



2015 Budget 2016-2019 Projected Capital Improvement Program

INDIANAPOLIS INTERNATIONAL AIRPORT



***PROJECTED COSTS AND
SOURCES OF FUNDS***

PROJECTED SOURCES AND USES OF FUNDS
2011 - 2015 / 2019 Capital Improvement Program (CIP)
Indianapolis Airport Authority
Total Sources and Uses Based on June 13, 2014 Draft

	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total	Total
	Actual	Actual	Actual	Forecast	Budget	Estimate	Estimate	Estimate	Estimate	2011 - 2015	2011 - 2019
SOURCES OF FUNDS											
Beginning balance (CIF)	\$ 26,099,257	\$ 47,390,638	\$ 46,848,390	\$ 30,961,667	\$ 22,710,862	\$ 13,743,884	\$ 12,972,497	\$ 14,305,230	\$ 19,493,220	\$ 26,099,257	\$ 26,099,257
Accrued Grant Receipts from PY	-	-	-	7,286,000	-	-	-	-	-	7,286,000	7,286,000
AIP - LOI	14,271,387	-	-	-	-	-	-	-	-	14,271,387	14,271,387
AIP - Existing Grants	-	-	-	10,059,069	418,052	150,000	-	-	-	10,477,121	10,627,121
AIP - IND Entitlements	1,755,859	50,682	2,824,715	5,288,072	6,810,311	2,654,250	9,064,500	4,858,372	6,619,128	16,729,639	39,925,889
AIP - Discretionary (4)	356,574	55,820	2,847,686	452,678.0	2,316,175	386,750	613,350	143,250	827,050	6,028,933	7,999,333
AIP - Noise	1,335,231	-	1,601,821	1,050,000	750,000	750,000	750,000	750,000	-	4,737,052	6,987,052
AIP - Relievers NonPrimary Entitlements	1,070,855	218,750	1,929,301	1,097,433	725,398	590,984	602,248	868,402	600,000	5,041,737	7,703,371
AIP - Contingent Discretionary (1)	-	-	-	3,592,898	9,234,764	2,853,066	8,189,552	6,649,426	4,467,272	12,827,663	34,986,979
Proceeds from Land & Property Sales (5)	204,079	500	196,184	1,085,000	2,000,000	-	-	-	-	3,485,763	3,485,763
Interest Earnings	3,915,906	4,247,650	3,182,139	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	18,945,695	34,145,695
Capital Improvement Fund Deposit	5,000,000	5,082,814	5,211,800	5,368,154	5,529,199	5,500,000	5,665,000	5,834,950	6,009,999	26,191,967	49,201,916
Other Sources of Funds	-	-	-	-	-	7,000,000	7,000,000	7,000,000	7,000,000	-	28,000,000
Prepaid Airline Fund (2)	8,685,468	4,085,178	1,500,000	3,421,565	3,939,123	2,953,563	3,438,084	3,443,590	3,278,412	21,631,334	34,744,982
Insurance and Other Proceeds (3)	557,730	307,441	3,624,395	3,322,000	-	-	-	-	-	7,811,566	7,811,566
Transfers made into CIF	-	3,687,104	-	-	-	-	-	-	-	3,687,104	3,687,104
Total Sources of Funds (A)	\$ 63,252,346	\$ 65,126,577	\$ 69,766,431	\$ 76,784,536	\$ 58,233,884	\$ 40,382,497	\$ 52,095,230	\$ 47,653,220	\$ 52,095,081	\$ 185,252,217	\$ 316,963,413
USES OF FUNDS											
Contingent Capital Projects (dependent on AIP funding)	\$ -	\$ -	\$ -	\$ 4,506,000	\$ 13,529,000	\$ 3,755,000	\$ 11,129,000	\$ 9,503,000	\$ 12,979,000	\$ 18,035,000	\$ 55,401,000
Capital Projects (net of the Contingent Projects) (1)	15,861,708	18,278,187	36,215,668	43,183,000	30,961,000	23,655,000	26,661,000	18,657,000	18,128,000	144,499,563	231,600,563
Carryover of Capital Projects	-	-	-	6,384,674	-	-	-	-	-	6,384,674	6,384,674
Cash used to pay down debt	-	-	2,589,096	-	-	-	-	-	-	2,589,096	2,589,096
Total Uses of Funds (B)	\$ 15,861,708	\$ 18,278,187	\$ 38,804,764	\$ 54,073,674	\$ 44,490,000	\$ 27,410,000	\$ 37,790,000	\$ 28,160,000	\$ 31,107,000	\$ 171,508,333	\$ 295,975,333
CIF Carryforward Cash Balance (C) = (A) - (B)	\$ 47,390,638	\$ 46,848,390	\$ 30,961,667	\$ 22,710,862	\$ 13,743,884	\$ 12,972,497	\$ 14,305,230	\$ 19,493,220	\$ 20,988,081	\$ 13,743,884	\$ 20,988,081
<i>Carryforward Balance per Prior Year S&U</i>	\$ 47,390,638	\$ 46,848,390	\$ 34,119,035	\$ 21,067,886	\$ 20,207,540	8,514,155	7,890,376	4,332,535			
Variance	\$ -	\$ -	(\$3,157,369)	\$1,642,976	(\$6,463,656)	\$4,458,341	\$6,414,854	\$15,160,685			

(1) Projected sources of funds that are not yet committed to the Authority, corresponding projects would not happen if funding is not received.

(2) Prepaid Airline Fund: 2011 -2013 are actual deposits to the fund, 2014 is based on Estimate R&C, 2015 based on Budget R&C and 2016-19 are estimates based on average deposits over the previous 3 years.

(3) Anticipated Insurance Proceeds for Canopy Replacement and Rebuild of Building #122; assumes all but \$100,000 deductible per incident is received in the year the money is spent. 2013 Includes \$1.8MM USPS settlement proceeds received, \$1.8MM from Midfield Escrow coming back into CIF (actual cash to move in 2014). 2014 includes \$3.117MM for CMS reversal and \$200k in insurance proceeds.

(4) AIP Funding not yet received but for future high priority projects.

(5) Assumes sale of 20 pieces of snow equipment between 2013 and 2014 (due to purchase of multi-purpose units). Assumes land sales totaling \$1 million in 2014 and \$2 million in 2015.

AIP =Airport Improvement Program (grant funding from the FAA and INDOT)

LOI =Letter of Intent with the FAA for funding of the midfield terminal program, 2011 is the last year under this 10 year funding plan which included both discretionary and entitlement funds

***5 YEAR CAPITAL
IMPROVEMENT
PROGRAM
(2015 – 2019)***

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
Indianapolis International Airport														
Apron & Other Airfield														
1	Apron Stormwater Inlet Repairs - IND This project includes the repair of various apron stormwater inlets at IND.	3129	No	No	2,729	0	726	725	987	1,017	0	0	0	2,004
2	Pavement Management: Airfield Rehabilitation Program - 2015 Rehabilitation of IND airfield pavements as part of a reoccurring capital program based on the 2012 pavement evaluation.		Yes	Yes	282	0	0	0	282	0	0	0	0	282
3	Airfield Pavement Evaluation and Management Plan Update The condition of airfield pavements is required to be evaluated every 3 years. This project is to perform the assessment and obtain an updated report. This is needed to meet our AIP grant assurances and is used as a tool to better maintain airfield pavement in an efficient manner.		Yes	Yes	523	0	0	0	250	0	0	273	0	523
4	Airfield Electrical Replacement - Preliminary Design This project is to transition from the current lighting equipment that is reaching the end of its useful life to LEDs. This project will also do circuit repairs to go along with the upgraded circuits.		Yes	TBD	120	0	0	0	120	0	0	0	0	120
5	Rehabilitate Taxiway D Rehabilitate Taxiways D.	3128	Yes	Yes	4,726	38	2,752	4,688	0	0	0	0	0	0
	Rehabilitate Runway 5L-23R Phase I and Phase II Rehabilitate Runway 5L-23R and its associated Taxiway connectors. All design to be completed in 2015 construction. Construction initially budgeted for 2014 and 2015. Extent of construction required is less extensive than originally anticipated, to maximize funding all construction will occur in 2015.		Yes	Yes	5,268	73	2,526	317	4,878	0	0	0	0	4,878
	Rehabilitate Taxiway A Rehabilitate Taxiway A.		Yes	Yes	3,127	0	1,835	206	2,921	0	0	0	0	2,921
	Rehabilitate Taxiway B Rehabilitate Taxiway "B"	2242	Yes	TBD	9,132	308	2,622	535	2,605	2,570	3,114	0	0	8,289
	Rehabilitate Tug Roads - Taxiway A to Taxiway H Rehabilitate Tug Roads.		Yes	Yes	1,370	0	0	0	0	119	1,251	0	0	1,370
	Rehabilitate Runway 5R-23L and Taxiway N Rehabilitate Runway 5R-23L and Taxiway N.		No	Yes	5,410	4,832	0	578	0	0	0	0	0	0
	Construct High Speed Taxiway Exits Construct two new high speed connector taxiways C5 and C6 approximately 750 feet each of 18" concrete pavement. Since the opening of the midfield terminal the flow of air traffic has changed, the airport traffic control tower has submitted a letter with items that they feel would improve flow.		Yes	Yes	5,612	0	0	0	0	350	5,262	0	0	5,612
	Construct New Taxiway Connector Taxiway D to Cargo Apron Construct a connecting taxiway between Taxiway D and next phase of cargo apron development. The connector taxiway will be on the eastern crossover taxiway alignment. Preliminary configuration of connector taxiway is concrete taxiway and asphalt shoulders. Project identified in telephone coordination meeting on 4/23/12.		Yes	TBD	1,451	0	0	0	0	0	101	1,350	0	1,451
	Construct North Service Road and Convert North Access Road to Tug Road This project will extend the planned North Service Road to allow the existing North Access Road to be converted into a Tug Road. North Access Road as a tug road is needed to provide inside the fence access from the planned maintenance facility near the ground run up enclosure to the terminal.		Yes	TBD	3,860	0	0	0	0	0	228	1,789	1,843	3,860
	Construct Terminal Apron Access Taxiway Parallel to Taxiway U Construct a parallel taxiway to Taxiway U from the apron to Taxiway C, including approximately 700 feet of new 18" thick concrete pavement.		Yes	TBD	4,392	0	0	0	0	0	4,392	0	0	4,392
	Pavement Management: Airfield Rehabilitation Program 2017 & 2019 Rehabilitation of IND airfield pavements as part of a reoccurring capital program based on the 2012 pavement evaluation.		Yes	Yes	616	0	0	0	0	0	299	0	317	616
	Rehabilitate Runway 14-32 Phase 1 and 2 Any new or reconstructed pavement has an anticipated useful life expectancy but in order to achieve this certain maintenance functions must be accomplished during the life of the pavement. This generally requires crack sealing, spall repair, or in rare cases, concrete panel replacement or milling and resurfacing of asphalt pavements. The runway has developed surface cracks and some raveling of the surface. We need to repair these areas to insure the pavement will reach its life expectancy.		Yes	Yes	9,787	0	0	0	0	0	0	973	8,814	9,787
Apron & Other Airfield Totals:					58,405	5,251	10,461	7,049	12,043	4,056	14,647	4,385	10,974	46,105
Terminal														
6	Install Concourse Exhaust Ducts This project is to install an exhaust duct system at two locations in the concourses in restaurant kitchen locations.		No	No	435	0	0	0	435	0	0	0	0	435
7	Terminal Water Softening System Install a water softening system at the terminal which will prevent the excessive calcium build-up in the plumbing and fixtures, thereby reducing operation and maintenance costs associated with premature fixture replacement and decalcification.	3118	No	No	859	66	390	793	0	0	0	0	0	0
8	Terminal Entry Expansion Joint Rehabilitation This project is to repair expansion joints along the entry doors on upper level drive at the main terminal entrance. The existing joints are no longer preventing water from entering the structure.		No	No	226	0	0	226	0	0	0	0	0	0
	Enlarge Terminal Entrance - Bag Claim This project will enlarge one of the entrances on the lower level of the terminal which is necessary to provide an entry point for large maintenance equipment such as a construction lift.		No	No	127	0	127	0	127	0	0	0	0	127
	Install Heat Trace on West Terminal Roof This project includes the design and installation of a system to prevent the build-up of potentially dangerous amounts of snow and ice along the west edge of the terminal roof that can fall onto departures level drive and damage property or injure people.	3123	No	No	339	244	0	95	0	0	0	0	0	0
	Rehabilitate Passenger Boarding Bridges Flooring Replace the flooring in the passenger boarding bridges.		No	No	216	0	0	0	0	0	216	0	0	216
	Terminal - Backup Heating and Cooling This project is intended to ensure that a backup source of hot water and chilled water is available to the Terminal in the event of prolonged shutdown of the Central Energy Plant or its conveyances. Such a project may also have benefits to reduce energy costs at the CEP.		No	No	973	0	0	0	0	973	0	0	0	973

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
	Rehabilitate Terminal Entrances - Revolving Door Retrofits		No	No	1,776	0	0	0	0	925	851	0	0	1,776
	This project is to replace doors at 8 of the 10 front entrances of the terminal. The existing flat panel sliding doors are wearing out and will be replaced with revolving doors that are more robust against the strong winds and more energy efficient. The remaining two entrances will remain as sliding doors to facilitate the movement of equipment and large display items.													
	Terminal and Associated Facilities Rehabilitation/Replacement/Modification Outyears		No	No	12,497	0	0	0	0	2,987	3,077	3,169	3,264	12,497
	This project is a placeholder for anticipated long term repair, replacement and modifications of critical components in the main terminal and associated facilities. Specific items/scope are not known at this time.													
	Terminal Totals:				17,448	310	517	1,114	562	4,885	4,144	3,169	3,264	16,024
Parking														
9	Parking Garage Improvements - 2015		No	No	5,126	0	0	0	5,126	0	0	0	0	5,126
	This project is part of an ongoing rehabilitation effort to maintain the asset in good working condition and ensure that the IAA realizes the useful design life of the asset. Specific project components are summarized in the 2013 Capital Maintenance Plan by Parsons Brinkerhoff.													
10	Garage Atrium Canopy Replacement	3082	No	No	2,960	0	0	160	2,800	0	0	0	0	2,800
	This project is to replace the garage atrium canopy with a more robust design and material.													
11	Replacement of GTC and Pedestrian Entry Doors		No	No	624	0	0	0	624	0	0	0	0	624
	Replace all sliding automatic entry doors at the Ground Transportation Center (GTC) and the pedestrian bridge.													
12	Rehabilitate Asphalt Lots 2015		No	No	305	0	0	0	305	0	0	0	0	305
	Project scope includes localized full depth asphalt patching and crack seal work as needed based on the 2013 pavement preservation guidelines by Journey Engineering.													
13	Parking Garage Improvements 2013-2014		No	No	4,702	59	1,716	4,643	0	0	0	0	0	0
	This project will prevent water damage in the garage and repair structural components. Specifically, all six staircases around the center atrium will be replaced. The expansion joints on the departures level roadway will be rehabilitated and the flooring in the Ground Transportation Center will be replaced in addition to other miscellaneous structural repairs and rehabilitation.													
14	Garage Atrium Canopy Repair	3133	No	No	205	0	0	205	0	0	0	0	0	0
	This project is to repair the garage atrium canopy from the 2014 collapse.													
	Parking - Construct Bus Bay in Parking Lot		No	No	630	0	0	0	0	630	0	0	0	630
	Construct a 40 x 80 Bus Bay to serve as a multipurpose bus maintenance building for (1) non major repairs to be performed on the shuttle bus fleet, (2) washing the buses, and (3) serve as a climate controlled environment to better maintain fleet in weather conditions.													
	Parking Facility Enhancements		No	No	3,371	2,700	0	671	0	0	0	0	0	0
	This project provides enhancements to the parking facilities including: specialized parking and service areas in the garage, relocation of the employee and car rental staging areas to the long term lot, construction of a connector road between the economy and long term lots to enhance shuttle bus service, rehabilitation of the moving walkways in the garage, revisions to signage and a real time passenger information system for shuttle bus users.													
	Rehabilitate Asphalt Lots 2014	3135	No	No	283	0	283	283	0	0	0	0	0	0
	Project scope includes localized full depth asphalt patching and crack seal work as needed based on the 2013 pavement preservation guidelines by Journey Engineering.													
	Rehabilitate Asphalt Lots 2016 - 2019		No	No	2,079	0	0	0	0	354	484	578	663	2,079
	Project scope includes localized full depth asphalt patching and crack seal work as needed based on the 2013 pavement preservation guidelines by Journey Engineering.													
	Parking Garage Improvements - Outyears		No	No	9,038	0	0	0	0	2,439	2,512	2,588	1,499	9,038
	This project is part of an ongoing rehabilitation effort to maintain the asset in good working condition and ensure that the IAA realizes the useful design life of the asset. Specific project components are summarized in the 2013 Capital Maintenance Plan by Parsons Brinkerhoff.													
	Parking Totals:				29,323	2,759	1,999	5,962	8,855	3,423	2,996	3,166	2,162	20,602
Safety & Security														
	CCTV System Update Project		Yes	No	1,239	0	0	0	0	1,239	0	0	0	1,239
	This project is to upgrade the CCTV security system at IND in various ways by: 1) replacing cameras that are expected to fail; 2) correcting coverage issues in the building now that we have occupied it for 7 years; 3) making the system more efficient for data transmission and storage by upgrading video codecs and protocols; 4) enhance CCTV imaging with HD cameras to allow security and Law enforcement greater ability and detail when reviewing video data; 5) add additional functionality to the system to aid in live tracking of suspects and other relevant feature enhancements.													
	Exit Lane Breach Control System For A Concourse		Yes	TBD	0	0	328	0	0	0	0	0	0	0
	To prevent unauthorized access from the public side of Civic Plaza to the sterile/secure area of the A concourse exit lane. The project increases security resource allocation options, deters exit lane security breaches, maintains high throughput exit lanes, prevents unauthorized secure area access, and controls object transfer to secure areas.													
	Safety & Security Totals:				1,239	0	328	0	0	1,239	0	0	0	1,239
Environmental & Other Regulatory														
15	Deicing Control Facilities Improvements - 2015		Yes	Yes	376	0	0	0	376	0	0	0	0	376
	All components of project are part of a regular schedule for replacement or modification of stormwater and deicing system components that have limited useful life and are critical to the operation of the system for maintaining regulatory compliance at the lowest feasible cost.													
16	Stormwater REI Project	3139	No	No	125	0	0	125	0	0	0	0	0	0
	The IAA is investigating matters associated with stormwater and deicing fluids management. The IAA has traditionally managed these operations on its own and due to ever changing regulations, the tightening of acceptable parts per million released within stormwater/deicing fluids and the need to investigate the latest technology, the IAA has released a Request for Expressions of Interest (REI). The funds associated with this capital project are designed to be use for consultancy purposes to achieve success in the REI and RFP processes.													
	Stormwater and Deicing Controls and Capacity - Phase 2B		Yes	Yes	5,999	316	0	683	5,000	0	0	0	0	5,000
	Modify stormwater and deicing system facilities to ensure compliance with federal water quality requirements and to effectively manage stormwater associated with existing airfield capacity and planned short-term reuse of existing pavement at the Eagle Hub.													
	Disparity Study for the Indianapolis Airport Authority		No	No	150	0	250	75	75	0	0	0	0	75
	The purpose of a disparity study is to determine if a statistically significant disparity exists for disadvantaged, minority, and women owned business working on Indianapolis Airport Authority's Operating and Capital contracts.													
	FAR Part 150 Noise Map Update		No	Yes	349	296	0	53	0	0	0	0	0	0

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
	The Indianapolis Airport Authority completed its initial FAR Part 150 Noise Compatibility Plan in 1987 which provided for the acquisition of 250 homes (Phase I), revised flight procedures, adoption of noise overlay zoning by adjacent communities, and various other land use and noise abatement policies. Part 150 requires that Noise Compatibility Plans be reviewed on a five year cycle in order to account for changes in flight mix, aircraft operations, changes in airport configuration, and such other factors that may affect noise impact residential areas around the airport. It is recommended that the 2012-2013 noise program update be limited to an update of the airport's Noise Exposure Maps.													
	Master Plan for IND		No	Yes	1,052	745	0	307	0	0	0	0	0	0
	ALP Update to update the 1990 master plan and update the airport layout plan to incorporate findings from the Land Use Study.													
	Master Plan Update		No	Yes	1,913	0	0	0	0	0	0	0	1,913	1,913
	This is a 20 year master plan update. The most recent master plan was prepared in 1990 and the most recent ALP update was completed in 2014.													
	Deicing Control Facilities Improvements - 2012	3093	Yes	Yes	2,058	1,838	0	220	0	0	0	0	0	0
	Seeley Creek Basin is a primary component of the Deicing Control Facilities. This project replaces the liner and aerators to maintain the basin in satisfactory operating condition per our applicable National Pollutant Discharge Elimination System (NPDES) permit.													
	Deicing Control Facilities Improvements - 2016-2019		Yes	Yes	1,112	0	0	0	0	266	274	282	290	1,112
	This project will include improvements to the deicing control facilities in order to ensure proper operation, maintenance, and compliance with all applicable environmental permits. The improvements may include additional capture technologies and replacement BOD meters, samplers, pumps, aerators, SCADA etc.													
	Stormwater and Deicing Controls and Capacity - Phase 1A	3079	No	Yes	4,764	2,499	0	2,265	0	0	0	0	0	0
	This project will provide additional capacity in the stormwater and deicing system to accomodate an expansion of the cargo apron and will provide additional discharge capacity to the Citizens Water Authority sewer system to enhance the overall capacity of the stormwater system and lessen wastewater treatment costs.													
	Stormwater and Deicing Controls and Capacity - Phase 2	3126	Yes	Yes	6,230	0	5,153	6,230	0	0	0	0	0	0
	Modify stormwater and deicing system facilities to ensure compliance with federal water quality requirements and to effectively manage stormwater associated with existing airfield capacity and planned short-term reuse of existing pavement at the Eagle Hub.													
	FAR Part 150 Noise Map Update 2017/2018		No	Yes	377	0	0	0	0	0	186	191	0	377
	The Indianapolis Airport Authority completed its initial FAR Part 150 Noise Compatibility Plan in 1987 which provided for the acquisition of 250 homes (Phase I), revised flight procedures, adoption of noise overlay zoning by adjacent communities, and various other land use and noise abatement policies. Part 150 requires that Noise Compatibility Plans be reviewed on a five year cycle in order to account for changes in flight mix, aircraft operations, changes in airport configuration, and such other factors that may affect noise impact residential areas around the airport. It is recommended that the 2017-2018 noise program update be limited to an update of the airport's Noise Exposure Maps.													
	CEP - Change out R-22 Refrigerant in Chillers		No	No	408	0	0	0	0	408	0	0	0	408
	Begin phasing out and changing current R-22 refrigerant in the Chillers located at the Central Energy Plant. Federal requirements mandate completion of the phasing out of the R-22 refrigerant by the year 2020.													
	Environmental & Other Regulatory Totals:				24,913	5,694	5,403	9,958	5,451	674	460	473	2,203	9,261
Non - Airfield Roadways														
	17 Rehabilitate Airport Roads - 2015		No	No	1,200	0	0	0	1,200	0	0	0	0	1,200
	This project includes rehabilitation of segments of the IND land side roadway system, including the rehabilitation of the shoulders on Weir Cook Memorial Drive. The estimated dollar amount for 2015, based on the needs identified in a 2011 pavement analysis.													
	18 West Perimeter Road Bridge Repairs		No	No	330	0	0	50	280	0	0	0	0	280
	This project is a budgetary placeholder. Preliminary engineering investigation is needed to develop a full scope and budget. Possible repair work due to settlement of the approaches to the West Perimeter Road bridge over Weir Cook Memorial Drive has been identified as a result of visual inspection. Subsurface investigation has not yet been undertaken.													
	19 Rehabilitate High School Road, Rehabilitate Roads 2014, and Replace Republic Entrance	3136	No	No	1,572	0	1,572	1,572	0	0	0	0	0	0
	This project combines three projects to perform the following work: Perform repairs to High School Road in its current alignment, completion of localized rehabilitation and crack sealing as needed to the airport roadway system to prevent water from entering the subsurface of the roadway system, and to relocate a security gate and construct a short connector road to create a new entrance location for the Republic facility.													
	Install Traffic Signal - West Perimeter & North Service Rd		No	No	332	0	0	0	0	0	332	0	0	332
	Install a traffic signal at the intersection of West Perimeter Road and North Service Road. The need for a future traffic signal was identified by the IND Master Plan/ALP update in 2013/2014.													
	Rehabilitate Airport Roads - 2013	3112	No	No	1,933	1,116	0	817	0	0	0	0	0	0
	This project includes full depth reconstruction of North Access Road. Other road segments in this project require a mix of localized base rehabilitation, non structural asphalt overlay and crack repair and sealing.													
	Rehabilitate Airport Roads - Future		No	No	4,933	0	0	0	0	1,178	1,217	1,250	1,288	4,933
	This project includes rehabilitation of segments of the IND landside roadway system. The estimated dollar amount for 2016 is based on the needs identified in a 2011 pavement analysis.													
	Non - Airfield Roadways Totals:				10,300	1,116	1,572	2,439	1,480	1,178	1,549	1,250	1,288	6,745
Information Technology														
	20 PARCS System Assessment & Implementation		No	No	2,250	0	0	80	2,170	0	0	0	0	2,170
	This project is designed to provide an assessment of the current Parking Access revenue Control system and investigate possible alternatives. The assessment is scheduled for 2015 with appropriate action being taken in 2016 based on the results of the assessment.													
	21 Computer, Server and Equipment Replacement Program (2015)		No	No	634	0	0	0	634	0	0	0	0	634
	Information Technology's desktop and server fixed asset management program, evaluates hardware for usefulness and value on a three to four year replacement cycle. This project will provide funding to replace those assets that have exceeded that replacement cycle window and have reached the end of their useful life cycle.													
	22 Capital Project Management System - Engineering		No	No	420	0	0	0	420	0	0	0	0	420
	This project will replace Prolog/Encompass as the engineering system of record for capital construction management, including capital invoicing, RFP processes, and other capital related functionality.													
	23 Crashphone - Firehouse alerting		No	TBD	360	0	0	0	360	0	0	0	0	360
	This project is being undertaken to remedy an issue with the AT&T provided crash line. This is a ring down circuit that due to distance and connection to a separate central office, causes the signal to be distorted and quiet in Aircraft Rescue and Fire Fighting (ARFF) 1. This impacts Airport Fire Department's (AFD) ability to respond quickly during an emergency. This solution will provide a new system, running on IAA Fiber, that would allow the intended functionality to work correctly.													
	24 HR System Alignment		No	No	460	0	0	100	360	0	0	0	0	360
	This project is designed to achieve the goals below by aligning the HR systems through reimplementation or replacement. The current thinking is to utilize a hosted system to provide the needed synergies within HR and deliver a tool which can be used to provide and manage a portfolio of services to the IAA and its employee base.													

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
25	Airport Management System Upgrades - ERP Assessment (2013) Assess current financial and property management system and processes and make recommendations on best path forward for IAA. Will look at both Oracle and Propworks.	3124	No	No	940	0	485	940	0	0	0	0	0	0
	Geographic Information System Expand the IND Airport Geographic Information System (GIS) beyond the IND Master Plan scope to include the remainder of the IND campus.		No	No	1,045	0	560	560	485	0	0	0	0	485
	Computer, Server and Equipment Replacement- Future Information Technology's desktop, server, and fixed asset management program evaluates hardware for usefulness and value on a three to four year replacement cycle. This project will provide funding to replace those assets that have exceeded that replacement cycle window in order to provide operational efficiency, lowest operating and maintenance costs and the best customer service experience we can afford for both internal and external clients.		No	No	3,249	0	0	0	0	650	831	1,119	649	3,249
	Computer, Server and Equipment Replacement Program (2013) Information Technology's desktop, server, equipment replacement and general fixed asset management program evaluates hardware for usefulness and value on a three to four year replacement cycle. This project will provide funding to replace those assets that have exceeded that replacement cycle window of three to four years and need to be replaced for operational purposes like network downtime (e.g. network switches), customer service (TVs in gate hold rooms and FIDS monitors), etc.	3109	No	No	698	696	0	2	0	0	0	0	0	0
	Computer, Server and Equipment Replacement Program (2014) Information Technology's desktop and server fixed asset management program, evaluates hardware for usefulness and value on a four to five year replacement cycle. This project will provide funding to replace those assets that have exceeded that replacement cycle window of four to five years and need to be replaced.	3132	No	No	252	0	536	252	0	0	0	0	0	0
	Concourse Cabling Migration – Worker Safety Install cabling for potential Shared Tenant Services (STS) program customers to use for voice or data services.		No	No	255	0	0	0	0	0	255	0	0	255
	ERP System Assessment - (2019 - 2021) This project will investigate the best option going forward for the current IAA ERP systems that make up the Airport management systems, Infor, Oracle, and Propworks. This is during the standard upgrade cycle for these applications and will investigate if these applications can be combined or should be upgraded separately.		No	No	186	0	0	0	0	0	0	0	186	186
	Network Replacement/Upgrade Project Replace the existing Big Iron network infrastructure with the new MLX architecture which should reduce overall operation and maintenance costs, allow for shared usage of other resources (such as the virtual farm and Storage Area Networks), and reduce network downtime by elimination of spanning tree which has caused all of the known outages at IND.	3104	No	No	628	590	0	38	0	0	0	0	0	0
Information Technology Totals:					11,377	1,286	1,581	1,972	4,429	650	1,086	1,119	835	8,119
Vehicle & Equipment Replacement														
26	(2014) Snow Equipment Replacement - Snow Blowers (2 pieces) The replacement of three (3) dual engine airfield snow blowers with two (2) new dual engine high-speed airfield snow blowers.		Yes	Yes	1,314	0	0	1,314	0	0	0	0	0	0
27	(2015) Aerial Lift Truck Replacement The (2015) Aerial Lift Truck Replacement is a project for the purchase, rotation, replacement, and disposal of maintenance and operations equipment from lifts to small vehicles.		No	No	148	0	0	0	148	0	0	0	0	148
	Shuttle Bus Replacement (Parking) The purpose of this project is to replace the aging shuttle bus fleet in accordance with fleet strategy.		No	No	2,487	0	660	660	900	927	0	0	0	1,827
	Purchase of Hydraulic Atrium Lift Purchase of a new hydraulic atrium lift.		No	No	367	0	0	24	343	0	0	0	0	343
	Snow Equipment Replacement Program - Future Years The Snow Equipment Replacement Program is an annual project for the objective evaluation, and when necessitated, the purchase, rotation, replacement, and disposal of snow equipment.		Yes	Yes	1,468	0	0	0	0	232	818	0	418	1,468
	Sweeper Trucks Replacement - Future The (2018) Sweeper Truck Replacement is a project for the purchasing, rotation, replacement, and disposal of a pure vacuum sweeper truck.		No	TBD	376	0	0	0	0	0	0	376	0	376
	Vegetation Control Equipment Replacement - Future The Vegetation Control Equipment Program is an annual project with the objective of evaluating, and when necessary, the purchasing, rotation, replacement, and disposal of Vegetation Control equipment.		No	No	696	0	0	0	0	0	225	232	239	696
	2014 ARFF 3000 Replacement This project replaces a 2002 model year, front line, 3000 gallon ARFF Vehicle with a high reach extendable turret.	2213	No	Yes	1,000	0	1,000	1,000	0	0	0	0	0	0
	ARFF Vehicle Replacement Program - Future Front line Aircraft Rescue Fire Fighting (ARFF) replacement vehicle to meet FAA regulations.		No	Yes	2,187	0	0	0	0	0	1,061	0	1,126	2,187
	(2016) Water Blaster The Water Blaster project is for the purchase of a new water blasting truck to reduce operating costs and environmental effects of recurring operations and to increase airfield safety.		No	No	491	0	0	0	0	491	0	0	0	491
Vehicle & Equipment Replacement Totals:					10,534	0	1,660	2,998	1,391	1,650	2,104	608	1,783	7,536
Other														
28	Property - IAA Staff Consolidation Build out/reconfiguration of Terminal Building to accommodate consolidation of IAA staff and allow for revenue potential at Building 60.		No	No	883	0	0	0	883	0	0	0	0	883
29	Property - Relocate record storage create temp. controlled space for air cargo Establish a permanent location for the storage and management of IAA records temporarily housed at the IMC facility and create more temperature controlled space for international cargo product.		No	No	366	0	0	0	366	0	0	0	0	366
30	Advance Planning and Design - 2015 Advance Planning and Design projects can include, but are not limited to, the following: current and future land use planning, project definition studies, alternatives analysis, preliminary project scoping, estimates of probable cost and/or conceptual design. This is done both on a routine and an as-needed basis.		No	No	250	0	0	0	250	0	0	0	0	250
31	Construct New Airfield Maintenance Facility		Yes	Yes	12,070	0	0	0	200	618	5,543	5,709	0	12,070

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
	FAA Part 139 inspector supports the expansion of the scope for this facility from a materials storage facility to a full maintenance facility. This project will not likely be pursued unless FAA grant funding is secured.													
32	Central Energy Plant Cooling Tower Steel		No	No	138	0	0	0	138	0	0	0	0	138
	Repairs to structural steel members of the Central Energy Plant cooling tower are required, commissioned in 1993 this roof top steel structure supports the cooling tower equipment. Despite preventive maintenance activities over the years, continuous exposure to the elements has affected many of the structural steel member connections. The severity of corrosion has escalated to a critical level, layers of steel are flaking off at connection fittings.													
33	IMC- Commons Building Roof Replacement		No	No	787	0	0	787	0	0	0	0	0	0
	The project includes full replacement of the Commons Building Roof. The building was recently remodeled for international GA arrivals and the roof replacement is needed to protect that investment.													
	Capital Salaries		No	No	3,826	0	581	581	600	632	651	671	691	3,245
	Advance Planning and Design projects can include, but are not limited to, the following: current and future land use planning, project definition studies, alternatives analysis, preliminary project scoping, estimates of probable cost and/or conceptual design. This is done both on a routine and an as-needed basis.													
	Advance Planning and Design - 2014	3134	No	No	250	0	250	250	0	0	0	0	0	0
	Advance Planning and Design projects can include, but are not limited to, the following: current and future land use planning, project definition studies, alternatives analysis, preliminary project scoping, estimates of probable cost and/or conceptual design. This is done both on a routine and an as-needed basis.													
	Advance Planning and Design - Future Years		No	No	1,077	0	0	0	0	258	265	273	281	1,077
	Advance Planning and Design projects can include, but are not limited to, the following: current and future land use planning, project definition studies, alternatives analysis, preliminary project scoping, estimates of probable cost and/or conceptual design. This is done both on a routine and an as-needed basis.													
	Rehabilitation of Building 60 Roof	3110	No	No	658	491	0	167	0	0	0	0	0	0
	This project will rehabilitate exterior areas of Building 60, installation of a new roof, and rehabilitation of horizontal and vertical exterior surfaces identified in a survey/report by Rosk Group which will prevent infiltration of precipitation into the building which currently houses IAA staff.													
	CEP - Replacement of Combustion Controls on all Boilers		No	No	326	0	326	326	0	0	0	0	0	0
	Replacement of the Combustion Controls on all Boilers at the Central Energy Plant.													
	CEP- Lift Station #2 Pump Replacement (Qty 2ea.)		No	No	172	0	0	0	0	0	0	172	0	172
	Replacement of two Industrial waste water pumps dedicated to lift station #2. Lift station #2 receives discharged water from the Central Plant operation in excess of 300,000 (three hundred thousand) gallons a month. The water is pumped to the IMC's Industrial Wastewater Pretreatment Facility for processing prior to being released into the city's sewer system.													
	CEP- Replacement of IW's Supervisory Control and Data Acquisition System		No	No	294	0	0	294	0	0	0	0	0	0
	Replacement of the hardware and software systems utilized for daily operation and environmental compliance reporting requirements of the Industrial Wastewater Pretreatment Facility.													
	CEP- Utility Pipe Arbor / Fuel Farm Painting		No	No	134	0	0	0	0	134	0	0	0	134
	Rehabilitate the protection coating of exposed exterior components associated with the Utility Pipe Arbor as well as the IMC's Jet A Fuel farm. Restore the polyester fiberglass resin coating on industrial waste water piping. Refurbishment of support blocks and expansion guide roller components for steam piping. Rehabilitation of protective coating on rusted structural steel support towers. Rehabilitate the protective coating on the fuel farm tanks and distribution piping.													
	IMC - Hangar Door Rehabilitation		No	No	1,183	0	0	0	0	0	0	570	613	1,183
	This project will rehabilitate IMC hangar doors. The doors at this facility have been in service over twenty years, and the door tracks, door guide roller assemblies, gear reduction boxes, electrical motors, overhead door, service door, operational & safety limit switches, audible alarms & warning lights are all in need of rehabilitation.													
	IMC - Rehabilitate Workstand/GSE Parking & Construct Tug Road		No	No	350	0	0	0	0	350	0	0	0	350
	Rehabilitate the pavement area used for outdoor storage of large IAA assets, these include work stands and ground service equipment. Remove and replace temporary blacktop area of IMC apron with permanent concrete for long term storage of work stand and various GSE equipment. Create connecting roadway from IMC apron area to the apron area of eagle hub to support air cargo cool chain operations.													
	IMC - Supply Building loading dock doors and dock plate replacements (Qty 6ea.)		No	No	171	0	0	0	0	0	0	0	171	171
	Rehabilitation of the Supply building dock doors and dock plate equipment is required after 20 years of service, to maintain the asset value to this portion of the facility.													
	IMC - Vicatolic fire suppression piping replacement due to corrosion		No	No	841	0	0	0	0	0	0	0	841	841
	Replace victaulic fire suppression piping due to corrosion, the fire pipe throughout the facility is corroding from the inside out. The pipes have failed to hold pressure when the system has been activated. The flow of fire water is interrupted and does not reach the intended location.													
	IMC Hangar 7 - Hangar Door Rehabilitation		No	No	193	0	0	193	0	0	0	0	0	0
	The purpose of the project is to restore reliable serviceability to the hangar doors, permitting safe access and egress of maintenance aircraft while maintaining revenue generation of leased premises.													
			Other Totals:		23,969	491	1,157	2,598	2,437	1,992	6,459	7,395	2,597	20,880
Revenue Development														
34	Old Parking Garage - Preservation Project		No	No	168	0	0	15	153	0	0	0	0	153
	Rehabilitate the expansion joints on the top level of the old parking garage to prevent water from infiltrating the structure so that it will be preserved for future service/revenue generation.													
35	Property - Building 7 Rehabilitation	3117	No	No	963	276	0	687	0	0	0	0	0	0
	Rehabilitation of Building 7 to include the following: Resurface of parking lot and entry road. Painting of exterior of entire facility. Remodel of 6 restroom facilities. Removal of lean-too structure on west side of building. Replacement of 7 garage doors. Mill and overlay of parking lot. Creation of demising walls, including investigation of portable demising walls.													
36	Heliport HVAC Replacement		No	TBD	598	0	0	598	0	0	0	0	0	0
	Replace HVAC system at the Heliport.													
37	Property - Building 63 Interior Demo		No	No	183	0	0	183	0	0	0	0	0	0
	Demo the interior of Building 63 for the purposes of marketing the building and attracting a prospective long term tenant.													
	Rehabilitate Apron at Old Terminal		Yes	Yes	4,668	0	310	310	4,358	0	0	0	0	4,358
	Rehabilitate apron at the old terminal.													
	Demolition of Old Terminal and Associated Structures	3097	No	No	5,721	5,259	0	462	0	0	0	0	0	0
	Demolition of old terminal and the associated concourses, tunnels, basements, admin building, roadways and open the site for reuse. The former parking control building was part of an initial demo project in 2012 .													
	Property - Building 63 Rehabilitation	3108	No	No	237	181	0	56	0	0	0	0	0	0
	Rehabilitate Building 63 for use as a multi-tenant facility and perform repairs to the exterior consisting of the following: 1) Recaulk all exterior seams and windows. 2) Reseal skylights within each of the 4 atriums. 3) Create 2 entrance access points into the facility for multi-tenant use. 4) Define space within computer and telephone rooms for multi-tenant use. 5) Separate various common hallways and office space for multi-tenant use.													
	Property - Land Use Development - Ronald Reagan/Stafford Rd. - IND		No	No	150	0	150	150	0	0	0	0	0	0

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
	Prepare land that can be used for commercial development in the future. The proposed locations are the north and southeast intersections of Ronald Reagan and Stafford Rd. (approximately 216 acres) located on the west side of International.													
	Property - Replace Roof of Building 7		No	No	930	0	0	0	0	0	0	930	0	930
	In 2018 Building 7 will be approximately 44 years old and its roof will need replacing. In 2014 the IAA spent roughly \$800,000 in exterior and interior renovations and the roof is the next physical structure of the building that needs replacing.													
	Property - USPS Building Rehabilitation		No	No	1,688	0	2,268	0	0	0	0	0	1,688	1,688
	Refurbish warehouse for pharmaceutical air cargo operations													
	Eagle Hub Apron Rehabilitation	3130	Yes	Yes	1,313	103	1,408	1,210	0	0	0	0	0	0
	This project will focus on rehabilitation of the expansion joints and crack repair of the concrete panels that comprise the apron area of the former Eagle Hub facility.													
	Revenue Development Totals:				16,619	5,819	4,136	3,671	4,511	0	0	930	1,688	7,129
Properties & Non-Terminal Buildings														
38	Noise & General Airport System Land Acquisition		No	TBD	12,994	1,906	1,413	2,688	1,500	1,500	2,400	1,500	1,500	8,400
	The IAA's Sales Assistance Program ("SAP") will continue to remain active, providing payment to a homeowner of 10% of the contract sales price between the homeowner and a buyer in exchange for a "noise disclosure statement" on the deed of conveyance. In addition, there are three (3) parcels of land totaling 128 acres remaining to be acquired at Hendricks County Airport to meet the objectives of that airport's Master Plan, additional land acquisitions may also be required in support of the terminal area expansion and runway extension, to meet the goals of the IAA's Comprehensive Land Use Plan, or in the IAA's Conservation/Environmental areas.													
39	Rehabilitate IAB Roof		No	No	524	0	0	0	524	0	0	0	0	524
	The purpose of this project is to rehabilitate the roof of the International Arrivals Building.													
40	IMC - Recoating of the IW Tank enclosure containment area		No	No	326	0	0	0	326	0	0	0	0	326
	Repair and recoat the inner walls of the containment enclosure to meet environmental requirements.													
41	CEP - Install Variable Speed Drive on Chiller #2	3138	No	No	391	0	342	391	0	0	0	0	0	0
	Installation of a Variable Speed Drive on Chiller #2 creates operational efficiencies for chilled water production.													
	CEP - Replacement of Stack Economizers Boilers		No	No	361	0	0	0	0	361	0	0	0	361
	The goal of the project is to replace the existing stack economizers on the two large Nebraska boilers in an effort to eliminate leaks and maintain boiler efficiency.													
	IMC - Lighting System Improvements	3140	No	No	756	0	775	756	0	0	0	0	0	0
	Replace a variety of lighting fixture types within the interior and exterior spaces of the IMC Facility. These include the Back shops, Supply, Aircraft Apron, Upper and lower service corridors													
	IMC - Roof Repairs Back Shops and Utility Distribution Corridor (UDL) areas		No	No	424	0	424	424	0	0	0	0	0	0
	Repair roofing seams, expansion joints and flashings on the remaining back shop areas and UDL corridor areas													
	IMC Skylight Roof Repairs		No	No	243	0	243	243	0	0	0	0	0	0
	Repair leaking skylights over tenant occupied Back Shop locations.													
	Property - Land Purchase - Stafford Rd/Howard St.		No	No	2,730	0	0	0	0	2,730	0	0	0	2,730
	Strategic purchase of 24 acres of land located on the south side of Stafford Rd., east of Ronald Reagan PKWY and the purchase of 1.72 acres of land on Howard St., located along High School Rd. just north of the railroad tracks. The purchase of these parcels are contiguous to other IAA property and may further assist the IAA in future development of these areas by having additional available acreage.													
	Rebuild of Building #122		No	No	5,436	5,326	0	110	0	0	0	0	0	0
	Properties & Non-Terminal Buildings Totals:				24,185	7,232	3,197	4,612	2,350	4,591	2,400	1,500	1,500	12,341
Relievers														
Relievers - Eagle Creek Airport														
42	Airport Layout Plan (ALP) Update - Eagle Creek	2138	Yes	Yes	314	0	0	157	157	0	0	0	0	157
	Airport Layout Plan (ALP) Update													
43	Rehabilitate, Relocate & Widen Taxiway B - Eagle Creek		Yes	Yes	1,697	0	0	0	102	1,595	0	0	0	1,697
	This project is to rehabilitate Taxiway B to keep the pavement in serviceable condition. As part of the rehabilitation, Taxiway B will also be relocated 15 feet to the west to increase the runway centerline to taxiway centerline separation to current Federal Aviation Administration (FAA) standards.													
	Construct T-Hangars - Eagle Creek		No	TBD	1,233	0	0	0	0	0	0	0	1,233	1,233
	Construct a 42' wide 16 unit T-Hanger													
	Rehabilitate Northwest T-Hangar Parking Lot - Eagle Creek		No	TBD	148	0	0	0	0	0	148	0	0	148
	Rehabilitate Northwest T-Hangar Parking Lot.													
	Rehabilitate Northwest T-Hangar Taxilanes - Eagle Creek		Yes	Yes	877	0	441	0	0	0	469	408	0	877
	Rehabilitate T-Hangar taxilanes to maintain integrity and the serviceability of the pavement and reduce Foreign Object Debris (FOD). Project will be constructed over two consecutive years with design in 2014 as well as the first phase of construction.													
	Rehabilitate Taxiway A - Eagle Creek	3114	Yes	Yes	1,022	606	0	416	0	0	0	0	0	0
	The Indiana Department of Transportation has identified that Taxiway A needs rehabilitation based on the results of its Pavement Condition Index (PCI) Report. This project will preserve the integrity and utility of the taxiway and have an expected life of 15-20 years with appropriate maintenance. Taxiway A was most recently overlaid in 1984.													
	Rehabilitate West Apron Pavement - Eagle Creek		Yes	Yes	163	0	0	0	0	0	0	0	163	163
	Rehabilitate West Apron at Eagle Creek.													
	Relievers - Eagle Creek Airport Totals:				5,454	606	441	573	259	1,595	617	408	1,396	4,275
Relievers - Heliport														

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
44	Structural Slab Replacement - Heliport Replacement of structural concrete slab over garage on ramp.	3113	Yes	Yes	999	33	0	966	0	0	0	0	0	0
	Replace Aviation Fuel Farm - Heliport Remove tank and any contaminated soil. Replace aviation fuel farm.		No	TBD	424	0	424	0	424	0	0	0	0	424
	Update Heliport Layout Plan Update Heliport Layout Plan.		Yes	Yes	186	0	0	0	0	186	0	0	0	186
	Environmental Assessment for Heliport Improvements - Heliport Environmental Assessment (EA) for Heliport Improvements		Yes	Yes	191	0	0	0	0	0	191	0	0	191
	Expand Hangar Phase I - Heliport Construct an approximately 85' x 70' expansion of the hangar facility.		Yes	TBD	1,023	0	0	0	0	0	0	1,023	0	1,023
	Expand Hangar Phase II - Heliport Construct an approximately 85' x 70' expansion of the hangar facility.		Yes	TBD	1,036	0	0	0	0	0	0	0	1,036	1,036
Relievers - Heliport Totals:					3,859	33	424	966	424	186	191	1,023	1,036	2,860
Relievers - Metro Airport														
45	Rehabilitate Runway & Taxiway Connectors A1, A2, A3, A4 This project is to overlay Runway 15-33 and the Taxiway Connectors A1, A2, A3 and A4 to the hold lines that will be relocated to 200 ft from runway centerline (currently 125 ft from runway centerline) as part of this project for Group II aircraft weighing more than 12,500 pounds. The overlay is estimated to average 3 inches.		Yes	Yes	1,593	0	175	174	1,419	0	0	0	0	1,419
46	Replace Airfield Lighting - Metropolitan This project is to upgrade the taxiway, connectors and the south side of the runway circuit. It currently is direct buried and needs to be brought up to the current standards.		Yes	Yes	645	0	0	50	595	0	0	0	0	595
	Airport Layout Plan Update - Metropolitan Update the Airport Layout Plan		No	Yes	185	172	0	13	0	0	0	0	0	0
	Install Perimeter Fence Phase III - Metro Install remaining portion of 10 foot perimeter wildlife fencing along public roadways that was not completed in previous phases. The project will facilitate airport safety and security by denying unauthorized personnel, vehicles and wildlife access to the airfield.		Yes	Yes	612	0	0	0	0	0	0	612	0	612
	Rehabilitate Apron Pavement - Metropolitan Rehabilitate apron joints including spall repair, patching and panel replacement as needed.		Yes	Yes	269	0	0	0	0	269	0	0	0	269
	Rehabilitate T-Hangar Taxilanes Phase II - Metropolitan Rehabilitate 300-Series Taxilanes to preserve pavement.	3120	Yes	Yes	392	291	0	101	0	0	0	0	0	0
Relievers - Metro Airport Totals:					3,696	463	175	338	2,014	269	0	612	0	2,895
Relievers - Indianapolis Regional Airport														
47	Rehabilitate T-Hangar Taxilanes - Indy Regional Rehabilitate T-Hangar Taxilanes		Yes	Yes	979	0	0	0	979	0	0	0	0	979
	Rehabilitate East & West Apron Pavement - Indy Regional This project is to perform panel joint seal, crack seal, partial depth rehabilitation, slab replacement and improve drainage. To both the east and west aprons and connector taxiway.		Yes	Yes	871	0	0	0	0	871	0	0	0	871
	Rehabilitate Runway 7-25 - Indy Regional Existing Runway 7-25 will require reconstruction in order to remain serviceable. The rehabilitation project completed during the summer of 2005 was intended to give between five and ten years of serviceable life. The 2007 IAA non-destructive testing indicates this pavement has 8-10 years of structural life remaining.		Yes	Yes	3,005	0	0	0	0	0	212	2,793	0	3,005
	Rehabilitate T-Hangar Taxilanes 2013 - Indy Regional Perform limited rehabilitation of the most distressed areas of T-Hangar Taxilanes via asphalt resurfacing with patch work and crack sealing.	3125	No	No	295	10	0	285	0	0	0	0	0	0
	Replace Ramp Lights - Indy Regional Replace existing apron lights that have been in place for approximately 30 years.		Yes	TBD	218	0	0	0	0	218	0	0	0	218
	Runway 16-34 Electrical Upgrades - Indy Regional Runway 16-34 Electrical Upgrades		Yes	Yes	833	0	0	0	0	0	0	0	833	833
	Runway 7-25 & Taxiway Extension Phase I Design - Indy Regional Design to extend Runway 7-25 and Taxiway A 500 feet to the west and relocate localizer to provide clear safety area for extended runway.		No	Yes	265	225	0	40	0	0	0	0	0	0
	Runway 7-25 & Taxiway Extension Phase II Localizer Relocation - Indy Regional Relocate localizer to provide clear safety area for 500-foot extension of Runway 7-25 to the west.		No	Yes	696	505	0	191	0	0	0	0	0	0
	Runway 7-25 & Taxiway Extension Phase III Construction - Indy Regional Extend Runway 7-25 and Taxiway A 500 feet to the west for a total runway length of 6,000 feet.		Yes	Yes	3,236	0	2,680	3,236	0	0	0	0	0	0
Relievers - Indianapolis Regional Airport Totals:					10,398	740	2,680	3,752	979	1,089	212	2,793	833	5,906
Relievers - Hendricks County Airport														
	Environmental Assessment - Hendricks Co. Environmental Assessment (EA) for Airport Improvements		Yes	Yes	183	0	0	0	0	0	183	0	0	183
	Fuel Farm Expansion (Jet Fuel) - Hendricks Co.	2140	Yes	Yes	314	0	314	314	0	0	0	0	0	0

#	PROJECT NAME	CIP #	CONTINGENT UPON FUNDING?	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
	Fuel Farm Expansion (Jet A Fuel).													
	Install Perimeter Fencing Phase 3 - Hendricks Co.	3119	No	Yes	237	189	0	48	0	0	0	0	0	0
	Third phase of perimeter fence at Hendricks County Airport/Gordon Graham Field to complete perimeter fence.													
	Install Perimeter Fencing Phase 4 - Hendricks Co.		Yes	Yes	565	0	0	0	0	565	0	0	0	565
	Fourth phase of perimeter fence at Hendricks County Airport/Gordon Graham Field to complete perimeter fence.													
	Rehabilitate / Strengthen Airfield Pavements - Hendricks Co.		Yes	Yes	239	0	0	0	0	0	0	0	239	239
	Rehabilitate airport pavements that are original to the 2000-2003 airport construction as they are nearing the end of their 15-20 year expected life.													
	Upgrade Utility Infrastructure - Hendricks County		Yes	TBD	127	0	0	0	0	0	127	0	0	127
	Complete preliminary engineering design for utility infrastructure upgrade.													
	Relievers - Hendricks County Airport Totals:				1,665	189	314	362	0	565	310	0	239	1,114

CATEGORY	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
Apron & Other Airfield	7,127	10,461	7,049	12,043	4,056	14,647	4,385	10,974	46,105
Terminal	972	517	1,114	562	4,885	4,144	3,169	3,264	16,024
Parking	2,759	1,999	5,962	8,855	3,423	2,996	3,166	2,162	20,602
Properties & Non-Terminal Buildings	7,546	3,197	4,612	2,350	4,591	2,400	1,500	1,500	12,341
Safety & Security	0	328	0	0	1,239	0	0	0	1,239
Environmental & Other Regulatory	5,694	5,403	9,958	5,451	674	460	473	2,203	9,261
Non - Airfield Roadways	2,386	1,572	2,439	1,480	1,178	1,549	1,250	1,288	6,745
Information Technology	1,286	1,581	1,972	4,429	650	1,086	1,119	835	8,119
Vehicle & Equipment Replacement	5,930	1,660	2,998	1,391	1,650	2,104	608	1,783	7,536
Other	2,340	1,156	2,597	2,437	1,992	6,459	7,395	2,597	20,880
Revenue Development	5,873	4,136	3,671	4,511	0	0	930	1,688	7,129
Relievers - Eagle Creek Airport	2,045	441	573	259	1,595	617	408	1,396	4,275
Relievers - Heliport	37	424	966	424	186	191	1,023	1,036	2,860
Relievers - Hendricks County Airport	780	314	362	0	565	310	0	239	1,114
Relievers - Indianapolis Regional Airport	740	2,680	3,752	979	1,089	212	2,793	833	5,906
Relievers - Metro Airport	1,079	175	338	2,014	269	0	612	0	2,895
Total:	46,594	36,044	48,363	47,185	28,042	37,175	28,831	31,798	173,031

***2015 CAPITAL
IMPROVEMENT PROGRAM
SUMMARY***

*2015 PROJECT NUMBER	PROJECT TITLE	PROJECT TYPE	\$ in 000's						HURDLE RATE		
			TOTAL PROJECT COST	ACTUAL COST THRU 2013 (1)	2014 FORECAST COST	2015 PROJECT COST	PROJECTED SOURCE OF FUNDS 2015 CASH FLOW			INTERNAL RATE OF RETURN (IRR)	EXCLUSION IF NOT APPLIED
							ENTITLEMENT GRANTS	CONTINGENT DISCRETIONARY & OTHER GRANTS	AIRPORT FUNDS		
	<i>PROJECTS THAT ARE NOT SUBJECT TO MII VOTE (PROJECTS IN BLUE FONT WILL BE FUNDED USING 2015 AIRPORT FUNDS GREATER THAN \$750,000)</i>										
1	Apron Stormwater Inlet Repairs - IND	Apron & Other Airfield	2,729	-	725	987	-	-	987	N/A	Replacement of Necessary Asset
2	Pavement Management: Airfield Rehabilitation Program - 2015	Apron & Other Airfield	282	-	-	282	-	212	71	N/A	Grant Funded / FAA Regulatory
3	Airfield Pavement Evaluation and Management Plan Update	Apron & Other Airfield	523	-	-	250	-	188	63	N/A	Grant Funded / FAA Regulatory
4	Airfield Electrical Replacement - Preliminary Design	Apron & Other Airfield	120	-	-	120	-	90	30	N/A	Grant Funded / Replacement of Necessary Asset
5	Rehabilitate Taxiway D	Apron & Other Airfield	4,726	38	4,688	-	**	-	-	N/A	Grant Funded / Replacement of Necessary Asset
6	Install Concourse Exhaust Ducts	Terminal	435	-	-	435	-	-	435	N/A	Retrofit to Initial Construction
7	Terminal Water Softening System	Terminal	859	66	793	-	**	-	-	N/A	Retrofit to Initial Construction
8	Terminal Entry Expansion Joint Rehabilitation	Terminal	226	-	226	-	-	-	-	N/A	Required Maintenance of Existing Asset
9	Parking Garage Improvements - 2015	Parking	5,126	-	-	5,126	-	-	5,126	N/A	Required Maintenance of Existing Asset
10	Garage Atrium Canopy Replacement	Parking	2,960	-	160	2,800	-	-	2,800	N/A	Replacement of Necessary Asset
11	Replacement of GTC and Pedestrian Entry Doors	Parking	624	-	-	624	-	-	624	N/A	Required Maintenance of Existing Asset
12	Rehabilitate Asphalt Lots 2015	Parking	305	-	-	305	-	-	305	N/A	Required Maintenance of Existing Asset
13	Parking Garage Improvements 2013-2014	Parking	4,702	59	4,643	-	**	-	-	N/A	Required Maintenance of Existing Asset
14	Garage Atrium Canopy Repair	Parking	205	-	205	-	-	-	-	N/A	Required Maintenance of Existing Asset
15	Deicing Control Facilities Improvements - 2015	Environmental & Other Regulatory	376	-	-	376	-	282	94	N/A	Grant Funded / Environmental / Regulatory
16	Stormwater REI Project	Environmental & Other Regulatory	125	-	125	-	-	-	-	12.5%	-
17	Rehabilitate Airport Roads - 2015	Non-Airfield Roadways	1,200	-	-	1,200	**	-	1,200	N/A	Required Maintenance of Existing Asset
18	West Perimeter Road Bridge Repairs	Non-Airfield Roadways	330	-	50	280	-	-	280	N/A	Required Maintenance of Existing Asset
19	Rehabilitate High School Road, Rehabilitate Roads 2014, and Replace Republic Entrance	Non-Airfield Roadways	1,572	-	1,572	-	**	-	-	N/A	Required Maintenance of Existing Asset
20	PARCS System Assessment & Implementation	Information Technology	2,250	-	80	2,170	-	-	2,170	12.5%	-
21	Computer, Server and Equipment Replacement Program (2015)	Information Technology	634	-	-	634	-	-	634	N/A	Replacement of Equipment with no Utility
22	Capital Project Management System - Engineering	Information Technology	420	-	-	420	-	-	420	12.5%	-
23	Crashphone - Firehouse alerting	Information Technology	360	-	-	360	270	-	90	N/A	Health Safety
24	HR System Alignment	Information Technology	460	-	100	360	-	-	360	12.5%	-
25	Airport Management System Upgrades - ERP Assessment (2013)	Information Technology	940	-	940	-	**	-	-	N/A	Replacement of Required System
26	(2014) Snow Equipment Replacement - Snow Blowers (2 pieces)	Vehicle & Equipment Replacement	1,314	-	1,314	-	-	-	-	N/A	Replacement of Equipment with no Utility
27	(2015) Aerial Lift Truck Replacement	Vehicle & Equipment Replacement	148	-	-	148	-	-	148	12.5%	-
28	Property - IAA Staff Consolidation	Other	883	-	-	883	-	-	883	28.7%	-
29	Property - Relocate record storage create temp. controlled space for air cargo	Other	366	-	-	366	-	-	366	22.2%	-
30	Advance Planning and Design - 2015	Other	250	-	-	250	-	-	250	N/A	Planning Capital
31	Construct New Airfield Maintenance Facility	Other	12,070	-	-	200	-	150	50	N/A	Replacement of Essential Asset / Safety / Grant Funded
32	Central Energy Plant Cooling Tower Steel	Other	138	-	-	138	-	-	138	N/A	Required Maintenance of Existing Asset
33	IMC - Commons Building Roof Replacement	Other	787	-	787	-	-	-	-	N/A	Required Maintenance of Existing Asset
34	Old Parking Garage - Preservation Project	Revenue Development	168	-	15	153	-	-	153	N/A	Required Maintenance of Existing Asset
35	Property - Building 7 Rehabilitation	Revenue Development	963	276	687	-	-	-	-	N/A	Required Maintenance of Existing Asset
36	Heliport HVAC Replacement	Relievers	598	-	598	-	-	-	-	N/A	Replacement of Equipment with no Utility
37	Property - Building 63 Interior Demo	Revenue Development	183	-	183	-	-	-	-	>12.5%	-
38	Noise & General Airport System Land Acquisition	Properties & Non-Terminal Buildings	12,994	1,906	2,688	1,500	-	750	750	N/A	Regulatory / Capacity Enhancement

*Project Numbers were only given to New Projects or those projects with cost increase more than 10% over originally approved amount.

**Project was previously approved; however cost increased more than 10% or scope has changed.

(1) Total includes only projects shown on the Program Summary.

*2015 PROJECT NUMBER	PROJECT TITLE	PROJECT TYPE	\$ in 000's						HURDLE RATE		
			TOTAL PROJECT COST	ACTUAL COST THRU 2013 (1)	2014 FORECAST COST	2015 PROJECT COST	PROJECTED SOURCE OF FUNDS 2015 CASH FLOW			INTERNAL RATE OF RETURN (IRR)	EXCLUSION IF NOT APPLIED
							ENTITLEMENT GRANTS	CONTINGENT DISCRETIONARY & OTHER GRANTS	AIRPORT FUNDS		
RD = Revenue Development Projects that are subject to the Hurdle Rate Policy, and as we enter into these projects, we will ensure that the appropriate Hurdle Rates are met before proceeding.											
39	Rehabilitate IAB Roof	Properties & Non-Terminal Buildings	524	-	-	524	-	-	524	N/A	Required Maintenance of Existing Asset
40	IMC - Recoating of the IW Tank enclosure containment area	Properties & Non-Terminal Buildings	326	-	-	326	-	-	326	N/A	Environmental / Regulatory
41	CEP - Install Variable Speed Drive on Chiller #2	Properties & Non-Terminal Buildings	391	-	391	-	**	-	-	>12.5%	Economics cannot be accurately forecast
42	Airport Layout Plan (ALP) Update - Eagle Creek	Relievers	314	-	157	157	149	-	8	N/A	Grant Funded / FAA Regulatory
43	Rehabilitate, Relocate & Widen Taxiway B - Eagle Creek	Relievers	1,697	-	-	102	9	88	5	N/A	Grant Funded / FAA Regulatory
44	Structural Slab Replacement - Heliport	Relievers	999	33	966	-	**	-	-	N/A	Grant Funded / Replacement of Necessary Asset
45	Rehabilitate Runway & Taxiway Connectors A1, A2, A3, A4 - Metropolitan	Relievers	1,593	-	174	1,419	267	1,081	71	N/A	Grant Funded / Replacement of Necessary Asset
46	Replace Airfield Lighting - Metropolitan	Relievers	645	-	50	595	-	565	30	N/A	Grant Funded / Replacement of Necessary Asset
47	Rehabilitate T-Hangar Taxilanes - Indy Regional	Relievers	979	-	-	979	150	780	49	N/A	Grant Funded / Replacement of Necessary Asset
Previously Approved	Rehabilitate Runway 5L-23R Phase I and Phase II	Apron & Other Airfield	5,268	73	317	4,878	3,659	-	1,220	N/A	Regulatory / Capacity Enhancement
Previously Approved	Rehabilitate Taxiway A	Apron & Other Airfield	3,127	-	206	2,921	-	2,191	730	N/A	Regulatory / Capacity Enhancement
Previously Approved	Stormwater and Deicing Controls and Capacity - Phase 2B	Environmental & Other Regulatory	5,999	316	683	5,000	750	3,000	1,250	N/A	Regulatory / Capacity Enhancement
Previously Approved	Rehabilitate Taxiway B	Apron & Other Airfield	9,132	308	535	2,605	1,888	-	717	N/A	Grant Funded / Replacement of Necessary Asset
Previously Approved	Shuttle Bus Replacement (Parking)	Vehicle & Equipment Replacement	2,487	-	660	900	-	-	900	RD	Parking Revenue Development Strategy
Previously Approved	Geographic Information System	Information Technology	1,045	-	560	485	-	-	485	RD	Systems Improvement for Revenue Development
Previously Approved	Replace Aviation Fuel Farm - Heliport	Relievers	424	-	-	424	150	253	21	N/A	Grant Funded / Environmental / Regulatory
Previously Approved	Purchase of Hydraulic Atrium Lift	Vehicle & Equipment Replacement	367	-	24	343	-	-	343	N/A	Acquisition of Necessary Equipment
Previously Approved	Rehabilitate Apron at Old Terminal	Revenue Development	4,668	-	310	4,358	288	2,981	1,090	TBD	Site Preparation for Revenue Development / Grant Funded
Previously Approved	Enlarge Terminal Entrance - Bag Claim	Terminal	127	-	-	127	-	-	127	N/A	Retrofit to Initial Construction
Previously Approved	Disparity Study for the Indianapolis Airport Authority	Environmental & Other Regulatory	150	-	75	75	-	-	75	N/A	FAA Regulatory
Previously Approved	Capital Salaries	Other	3,826	-	581	600	-	-	600	N/A	GAAP Requirement
SUBTOTAL PROJECTS SHOWN ON THE PROGRAM SUMMARY				3,075	26,268	47,185	7,580	12,609	26,996		
2014 PROJECTS NOT LISTED ON THE PROGRAM SUMMARY				43,519	22,095	-					
GRAND TOTAL (1)				46,594	48,363	47,185					
SUBTOTAL PROJECTS SUBJECT TO MII APPROVAL			NONE	-	-	-					

*Project Numbers were only given to New Projects or those projects with cost increase more than 10% over originally approved amount.

**Project was previously approved; however cost increased more than 10% or scope has changed.

(1) Total includes only projects shown on the Program Summary.

RD = Revenue Development Projects that are subject to the Hurdle Rate Policy, and as we enter into these projects, we will ensure that the appropriate Hurdle Rates are met before proceeding.

***2015
BUDGET REQUEST
FORMS***

Indianapolis Airport Authority

2015 Budget Request Form

Project #	1	Project Name	Apron Stormwater Inlet Repairs - IND			
Department	Engineering	Sponsor	Shannetta Griffin	Previously Approved	No	
Airport	International	Submitted By	Shannetta Griffin	Year of Airline Approval		
		Date Submitted	3/12/2014	Year Project Began/ Will Begin	2014	
AIP Eligible	No	Project Start Date	3/15/2014	Year of Completion	2015	

Project / Asset Description / Relationship to other Projects

Project Goal / Description

The goal of this project is to perform repairs to terminal apron stormwater inlets as needed to carry aircraft loads over the life of the apron.

Business Purpose / Project Justification / Mitigation

The apron stormwater inlet repairs are necessary to ensure that the inlets can support the weight of commercial aircraft traveling on the apron.

Project Risk & Alternatives

Depending on the size of the aircraft landing gear and the weight of the aircraft, a structural failure of an inlet as an aircraft travels across could result in significant damage to the aircraft and possible injuries to passengers.

Other Items to Note

Due to winter weather, investigation of existing condition of inlets is still under investigation. Estimate can be refined as additional investigation and design occurs.

Indianapolis Airport Authority

2015 Budget Request Form

Project # **1**

Project Name **Apron Stormwater Inlet Repairs - IND**

Project Costs

Category	Pre 2014	2014	2015	2016	2017	2018	2019	Total
Construction & Purchase	\$0	\$0	\$846	\$846	\$0	\$0	\$0	\$1,692
Construction Contingency	\$0	\$0	\$74	\$74	\$0	\$0	\$0	\$148
Design/Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Previous Spend	\$0	\$725	\$0	\$0	\$0	\$0	\$0	\$725
Professional Services	\$0	\$0	\$67	\$67	\$0	\$0	\$0	\$134
Totals	\$0	\$725	\$987	\$987	\$0	\$0	\$0	\$2,699

Project Anticipated Funding

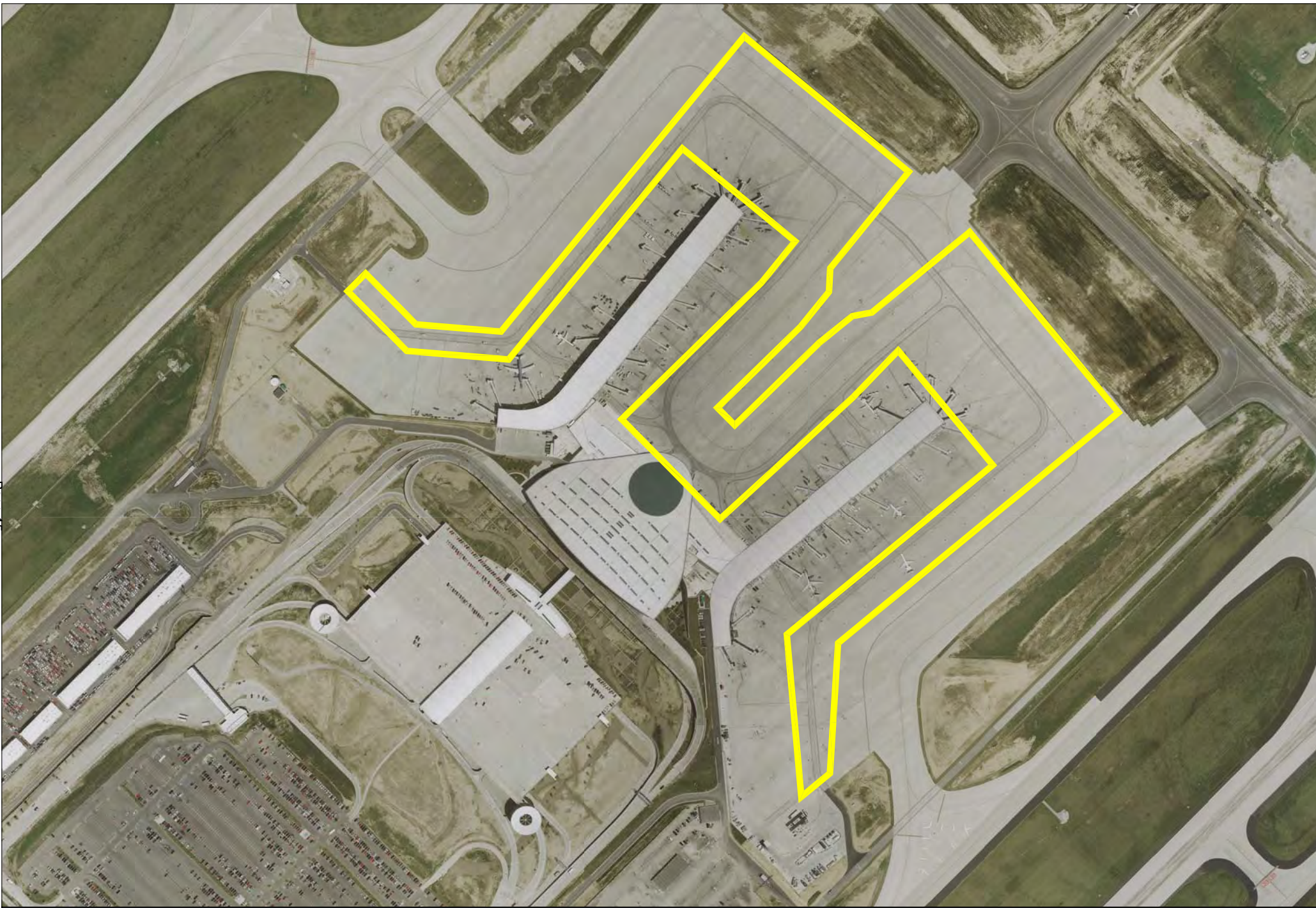
Category	% of Total	2015	2016	2017	2018	2019	Total
AIP Funds	0.00 %	\$0	\$0	\$0	\$0	\$0	\$0
Capital Improvement Funds	100.00 %	\$987	\$987	\$0	\$0	\$0	\$1,974
Other Grant Funds	0.00 %	\$0	\$0	\$0	\$0	\$0	\$0
Other Outside Funds	0.00 %	\$0	\$0	\$0	\$0	\$0	\$0
PFC / CFC	0.00 %	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Bonds	0.00 %	\$0	\$0	\$0	\$0	\$0	\$0
Totals	100.00 %	\$987	\$987	\$0	\$0	\$0	\$1,974

Estimated Operating Impact of Project

Category	2015	2016	2017	2018	2019	Total
Incremental Revenue Decrease	\$0	\$0	\$0	\$0	\$0	\$0
Incremental Revenue Increase	\$0	\$0	\$0	\$0	\$0	\$0
Net Impact on Revenues	\$0	\$0	\$0	\$0	\$0	\$0
Incremental Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Incremental O & M	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
Net Impact on Expenses	\$0	\$0	\$0	\$0	\$0	\$0

Hurdle Rate

Applied? Internal Rate of Return N/A Payback Period (in years) _____ Anticipated Asset Life (in years) 20



INDIANAPOLIS INTERNATIONAL AIRPORT
APRON STORMWATER
INLET REPAIRS



Indianapolis Airport Authority



THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK

***2011 – 2015
AIRLINE USE AGREEMENT:***

***REFERENCE PAGES
2011 – 2015***

AIRLINE USE AGREEMENT REFERENCE PAGE

INDIANAPOLIS AIRPORT AUTHORITY 2015 CAPITAL IMPROVEMENT PROGRAM SUMMARY EXCEPTIONS TO MAJORITY-IN-INTEREST VOTE

- A Section 8.01 D Exception 1(a): Necessary or prudent to assure or facilitate compliance with a rule, regulation, or order of any federal, state, or other governmental agency (excluding AUTHORITY) that has jurisdiction over the operation of the Airport.
- B Section 8.01 D Exception 1(b): Necessary or prudent to maintain, operate, or create Airport System functional capability and capacity at a level that is required (i) by public health, safety, access or security or (ii) by the trustee for the security of the Bonds.
- C Section 8.01 D Exception 1(c): Necessary or prudent to satisfy judgments or fines against AUTHORITY imposed by an agency of federal or state government rendered by a court of competent jurisdiction.
- D Section 8.01 D Exception 1(d): Necessary or prudent to repair casualty damage net of insurance proceeds to Airport System property.
- E Section 8.01 D Exception 1(e): Necessary or prudent to develop a Special Purpose Facility.
- E Section 8.01 D Exception 1(f): Necessary or prudent to acquire land to preserve, protect, or enhance the Airport System.
- F Section 8.01 D Exception 2: Expenditures for architectural, engineering, or economic studies or other professional services of planned Airport System facilities.
- G Section 8.01 E: Capital Improvements that do not require the issuance of Revenue Bonds.
- H Section 8.01 C: 2011 MII one year deferred. Total project cost less than \$5 Million. Proceed in year 2.

ARTICLE 8
CAPITAL IMPROVEMENTS

Section 8.01. Capital Improvements

A. On or before August 1st each year, AUTHORITY shall provide Signatory Airlines with a five (5) year Capital Improvement Plan and shall notify AIRLINE of the purchase price/construction cost of Capital Improvements of the subsequent year. The notice shall include, with respect to each Capital Improvement in the subsequent year, the following:

1. A description of the proposed Capital Improvements, together with cost estimates in current year dollar figures and any available preliminary drawings.
2. A statement of the need for such expenditure and the feasibility of the project.
3. A statement of the benefits to be derived from such expenditure.
4. The allocation of the cost thereof within the Airport System.
5. The AUTHORITY's proposed means of financing.

B. Within a reasonable time, but no later than thirty (30) days after distribution of the report, AUTHORITY shall convene a meeting of the Signatory Airlines to discuss and obtain concurrence of the Signatory Airlines to any proposed Capital Improvement requiring such concurrence.

1. The Capital Improvement shall be deemed concurred in unless within thirty (30) days after the meeting, concurrence is specifically withheld, in writing, by a Majority- in-Interest.

2. The financing information provided pursuant to Section 8.01(A)(5) above is provided for informational purposes only. Concurrence with any Capital Improvement

by the Signatory Airlines is concurrence for the Capital Improvement only and the source of financing may subsequently be changed by the AUTHORITY as the need arises in the exercise of its discretion.

3. The cost estimates provided pursuant to Section 8.01(A)(1) are only estimates, and an approved Capital Improvement shall not require additional concurrence so long as the actual costs of the Capital Improvement do not exceed the estimated cost by more than ten percent (10%) of such estimate.

C. If concurrence on a Capital Improvement is specifically withheld following the first meeting, AUTHORITY shall have the option to convene a second meeting of the Signatory Airlines. The second meeting shall be held within thirty (30) days after the receipt of notice of nonconcurrence from the Signatory Airlines, upon notice by AUTHORITY. At the second meeting AUTHORITY shall respond to questions raised during the first meeting and shall ask for reconsideration of the Capital Improvement or consideration of the amended Capital Improvement. Upon reconsideration of the original Capital Improvement or consideration of the amended Capital Improvement, the proposed Capital Improvement shall be deemed concurred in unless, within thirty (30) days after such second meeting, concurrence is specifically withheld, in writing, by a Majority-in-Interest, in which case the Capital Improvement will be deferred until the next Fiscal Year.

In such subsequent Fiscal Year, if AUTHORITY wants to proceed with such Capital Improvement, subject to the restrictions of Section 8.01(D) or 8.02, if applicable, AUTHORITY may proceed with such Capital Improvement in that Fiscal Year and include debt service (including Coverage) on Bonds, or lease payments for such Capital Improvements in the Landing Fee and rentals of the Signatory Airlines when such Capital Improvement is available for use.

This Subsection 8.01(C) shall not prejudice the exercise of AIRLINE's legal rights or remedies.

D. After providing notice to the Signatory Airlines, AUTHORITY may, without complying with the provisions of subsection (B) hereof, proceed with any of the following Capital Improvements and include the cost of such Capital Improvement in the Fiscal Year's calculation for the Landing Fee and rentals of the Signatory Airlines:

1. Capital Improvement is necessary or prudent to:

a. Assure or facilitate compliance with a rule, regulation, or order of any federal, state, or other governmental agency (excluding AUTHORITY) that has jurisdiction over the operation of the Airport.

b. Maintain, operate, or create Airport System functional capability and capacity at a level that is required (i) by public health, safety, access or security or (ii) by the trustee for the security of the Bonds.

c. Satisfy judgments or fines against AUTHORITY imposed by an agency of federal or state government rendered by a court of competent jurisdiction.

d. Repair casualty damage net of insurance proceeds to Airport System property.

e. Develop a Special Purpose Facility.

f. Acquire land to preserve, protect, or enhance the Airport System.

2. Expenditures for architectural, engineering, or economic studies or other professional services of planned Airport System facilities.

E. In addition, the AUTHORITY may, without complying with the provisions of subsection (B) hereof, proceed with any Capital Improvements that do not require the issuance of Revenue Bonds.

Section 8.02. Additional Capital Improvements

Excluding the Capital Improvements specified in Section 8.01(D), and subject to the provisions of Section 8.01(E), the AUTHORITY may not, without MII approval, design and construct Capital Improvements if the cost of such Capital Improvements is greater than \$5,000,000, as adjusted pursuant to Section 17.08, if concurrence of such improvement is specifically withheld by a Majority-in-Interest.

Section 8.03. Grants-In-Aid

AUTHORITY will use its best efforts to obtain maximum airport development grants-in-aid.

Section 8.04. Management Contracts

Prior to the AUTHORITY entering into an agreement for the private management and operation of the Airport, the AUTHORITY shall send notice to and consult with the Signatory Airlines. Notwithstanding the prior sentence, the execution of such an agreement or extension shall at all times remain within the AUTHORITY's sole discretion.

THIS PAGE INTENTIONALLY LEFT BLANK

2015

***POTENTIAL REVENUE
PRODUCING PRODUCTS***

#	PROJECT NAME	AIP ELIG	TOTAL PROJECT COST	PRE-2014 ACTUAL COST	2014 BUDGET / MII	2014 FORECAST	2015 BUDGET	2016 PROJECT COST	2017 PROJECT COST	2018 PROJECT COST	2019 PROJECT COST	2015-2019 PROJECT COST
Indianapolis International Airport												
Potential Revenue Producing Projects - At tenant request /suitable IRR (Not included in totals above)												
	Potential Revenue Generating - Old Terminal Area	TBD	21,300	0	0	0	21,300	0	0	0	0	21,300
	I an effort to release/redevelop the old terminal area, items needing repair/reconstruction include: Parking garage renovation, aircraft apron rehabilitation, utility main reconnects and extensions, High School Road realignment.											
	Campus Fiber Repair/Development	No	2,915	0	0	0	2,915	0	0	0	0	2,915
	This project is being requested to expand current fiber pathways to the north and east side of the campus. These routes will provide an alternative route from the IMC to the new terminal complex, add the old Eagle Hub and outbuilding to the campus fiber network, provide a new route from AOC to											
	Property - Land Use Development - IND	No	2,100	0	1,216	0	507	1,243	350	0	0	2,100
	Scope: Infrastructure improvements and capital investments for all Development Zones, including but not limited to: movement of roads to create better utilization of vacant land, creation of monument signage, utility relocation's, environmental assessments, possible relocation of existing tenants											
	Property - Fuel Pipeline Feasibility Study	No	335	0	110	100	235	0	0	0	0	235
	Consulting services for RFP process, design and revenue strategy with fuel/oil company on placement of a jet-A fuel pipeline.											
	Property - Pre-development of Sites 404A/404B/404C	No	705	0	407	0	169	420	116	0	0	705
	Prepare Site 404A, 404B and 404C, totaling approximately 121 acres, for future commercial development.											
	Property - New Cargo Warehouse	No	16,563	0	0	0	0	0	0	16,563	0	16,563
	With the IAA entering into a potentially long term lease agreement for the former Eagle Hub, additional cargo warehouse space will be necessary to accommodate future growth of air cargo at IND. The plan would be to construct a 300,000 sq. ft. cargo warehouse on the apron space of the former											
	Property - Old Terminal Parking Garage Rehabilitation	No	1,941	0	0	0	0	309	1,632	0	0	1,941
	Rehabilitate the old terminal parking garage in order to put the facility back in service related to development of the old terminal site.											
	Property - Land Development - Metro	No	155	0	0	0	0	155	0	0	0	155
	Prepare developable land located at the southwest corner of (E. 96th St.) (approximately 22 acres) Metro Airport for future commercial development.											
	Property - Eagle Hub Road Repair	No	705	0	0	705	0	0	0	0	0	0
	Repair concrete pavement of the Eagle Hub entrance located on the east side of the facility and portions of the truck parking area by the east dock doors. This project is a placeholder for a future potential revenue deal.											
	Enhanced Covered Parking Product	No	2,225	0	0	0	0	2,225	0	0	0	2,225
	Install Covered Parking in Long Term Parking Lot											
	CEP - Increase Capacity of the Central Plant	No	2,395	0	0	0	0	0	0	0	2,395	2,395
	Increase the heating and cooling capacity of the Central Energy Plant. In order to provide expanded services to additional buildings, the Central Energy Plant (CEP) may need additional equipment such as boilers, chillers and cooling towers. Adding service to the IMC, Eagle Hub or new hotel is											
	High School Road Relocation	No	2,071	0	0	0	0	0	0	0	2,071	2,071
	Relocate High School Road											
	Construct New Corporate Hangar Access Roadway - Indy Regional	Yes	415	0	0	0	0	0	0	0	415	415
	Construction of roadway access to corporate hangars.											
	Construct New Corporate Hangar Access Taxiway - Indy Regional	Yes	808	0	0	0	0	0	0	0	808	808
	Construct new access taxiway to serve corporate hangars.											
	Tug Road - Rehab and Widen South of Runway 14-32	TBD	2,092	0	0	0	0	0	0	0	2,092	2,092
	Rehabilitate and widen tug road south of Runway 14-32. Project need would be driven by development.											
	Potential Revenue Producing Projects - At tenant request /suitable IRR (Not included in totals above) Totals:		58,458	0	1,733	805	25,126	4,352	2,098	16,563	7,781	55,920

***2015
CAPITAL
IMPROVEMENT FUND
APPROPRIATION***

Capital Improvement Fund Appropriation - 2015

New 2015 Projects (2015 Project Cost)		\$ 24,469
Parking Garage Improvements - 2015	\$ 5,126	
Garage Atrium Canopy Replacement	2,800	
PARCS System Assessment & Implementation	2,170	
Noise & General Airport System Land Acquisition	1,500	
Rehabilitate Runway & Taxiway Connectors A1, A2, A3, A4	1,419	
Rehabilitate Airport Roads - 2015	1,200	
Apron Stormwater Inlet Repairs - IND	987	
Rehabilitate T-Hangar Taxilanes - Indy Regional	979	
Property - IAA Staff Consolidation	883	
Other (Airport Funded Projects less than \$750,000)	7,405	
On-going (approved in prior year) Projects (2015 Project Cost)		22,716
Stormwater and Deicing Controls and Capacity - Phase 2B	\$ 5,000	
Rehabilitate Runway 5L-23R Phase I and Phase II	4,878	
Rehabilitate Apron at Old Terminal	4,358	
Rehabilitate Taxiway A	2,921	
Rehabilitate Taxiway B	2,605	
Shuttle Bus Replacement (Parking)	900	
Other (5 Projects under \$750,000)	2,054	
Subtotal (agrees to Program Summary p. 13)		<u>\$ 47,185</u>
Estimated potential carryover from prior year		6,815
Additional appropriation - unspecified revenue development projects		3,000
Total Capital Improvement Fund Appropriation		<u>\$ 57,000</u>
2014 Capital Improvement Fund Appropriation:		
Project Costs	\$ 39,938	
Estimated potential carryover from prior year	10,062	
Additional Appropriation - unspecified revenue development projects		3,000
Total 2014 Capital Improvement Fund Appropriation		<u>\$ 53,000</u>