	76,721	33,220	31,346	21,866
2014	64,539	73,634	41,117	68,157	25,727	33,178	24,155
2015	56,676	87,493	39,641	89,708	32,842	42,341	22,077

Source: Minneapolis/St. Paul Metropolitan Airports Commission

Air Carriers Serving MSP [A]
As of December 31, 2015

U.S. – FLAG CARRIERS

SCHEDULED SERVICES

Air Wisconsin * [1]	Alaska Airlines *	American * [10]
Compass * [2]	Delta * [3]	Endeavor * [2]
Envoy * [11]	ExpressJet * [1, 2]	Frontier *
Go Jet * [2]	Great Lakes *	Mesa [11]
MN Airlines dba Sun Country *	Republic Airlines * [1, 11]	Shuttle America * [1, 2]
Sky West * [1, 2]	Southwest * [8, 9]	Spirit *
United * [5]		

NON-SCHEDULED (CHARTER) SERVICES

Omni Air International *

ALL-CARGO SERVICES

ABX Air * [6]	Atlas Air Cargo * [6]	Bemidji *
FedEx *	Mountain Air Cargo	UPS *

FOREIGN-FLAG CARRIERS

Air France *	Condor *	Icelandair *
Jazz Air, LP. dba Air Canada * [7]		

* Denotes those Air Carriers that are Signatory Airlines to the Airline Lease Agreements.

A Excludes carriers reporting fewer than 1,000 enplaned passengers.

1. Flies for United Airlines.
2. Flies for Delta Air Lines.
3. Filed for bankruptcy protection on September 14, 2005. DAL emerged from bankruptcy on April 30, 2007 along with Comair. DAL's plans to merge with NWA were officially approved by the U.S. Department of Justice on October 29, 2008. Both announced plans to merge in April 2008.
4. Wholly owned by Northwest Airlines (NWA) after Mesaba emerged from bankruptcy protection on April 30, 2007. It had filed for bankruptcy on October 13, 2005. Its operations were included in NWA and reported by NWA starting 2008.
5. United filed for bankruptcy on December 9, 2002. Emerged from bankruptcy on February 1, 2006. United and Continental announced plans to merge in May 2010. The plans to merge were approved by the U.S. Department of Justice on August 27, 2010.
6. ABX Air and Atlas Air Cargo provide air service to DHL.
7. Air Canada filed for bankruptcy protection on April 1, 2003. Emerged from bankruptcy on September 30, 2004 after 18 months in protection.
8. Commenced its operations at MSP International Airport, Humphrey Terminal on March 8, 2009
9. Southwest and AirTran announced plans to merge in September 2010. The plans to merge were approved by the U.S. Department of Justice on April 27, 2011.
10. American Airlines and US Airways announced plans to merge in February 2013. The plans to merge were approved by the U.S. Department of Justice on December 9, 2013.
11. Flies for American Airlines.

Minneapolis/St. Paul Metropolitan Airports Commission
Insurance Coverage
As of December 31, 2015

Insurer	Expiration	Coverage	Policy Limits (Thousands of Dollars)
ACE/Lloyd's of London/Global	1/1/17	General aviation liability including personal injury	$ 750,000
Alliant	7/1/16	Blanket fire and extended coverage on building and contents. Boiler and machinery	$ 1,050,000
Self-Insured [1]	Continuous	Statutory workers' compensation	
	1/1/17	Workers' Compensation Reinsurance Association	$ 500
Great American/Zurich	7/1/16	Comprehensive Crime Employee/Police Policies	$ 5,000
Minnesota Risk Management Fund	7/1/16	Auto Liability (licensed vehicles), physical damage (all vehicles) hired automobiles, valet parking, inland marine and garage keepers	MN Tort Cap Limits/value
Alliant	7/1/16	Cyber Liability with enhanced notification endorsement 1M individuals	$ 2,000

[1] Funded from current operating revenues of the Commission.

Airport Information
As of December 31, 2015

	Square Feet		
	Terminal 1 (Lindbergh)	Terminal 2 (Humphrey)	Total
Terminal Buildings			
Airline	655,685	130,002	785,687
Concession	199,226	22,898	222,124
Garage	155,119	-	155,119
Non-Airline	167,156	15,564	182,720
Unoccupied	37,470	22,972	60,442
Circulation	954,315	129,043	1,083,358
Restrooms	54,062	10,575	64,637
MAC/Mechanical	438,631	97,474	536,105
International Arrivals	108,213	40,036	148,249
Trans Security Agency	66,676	20,186	86,862
	2,836,553	488,750	3,325,303
Parking Facilities	13,447	8,911	22,358

	Terminal 1 (Lindbergh)	Terminal 2 (Humphrey)	Total
Gates (Aircraft loading positions)	114	10	124

Airport Information
As of December 31, 2015

Airport Code: MSP

Runways [1]

Minneapolis-St. Paul:	
Runway 4-22	11,000 Ft
Runway 12R-30L	10,000 Ft
Runway 12L-30R	8,200 Ft
Runway 17-35	8,000 Ft
Airlake	
Runway 12-30	4,100 Ft
Anoka County/Blaine	
Runway 9-27	5,000 Ft
Runway 18-36	4,900 Ft
Crystal	
Runway 14L-32R	3,300 Ft
Runway 14R-32L	3,300 Ft
Runway 6L-24R	2,500 Ft
Runway 6R-24L	2,100 Ft
Flying Cloud	
Runway 10R-28L	3,900 Ft
Runway 10L-28R	5,000 Ft
Runway 18-36	2,700 Ft
Lake Elmo	
Runway 14-32	2,900 Ft
Runway 4-22	2,500 Ft
St. Paul Downtown	
Runway 14-32	6,500 Ft
Runway 13-31	4,000 Ft
Runway 9-27	3,600 Ft

[1] Amounts rounded to the nearest hundred.

USER NOTES