DEN

CITY & COUNTY OF DENVER | MUNICIPAL AIRPORT SYSTEM

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEARS ENDED DECEMBER 31, 2022 AND 2021

PREPARED BY THE FINANCE DIVISION

DEPARTMENT OF AVIATION

AN ENTERPRISE FUND OF THE CITY & COUNTY OF DENVER

COLORADO

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Letter of Transmittal

June 30, 2023

To the Public and Fellow Employees

We are pleased to present the Annual Comprehensive Financial Report of the Municipal Airport System for the fiscal years ended December 31, 2022, and 2021. This report was prepared by the Airport's Finance Division in collaboration with other Airport personnel. These financial statements were audited by Moss Adams, LLP, independent certified public accountants.

The letter of transmittal is designed to complement and should be read in conjunction with Management's Discussion and Analysis (MD&A). The MD&A, which immediately follows the Independent Auditor's Report, provides an introduction, overview, and analysis of the Airport financial statements.

Responsibility for the accuracy, completeness, and fairness of the presentation and disclosures included in this report rests with management. To the best of our knowledge, this report is accurate in all material respects and designed to fairly present the financial position and results of Airport operations.

Background

The Municipal Airport System is organized as a department of the City and County of Denver, Colorado (the City) and includes Denver International Airport (the Airport or DEN) and former Stapleton International Airport (Stapleton). The Airport is headed by a Chief Executive Officer who reports directly to the Mayor. In addition, the senior management team further consists of five executive vice presidents. This report was prepared by the Airport's Finance Division in collaboration with other Airport personnel to provide a better understanding of the Airport.

The Airport is an enterprise fund of the City. Enterprise funds are defined as government-owned businesses or business-type activities that are authorized to issue their own revenue bonds. Enterprise funds also receive fewer than 10% of their annual revenues in grants from all State and Local governments combined. An enterprise fund is established to account for operations that are financed and operated in a manner similar to businesses, where fees are charged to external parties to cover the costs of providing goods and services. An enterprise fund uses the accrual basis of accounting, and accordingly, revenues are recognized when earned and expenses are recognized as incurred.

Description of DEN

Situated approximately 24 miles northeast of downtown Denver, DEN is the primary air carrier airport serving the region. According to Airports Council International, in 2022, DEN was the third busiest airport in the United States and the third busiest in the world, serving 69.3 million passengers. DEN comprises approximately 33,800 acres (53 square miles) of land, an area twice the size of the island of Manhattan and is the second largest physical airport in the world. The passenger terminal complex is reached via Peña Boulevard, a 12-mile dedicated access road which connects Interstate 70 and intersects with the E-470 toll highway. DEN has six runways—four oriented north-south and two oriented east-west. Five runways are 12,000 feet long and 150 feet wide. The sixth runway is 16,000 feet long and 200 feet wide, providing unrestricted global access for any airline and the ability to accommodate fully loaded jumbo jets, including the Airbus A-380.

The Airport's passenger terminal complex has a landside terminal and three airside concourses, as well as cargo and general aviation facilities. The landside terminal accommodates passenger ticketing, baggage claim, concessions, and passenger screening and is flanked by roads and curbs for public and private vehicles. Automobile parking is available in public garages adjacent to the landside terminal and in surface parking lots. DEN has approximately 16,000 public parking spaces in the garages and approximately 9,250 spaces in the surface parking lots. Spaces are also provided for employee parking. Additional passenger services include car rental facilities and ground transportation. In 2015, the 519-room Westin hotel and conference center was opened to the public and is connected to the terminal via a public plaza. In 2016, passenger rail service to downtown Denver began via a train station in the same area.

Passengers travel between the landside terminal and three airside concourses (Concourses A, B, and C) via an underground Automated Guideway Transit System (AGTS). In addition, there is a pedestrian passenger bridge to Concourse A. The passenger terminal complex includes a total of 148 full-service contact gates and 20 ground loading positions.

Metro Area

The Denver Metropolitan Area (Metro Denver), with a population of more than 3.0 million, is the primary region served by DEN. Metro Denver is comprised of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties. Metro Denver is home to 10 Fortune 500 companies. The Wall Street Journal and Moody's Analytics place the Denver metro area in 11th place on their annual ranking of America's hottest job markets.

Metro Denver's diverse employment base across various industries, central location and transformation of its transportation network has positioned it to become a key distribution hub, fostering strong economic growth and development for the region/state. Metro Denver's unemployment rate was 2.8% as of December 2022.

Vision 100

DEN has developed a new strategic plan (Vision 100). Vision 100 will enable DEN to prepare for and reach 100 million annual passengers. The strategic plan will serve as a blueprint to align decision-marking and enable accountability so together we can thoughtfully prepare to serve 100 million passengers in the next eight to 10 years. This plan will guide the organization's work over the next three to five years as part of the first phase of reaching Vision 100. The mission is to provide excellence in service and support. DEN's strategic plan is centered around four pillars of Vision 100 and under each pillar are strategic objectives.

Along with the four pillars are four guiding principles, which will be incorporated into the execution of each pillar and are just as critical to our success.

2023-2027 CIP

To welcome and prepare for the 100 million passengers under Vision 100, DEN developed a 2023-2027 Capital Improvement Program (CIP) to Grow Our Infrastructure and Maintaining What We Have. The 2023-2027 CIP is estimated to have a total value of $2.9 billion, of which $2.1 billion is estimated for infrastructure and Jeppesen Terminal (Great Hall Completion Phase) construction and $815.0 million for asset rehabilitation.

The final phase for construction within the Jeppesen Terminal is known as the Great Hall Completion Phase. The completion phase consists of a full buildout of improvements to the Jeppesen Terminal and includes a new security checkpoint with enhanced technology, relocation of certain existing checkpoints, the addition of new screening lanes, new modern and spacious ticketing spaces, new concession area, renovations to restrooms, flooring, lighting, elevators, escalators, and other critical infrastructure, and added leisure spaces for travelers. The Great Hall Completion Phase includes the development of a new Center of Equity and Excellence in Aviation (CEEA). The CEEA is designed to engage, educate, empower, motivate, and provide opportunities for under-represented students and young people who are interested and passionate about careers in aviation. CEEA includes finding worldwide aviation best practices and disseminating through the aviation industry, adapting new technology systems or studying new technology as a means to improve the aviation industry, providing aviation research, and providing training and guidance for DEN employees, including introduction of an aviation Career Pathway to all employees at DEN. Total development for the Great Hall Completion Phase is estimated to cost approximately $1.3 billion with 80% of funding included in the 2023-2027 CIP.

Federal Stimulus

In March 2020, the United States responded to the economic impact of COVID-19 by executing the Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package. DEN was awarded $269.1 million in CARES Act funds. DEN deposited these funds into an irrevocable escrow to pay debt service for its outstanding bonds. These funds have been expended. In December 2020, in response to the slow economic recovery due to COVID-19, the United States executed the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act. DEN received two awards totaling $55.8 million of which $7.2 million is to provide rent relief to concessionaires and the remaining amount of $48.6 million was deposited into an irrevocable escrow to pay debt service for its outstanding bonds. In March 2021, additional Federal stimulus funds were available under the American Rescue Plan Act (ARPA). DEN received two awards totaling $233.0 million of which $28.8 million is to provide rent relief to concessionaires and the remaining amount of $204.3 million was deposited into an irrevocable escrow to pay debt service for DEN's outstanding bonds. DEN has used all of the funds placed into the irrevocable escrow accounts, except for approximately $154.0 million remaining from the ARPA funds.

Rent Relief

Due to COVID-19 Pandemic (COVID-19), DEN experienced a significant passenger traffic decrease in 2020. This directly impacted the airlines, concessionaires, and rental car company's operations and revenues. In response to this, DEN provided some rent and payment relief for 2020 which carried over into 2021. This included rent payment deferrals for the airlines and a waiver of the minimum annual guarantee for the concessionaires and rental car companies. In 2021, qualified airlines received rent payment deferrals of 25% on facility rental and landing fees of about $92.8 million. The airlines started paying on these deferrals in 2022 and will repay them within five years, which includes interest. At the end of 2022, only about $13.6 million of the deferrals remains outstanding. For qualified airlines, they may be eligible to receive an additional 25% of the annual revenue share through 2026.

Federal Infrastructure Bill

On November 13, 2021, the Unites States executed the $1.0 trillion Bipartisan Infrastructure Bill (BIL). BIL allocated $25.0 billion to airports, which includes $15.0 billion for Airport Infrastructure Grant (AIG), $5.0 billion for Airport Terminal Program (ATP), and $5.0 billion for Federal Aviation Administration (FAA) infrastructure assets. Funding under BIL will be over a five-year period. The Airport Infrastructure Program formula-based funding is allocated based on passenger traffic. DEN anticipates receiving approximately $300.0 million of this type of funding over five years to fund qualified infrastructure projects. DEN has already been allocated approximately $118.0 million in AIG funding and has been awarded $48.5 million from the AIG available funding. The ATP portion is issued at the FAA's discretion. DEN has applied for approximately $200.0 million in ATP funded qualified projects. DEN has already been awarded approximately $83 million in ATP funding for the 2022 and 2023 ATP.

Air Traffic

Located close to the geographic center of the United States mainland, the City has long been a major air transportation hub. DEN provides airline service to more than 200 cities. Denver's natural geographic advantage as a connecting hub is enhanced by the Airport's ability to accommodate aircraft landings and takeoffs in virtually any weather conditions. As reported by the Department of Transportation's Bureau of Transportation Statistics (BTS), total passenger traffic at DEN was up 17.8% in 2022 from 2021, compared with a 30.0% increase nationally. In 2022, 69.3 million passengers traveled through DEN, with approximately 58.8% originating or concluding their air journeys at DEN and 41.2% connecting to flights beyond DEN. Originating and destination traffic (O&D) increased by 17.9% in 2022 from 2021 and connecting traffic increased by 17.7% during the same period. As shown in the table below, as of December 31, 2022, 26 airlines provided scheduled passenger service at DEN: 10 major/national airlines, five regional/commuter airlines, and 11 foreign-flag airlines.

In addition, several passenger charter and all-cargo airlines, including Federal Express and United Parcel Service provide service at the Airport.

Scheduled Passenger Airlines Serving Denver

as of December 31, 2022

Major/National	Regional/Commuter
Alaska Airlines	American Eagle
Allegiant Air	Boutique Air
American Airlines	Denver Air Connection
Delta Air Lines	Delta Connection
Frontier Airlines	Southern Airways Express
JetBlue Airways	United Express
Southwest Airlines	
Spirit Airlines	
Sun Country Airlines	
United Airlines	

Foreign Flag
Aeromexico
Air Canada
Air France
British Airways
Cayman Airways
Copa Airlines
Edelweiss
Icelandair
Lufthansa German Airlines
Volaris
Westjet

Airline Use and Lease Agreements

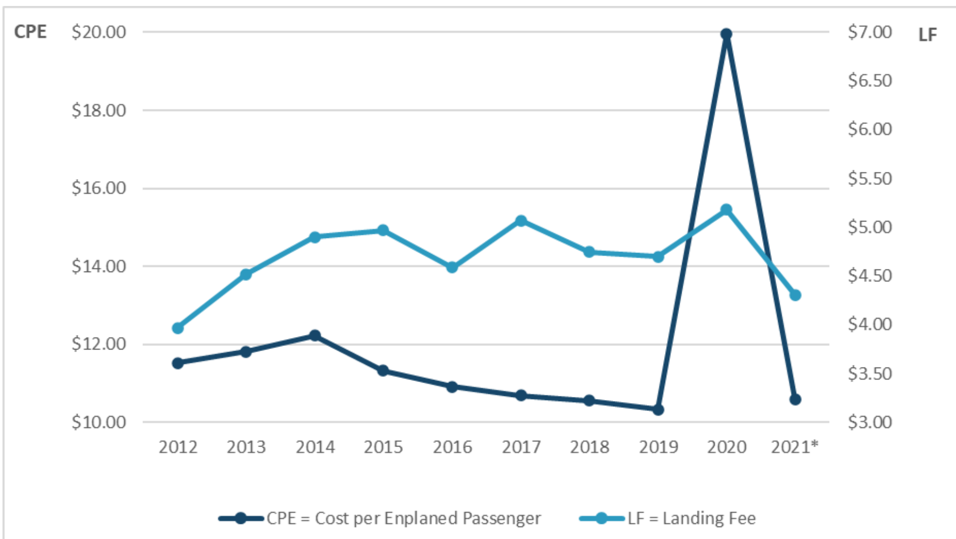
United Airlines operates under a Use and Lease agreement that extends through February 28, 2035. Southwest Airlines operates under a Use and Lease agreement, that extends through February 28, 2035. In May 2022, Frontier Airlines and the City executed a new Use and Lease agreement providing for terms of 10 years from the operational date of the new Concourse A east Ground Loading Facility (GLF). All other signatory airlines operate under one-year Use and Lease agreements which expired on December 31, 2021, with options for two one-year extensions through December 31, 2023. The Airport exercised both one-year extensions through December 31, 2023.

Airlines Rates, Fees, and Charges

The Airport utilizes a hybrid rate structure established by the Use & Lease Agreements which includes a combination of residual and compensatory rate methods based on cost recovery principles. Residual cost centers recover the full cost of operations from the airlines (e.g. airfield). Compensatory cost centers recover only the costs associated with the space that has been leased by the airlines (e.g. terminal buildings) and allows the Airport to lease vacant space to concessionaires and other tenants for non-airline revenue opportunities. These opportunities allow the Airport to generate free cash flow for reinvestment. In return, the Use and Lease Agreement has established a revenue share between the Airport and airlines, with the airlines receiving 50% of the net revenue up to a $40.0 million cap per year. In 2022, the Airport provided the airlines with $50.0 million net revenue credit and has estimated to deposit $215.9 million into the capital improvement account that can be used for any lawful airport purpose. The net revenue available for sharing for the years ended December 31, 2013 through 2022 is reflected in the table below:

Net Revenue Available for Sharing
($ in thousands)

Year	Total	Airport Share
2013	122,784	82,784
2014	134,612	94,612
2015	130,147	90,147
2016	112,091	72,091
2017	135,976	95,976
2018	155,892	115,892
2019	183,064	143,064
2020	54,220	25,844
2021	204,542	164,542
2022*	265,878	215,878



CPE is total airline revenues per total enplaned passengers. The numbers above reflect an average across all carriers. Individual airlines may have a CPE higher or lower than this based on their individual operating models.
LF is a residual based recovery of airfield cost per 1,000 lbs. of aircraft landed weight.
Note: Airport Year-End Settlement Reports
*Landing Fee and CPE are not finalized until the year-end settlement is completed

Traditionally, the overall CPE has trended downward as a result of continued enplanement growth, the effective management of airline costs, as well as changes in leased space. For 2020, the effect of COVID-19 directly impacted the airlines operations which drove up the CPE for 2020. The reduction in the 2021 CPE is a combination of increased passenger traffic, cost saving measures, and the use of CARES Act irrevocable escrow funds to pay debt service.

Traditionally, the landing fee has been impacted by changes in landed weight, as well as increases in airfield expenses and debt service requirements. For 2020, the effect of COVID-19 directly impacted the airlines operations which drove up the landing fee for 2020. The reduction in the 2021 landing fee is a combination of increased operations and larger aircraft, cost saving measures, and the use of CARES Act irrevocable escrow funds to pay debt service.

United Group

United Group (United) includes the operations of United Airlines, as well as regional affiliate airlines operating under the United Express brand. United is one of the world's largest airlines and is the principal air carrier operating at the Airport. United operates a major connecting hub at the Airport under a Use and Lease Agreement with the City that expires in 2035. In November 2020, the Airport opened four new gates on the west end of Concourse B, all leased by United. In November 2022, the Airport opened 12 new gates at the west end of Concourse A and 10 new gates at the east end of Concourse B and is has transitioned all new gates to United. As of December 31, 2022, United occupies 69 full-service contact gates on Concourses A and B, 15 ground loading positions on Concourses A and B, and has agreed to lease a total of 90 combined full-service contact gates and ground loading positions across both concourses. At the Airport, United accounted for 46.4% of total passengers for the year ended December 31, 2022.

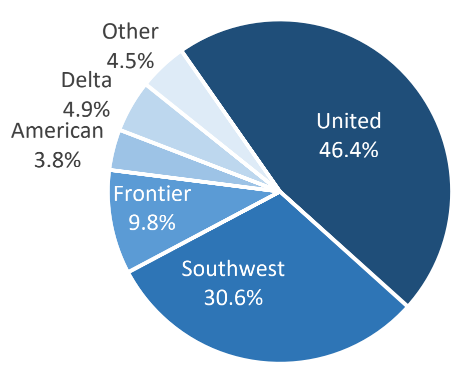
Southwest Airlines

Southwest Airlines (Southwest) maintains the second largest market share at the Airport. Southwest began service at the Airport in January 2006, and since that time has experienced strong and continued growth. The Airport is now the airline's busiest station in its system, in terms of total scheduled flights. In May 2022, the Airport opened 16 new gates at the east end of Concourse C and has transitioned all new gates to Southwest. As of December 31, 2022, Southwest occupies 32 full-service gates on Concourse C and has agreed to lease a total of 40 full-service gates. The Airport anticipates delivering the remaining gates to Southwest by the second quarter of 2024. At the Airport, Southwest accounted for 30.6% of total passengers for the year ended December 31, 2022.

Frontier Airlines

Frontier Airlines (Frontier) maintains the third largest market share at the Airport, which is Frontier's only hub and the busiest airport in the Frontier system. Frontier is an ultra-low-cost carrier. As of December 31, 2022, Frontier leases nine full-service contact gates on Concourse A. Frontier accounted for 9.8% of total passengers for the year ended December 31, 2022. In May 2022, a new Use and Lease agreement was entered into with Frontier. Under the Use and Lease agreement, Frontier will lease a total of 14 ground load gates along with new hold-rooms and modifications to existing hold-rooms, collectively known as the New GLF. Upon completion of the New GLF, the Use and Lease agreements terms will be for 10 years.

Airline Market Share
2022 Total Passengers



Cash Management

The Airport's cash is under the control of the City's Chief Financial Officer who invests the funds pursuant to the City's Investment Policy. As of December 31, 2022, and 2021, cash and investments totaled $3.9 billion and $2.7 billion, respectively. Current investment vehicles include U.S. treasury securities, U.S. agency securities, corporate bonds, structured products, multinational fixed income, municipal bonds, commercial paper, local government investment pools, certificates of deposit, and money market funds. In 2022 and 2021, the City charged fees of $0.6 million and $0.6 million, respectively, to the Airport for performing the cash management function.

Accounting and Internal Control

The Airport follows accounting principles generally accepted in the United States of America applicable to governmental unit enterprise funds. Accordingly, the financial statements are prepared on the accrual basis of accounting in accordance with these accounting principles. In developing and evaluating the Airport's accounting system, consideration has been given to the adequacy of internal controls. The objectives of internal controls are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, and that transactions are executed in accordance with management's authorization and recorded properly to permit the preparation of financial statements in accordance with generally accepted accounting principles. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived, and (2) the evaluation of costs and benefits require estimates and judgments by management.

We believe that the Airport's process of internal control adequately safeguards assets and provides reasonable assurance that financial transactions are recorded properly.

Awards

DEN is consistently named a passenger favorite and is the proud recipient of dozens of national and international awards for excellence. Notable awards include "Highly Commended" Frontier award for "Excellence in Service and Support" and # 4 Green Fleet in the country by National Fleet Association in 2022. DEN also passed the 2022 FAA Part 139 Inspection with no discrepancies.

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Airport for its Annual Comprehensive Financial Report for each of the fiscal years ended: (a) December 31, 2021, and (b) December 31, 2020. This was the third year that the Airport received this prestigious award. To be awarded the prestigious Certificate of Achievement, the Airport must publish an easily readable and efficiently organized financial report that meets GFOA eligibility requirements and comply with Generally Accepted Accounting Principles (GAAP). DEN believes that the current financial report will meet the Certificate of Achievement Program requirements and will submit it to the GFOA to determine the Airport's eligibility to receive a certificate for this financial report.

Acknowledgments

The preparation of this report in a timely and efficient manner is the result of, in large part, the dedicated service and professionalism of the Airport's accounting staff. We thank all members of the Airport who contributed to the preparation of the report.

Respectfully Submitted,

Phillip A. Washington
Chief Executive Officer

Mike Nakornkhet
Chief Financial Officer

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

**Denver International Airport
Colorado**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morrill

Executive Director/CEO

City and County of Denver – City Officials

Mayor

Michael B. Hancock

City Council

Robin Kniech, At-Large
Deborah Ortega, At-Large

Amanda Sandoval	Jolon Clark
Kevin Flynn	Christopher Herndon
Jamie Torres	Candi CdeBaca
Kendra Black	Chris Hinds
Amanda Sawyer	Stacie Gilmore
Paul Kashmann	

Auditor

Timothy M. O'Brien

Clerk and Recorder

Paul D. López

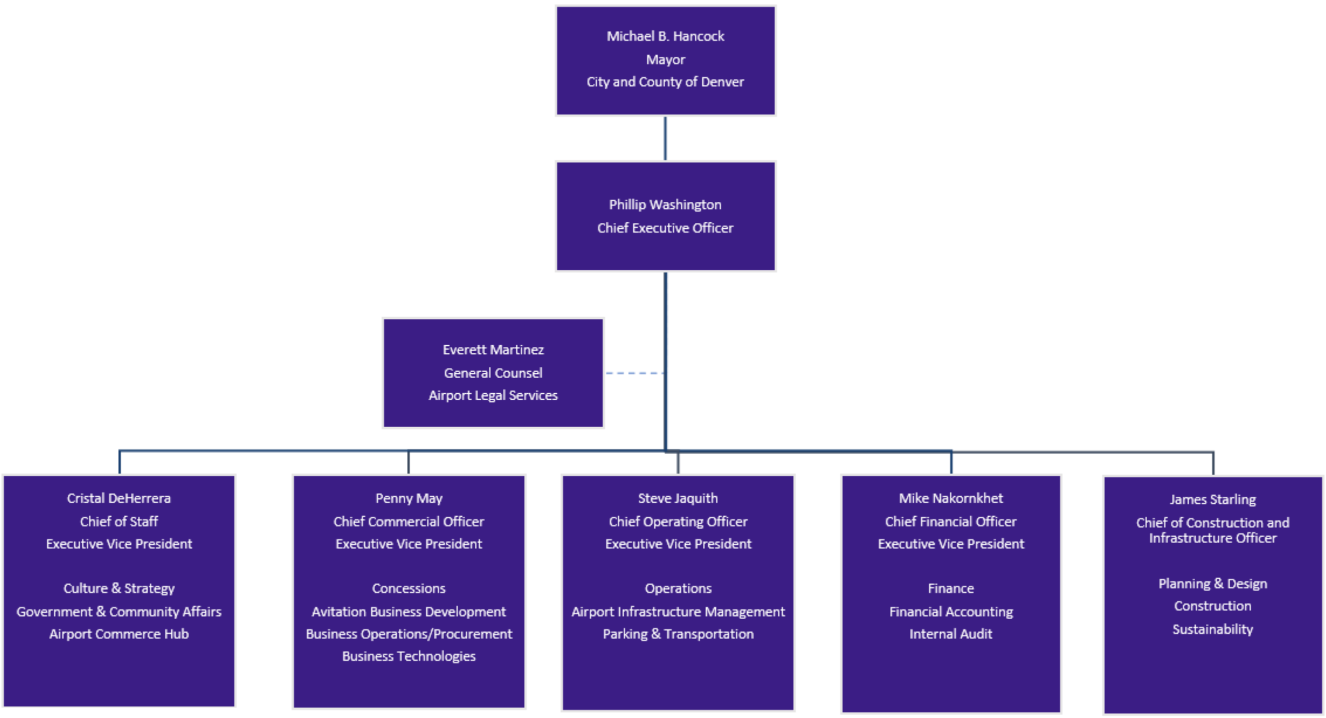
Cabinet Officials

Margaret Danuser	Deputy Mayor, Chief Financial Officer
Jay Morein	Executive Director of the Department of Human Services
Kerry Tipper, Esq.	City Attorney
Laura Aldrete	Executive Director of the Department of Community Planning and Development
Adam Phipps	Executive Director of the Department of Transportation and Infrastructure
Phillip Washington	Executive Director of the Department of Aviation
Allegra "Happy" Haynes	Executive Director of the Department of Parks and Recreation
Robert M. McDonald	Executive Director of the Department of Public Health and Environment
Armando Saldate	Executive Director of the Department of Safety
Andrew Amador	Executive Director of the Department of General Services
Molly Duplechian	Executive Director of the Department of Excise and Licenses

Department of Aviation

Mike Nakornkhet	Executive Vice President/Chief Financial Officer
Cristal Torres DeHerrera	Executive Vice President/Chief of Staff
Steve Jaquith	Executive Vice President/Chief Operating Officer
James Starling	Executive Vice President/Chief Construction and Infrastructure Officer
Penny May	Executive Vice President/Chief Commercial Officer
Everett B. Martinez, Esq.	General Counsel

Denver International Airport
Organizational Chart
as of December 31, 2022



MOSSADAMS

Report of Independent Auditors

The Audit Committee
City and County of Denver
Denver, Colorado

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the City and County of Denver, Colorado Municipal Airport System ("Airport"), an enterprise fund of the City and County of Denver, Colorado ("City"), which comprise the statements of net position as of December 31, 2022 and 2021, and the related statements of revenues, expenses and changes in net position and cash flows for the years then ended and the related notes to the financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the net position of the City and County of Denver, Colorado Municipal Airport System as of December 31, 2022 and 2021, and the respective changes in net position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Financial Reporting Entity

As discussed in Note 1, the financial statements present only the Airport and do not purport to, and do not, present fairly the net position of the City and County of Denver, Colorado, as of December 31, 2022 and 2021, the changes in its net position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Emphasis of Matter

As discussed in Note 2 to the financial statements, the Airport adopted the provisions of GASB Statement No. 87, *Leases*, effective January 1, 2021. The financial statements of the Airport have been retroactively restated in accordance with the requirements of the new accounting standard. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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 Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Airport's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, schedule of Airport proportionate share – net pension liability, schedule of Airport contributions – net pension liability, schedule of Airport proportionate share – net OPEB liability, schedule of Airport employer contributions – net OPEB liability, and schedule of Airport proportionate share – Implicit Rate Subsidy (collectively the "required supplementary information") be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the required supplementary information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section on pages 2-14, Other Information Section on pages 123-126, and Statistical Section on pages 128-150, but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Moss Adams LLP

Denver, Colorado
June 30, 2023

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

Management's Discussion and Analysis (MD&A) (Unaudited)

The following discussion and analysis of the financial performance and activities of the Municipal Airport System (Airport System) of the City and County of Denver (the City) provides an introduction and understanding of the basic financial statements of the Airport System as of and for the years ended December 31, 2022, 2021 and 2020. The Airport System includes the Denver International Airport (the Airport) and the former Stapleton International Airport (Stapleton). This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

Financial Highlights

Operating revenue at the Airport totaled $930.2 million, an increase of $213.8 million, or 29.8%, for the year ended December 31, 2022, as compared to the same period in 2021. Airline revenue totaled $399.4 million, an increase of $61.8 million, or 18.3%. The overall increase was primarily due to an increase in facility rentals revenue, partially offset by a decrease in landing fee revenue. Non-airline revenue totaled $530.8 million, an increase of $152.0 million, or 40.1%, primarily due an increase in overall passengers. Non-airline revenue represented 57.0% of total operating revenue.

Operating expenses, exclusive of depreciation and amortization, totaled $542.6 million for the year ended December 31, 2022, representing an increase of $81.1 million, or 17.6%, as compared to the year ended December 31, 2021. The increase compared to prior year was primarily driven by a $33.6 million, or 15.8%, increase in contractual services, $24.7 million or 110.5% increase in repair and maintenance projects, and a $8.1 million, or 35.9%, increase in hotel expenses.

COVID-19 Pandemic

General Description

The outbreak of a strain of coronavirus spread across the globe, including the United States. As a result of the COVID-19 Pandemic (COVID-19), the U.S. government and governments of other countries issued travel restrictions and warnings for numerous countries. Some of these restrictions have been adjusted and eliminated. Below is a timeline of some of the current mandates and requirements:

- On January 21, 2021, the President of the United States issued an Executive Order "*Promoting COVID-19 Safety in Domestic and International Travel*", requiring masks to be worn in airports, on commercial aircraft and in various modes of surface transportation.
- On April 30, 2021, the Transportation Security Administration (TSA) announced it was extending the face mask requirement for individual across all transportation networks through the United States, including at airports, onboard commercial aircraft, through September 13, 2021.
- On May 14, 2021, the Governor amended the Executive Order by providing fully vaccinated people to go without masks in public indoor spaces unless the setting required otherwise.
- On August 2, 2021, the Mayor announced that all Denver city employees, as well as private-sector workers in high-risk settings, were required to be fully vaccinated against COVID-19 by September 30, 2021. Denver airport employees were included in this public health order.
- On August 17, 2021, the TSA extended its mask mandate that applied to the public transportation network through January 18, 2022. The Airport continued its operations as an essential service, which included all services (i.e. concessions, rental car, etc.). Also, the Airport made it mandatory for all individuals to wear facial coverings within the Airport and provided face coverings for all individuals.

- On November 8, 2021, the international travel ban for non-essential travelers from select countries was lifted. All non-immigrant, non-citizen air travelers to the United States were required to be fully vaccinated and to provide proof of vaccination status prior to boarding an airplane to the United States.
- On March 10, 2022, the TSA announced the extension of the federal mask mandate in the aviation and across transportation hubs and public transportation through April 18, 2022. The mandate required anyone over the age of two to wear a mask while on airport property and on aircraft.
- On April 13, 2022, the TSA announced an extension of the Security Directives and Emergency Amendment requiring mask use on public transportation and transportation hubs for 15 days through May 3, 2022.
- On April 18, 2022, the TSA announced that following a court ruling and effective immediately the TSA would not enforce its face mask requirement for public transportation, in airports and on airplanes. As a result, masks are no longer required at the Airport. TSA's withdrawal of its directive does not preclude a transportation operator from imposing its own face mask requirements.

Airport Operations

The Airport continued to see an increase in passenger traffic and airport operations, with a 17.8% increase in total passengers and a 3.7% increase in total aircraft operations, respectively, for the year ended December 31, 2022, as compared to the same period in 2021. As of December 31, 2022, the Airport had 110 gates and 12 ground loading positions leased and operated by Signatory Airlines, and 14 gates and one ground loading position available on a per-use basis. For the years ended December 31, 2022 and 2021, originating and destination (O&D) passenger traffic as a percentage of overall traffic remained flat at 58.8%. Connecting traffic as a percentage of overall traffic also remained flat at 41.2% for the years ended December 31, 2022 and 2021. For the year ended December 31, 2022, international passengers increased 74.7%, amounting to 4.8% of total passengers in 2022 and 3.2% of total passengers in 2021. Total cargo, in tons, increased 7.4% during 2022 compared to the same period in 2021. Under Presidential Proclamations issued in 2020, air service to the United States was prohibited from certain international locations and for certain foreign nationals. Effective on November 8, 2021, the United States President issued a new Presidential Proclamation, which ended the travel restrictions previously in place, and announced the United States would follow global vaccination requirement for all adult foreign national travelers. Effective on May 12, 2023, non-citizen non-immigrant air passengers will no longer need to show proof of being fully vaccinated with an accepted COVID 19 vaccine to board a flight in the United States. This coincides with the official end of the COVID 19 public health emergency.

As of December 31, 2022, the Airport continued passenger traffic recovery and all concessions were open to serve customers. The Airport reopened some parking operations driven by the increase in O&D passengers. East and west economy parking lots and all garage parking are currently in operation. The Pikes Peak shuttle lot reopened in the fourth quarter of 2021. The Mt. Elbert shuttle lot was decommissioned and is now the new Landside Employee Lot. On May 26, 2023, the Airport converted the old Landside Employee Lot into a Public parking lot called Longs Peak which will become the overflow shuttle parking for Pikes Peak.

Stimulus Funds

CARES Act

On March 27, 2020, the United States executed the Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package. Under the CARES Act, the Federal Aviation Administration (FAA) awarded funds to airports based on enplanements and other metrics related to cash reserves and debt service. Funding received through the CARES Act is intended to prevent, prepare for, and respond to the impacts of COVID-19. On April 28, 2020, The City, for and on behalf of the Airport, executed the CARES Act Grant with the FAA and was eligible to receive a total of $269.1 million in CARES Act Funding (CARES Act Funds). The Airport determined to use the CARES Act Funds as a reimbursement of debt service payments. During 2020, the Airport received $262.7 million in CARES Act Funds with the remaining amount, $6.4 million, received in early 2021. On September 8, 2020, the City, for and on behalf of the Airport, executed a CARES Act Irrevocably Committed Escrow Agreement (CARES Act Irrevocable Escrow) to restrict all the reimbursed CARES Act Funds for application to future senior and/or subordinate debt service payments and deposited the full reimbursed CARES Act Funds into the CARES Act Irrevocable Escrow. Approximately $130.0 million and $139.1 million of the CARES Act Irrevocable Escrow were used for senior and/or subordinate debt service payments during 2020 and 2021, respectively. As of December 31, 2021, all of the CARES Act Irrevocable Escrow was expended.

CRRSA Act

On December 27, 2020, the United States executed the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act. Under the CRRSA Act, the FAA awarded funds to airports based on calendar year 2019 enplanements. Funding received through the CRRSA Act is intended to prevent, prepare for, and respond to the impacts of COVID-19. These funds may be used for costs related to operations, personnel, cleaning sanitization, janitorial services, combating the spread of pathogens at the Airport, and debt service payments, including reimbursement of debt service. The CRRSA Act includes relief from rent and minimum annual guarantees (MAG) for eligible airport concessions. Under the CRRSA Act, the FAA provides funding through the Airport Coronavirus Relief Grant Program (ACRGP).

On March 25, 2021, the City for and on behalf of the Airport, executed an ACRGP grant with the FAA and was eligible to receive a total of $48.6 million (ACRGP Grant). The Airport determined to use the ACRGP Grant funds as a reimbursement of debt service payments and has been reimbursed the full $48.6 million. As of December 31, 2021, the full $48.6 million was reimbursed by the FAA and recognized as non-operating revenue. On October 1, 2021, the City, for and on behalf of the Airport, executed the CRRSA Act Irrevocably Committed Escrow Agreement (CRRSA Act Irrevocable Escrow) to restrict all of the reimbursed ACRGP Grant funds (i.e. $48.6 million) for application to future senior and/or subordinate debt service payments and deposited the full amount of the reimbursed ACRGP Grant into the CRRSA Act Irrevocable Escrow. As December 31, 2021, the Airport had not used any of the $48.6 million CRSSA Act Irrevocable Escrow to pay senior and/or subordinate debt service payments. As of December 31, 2022, all of the CRRSA Act Irrevocable Escrow was expended.

On March 31, 2021, the City, for and on behalf of the Airport, executed an ACRGP Concessions Relief Addendum with the FAA and was eligible to receive a total of $7.2 million (ACRGP Concession Grant). The ACRGP Concessions Grant may be used to provide credit relief to eligible concessions based on criteria established by the FAA. A portion of these funds, up to two percent, may be used to reimburse the Airport for administrative costs. In April 2021, the Airport granted $7.1 million in credit relief to eligible concessions under this ACRGP Concession Grant.

ARPA

On March 11, 2021, the United States executed the American Rescue Plan Act of 2021 (ARPA), which included $8.0 billion in funds to be awarded as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to COVID-19. Under ARPA, primary commercial service airports share nearly $6.5 billion in a similar way to how airports currently receive Airport Improvement Program (AIP) entitlement funds. Also, shared funds are available for airports to provide relief from rent and minimum annual guarantees to eligible airport concessions. The Airport received an award totaling $204.3 million of general grant funding, as well as an additional $28.8 million reserved for concessionaire relief (together known as ARPA Funds). The ARPA general grant funding may be used to fund costs related to operations, personnel, cleaning, sanitation, janitorial services, combating spread of pathogens at the Airport, and debt service payments, including reimbursement of debt service payments. Airport management determined to use the $204.3 million in the general grant funding of ARPA Funds as a reimbursement of debt service payments. As of December 31, 2021, the Airport had been reimbursed $195.2 million and recognized as non-operating revenue in 2021. In July 2022, the Airport received the remaining $9.1 million. On April 22, 2022, the City, for and on behalf of the Airport, executed ARPA Act Irrevocably Committed Escrow Agreement (ARPA Act Irrevocable Escrow) to restrict all the reimbursed general grant funding under ARPA Funds solely for future application to senior and/or subordinate debt service payments and deposited the full amount of the general grant funding under the ARPA Funds into the ARPA Act Irrevocable Escrow. Approximately $50.3 million of the ARPA Act Irrevocable Escrow was utilized for debt service payments in 2022. As of December 31, 2022, approximately $154.0 million in ARPA Act Irrevocable Escrow remained available for future debt service.

COVID-19 Relief Policies

2021 Rent Relief Policy

Issued in November 2020 and effective in January 2021, the Airport implemented relief policies (2021 COVID-19 Relief Policies) for revenue contracts providing payment deferrals and certain fee waivers. For the signatory airlines, participants were required to maintain payment compliance through the policy term and were required to pay 75% of their fixed and variable rate billings as outlined in the Use and Lease Agreements for 2021. The remaining 25% of these billings must be paid over the next five years in equal annual installments starting in 2022 and any outstanding balance is charged interest at the U.S. Treasury Note rate set at 1.63% as of February 1, 2022. As of December 31, 2021, 15 signatory airlines were under the 2021 COVID-19 Relief Policy. As of December 31, 2022, and December 31, 2021, approximately $13.6 million and $92.9 million, respectively of payments were deferred with the signatory airlines. As of December 31, 2022, deferred payment balance reduced by $79.3 million as some of the airlines paid the full outstanding deferred balances. For the concessionaires, the minimum annual guarantees, contractually due on a monthly basis, were waived for the year 2021 and were charged only for the contractual percentage of the concessionaires' gross sales. For rental car companies, the minimum annual guarantees, contractually due on a monthly basis, were waived for the year 2021 and were charged the contractually percentage of their gross sales. Rental car companies were provided a three-month payment deferral of the ground and facility billings for January, February, and March 2021. Deferred ground and facility payments were due by December 31, 2021 and were collected.

2020 Rent Relief Policy

In March 2020, the Airport implemented relief policies (2020 COVID-19 Relief Policy) for revenue contracts providing payment deferrals and some fee waivers. For the airlines, the Airport provided an option for a three-month payment deferral of all April, May, and June 2020 billings, but required these deferrals to be paid in full by December 31, 2020. All deferred payments from the airlines were received by December 31, 2020. For the concessionaires, the minimum annual guarantees, contractually due on a monthly basis, were waived for March through December 2020. The concessionaires were charged only for the contractual percentage of the concessionaire's gross sales during March through December 2020. For rental car companies, the minimum annual guarantees, contractually due on a monthly basis, were waived for April through December 2020. The car rental companies were charged the contractually percentage of their gross sales during April through December 2020 and provided a three-month payment deferral of the ground and facility April, May, and June 2020 billings. Deferred ground and facility payments were due by December 31, 2020 and were collected.

Bankruptcy Filings

On May 22, 2020, The Hertz Corporation (which includes Hertz Car Rental, Dollar Car Rental and Thrifty Car Rental) filed a Voluntary Petition with the United States Bankruptcy Court under Chapter 11 of the Bankruptcy Code. On June 10, 2021, the United States Bankruptcy Court confirmed the Chapter 11 Plan of Reorganization of The Hertz Corporation. The Hertz Corporation Chapter 11 Plan of Reorganization became effective on June 30, 2021. There was no impact to the Airport and all lease agreements between the City and The Hertz Corporation were assumed.

On May 27, 2020, Advantage Holdco, Inc. (which includes Advantage Rent a Car and E-Z Rent-A-Car) filed a Voluntary Petition with the United States Bankruptcy Court under Chapter 11 of the Bankruptcy Code. In July 2020, the ground and facility and concession agreements between the City and Advantage Holdco, Inc. subsidiaries were acquired by Sixt Rent A Car, LLC.

On June 30, 2020, Aerovias de Mexico, S.A. de C.V. (Aeromexico) filed a voluntary Petition with the United States Bankruptcy Court under Chapter 11 of the Bankruptcy Code. On December 22, 2022, the court approved Aeromexico's plan of reorganization, which went into effect on March 17, 2023.

Financial Impacts

The Airport proactively implemented several cost saving measures in 2020 intended to mitigate operational and financial impacts of COVID-19. Non-essential contract services were deferred, and service level reductions were implemented where appropriate. The Airport also instituted a hiring freeze along with furlough hours for all employees, reassigned available employees to other operating areas of the Airport and limited the number of personnel physically present at the Airport based on essential operating needs. During 2021, some of the cost saving measures were lifted which included the hiring freeze, eliminated furlough hours and increase in contractual services as passenger traffic continued to increase. The Airport continues to monitor costs and can make necessary adjustments to ensure appropriate services were available and provided to passengers and users of the facilities.

Other Matters

Infrastructure Investment and Jobs Act

On November 5, 2021, Congress passed H.R.3684 – Infrastructure Investment and Jobs Act and on November 13, 2021, the President executed the $1.0 trillion Bipartisan Infrastructure Bill (BIL). Under BIL, airports were allocated $25.0 billion over the next five years. The allocation was split into three components: $15.0 billion for Airport Infrastructure Grant (AIG) Program, $5.0 billion for Airport Terminal Program (ATP), and $5.0 billion for FAA infrastructure assets. The AIG is formula-based funding allocated based on passenger traffic. The ATP portion is discretionarily awarded by the FAA. The Airport anticipates funding from the AIG and ATP. The Airport submitted applications for the fiscal year 2022 ATP available funding. The Airport was initially approved for $60.0 million of fiscal year 2022 ATP funding for improvements to the baggage handling system but was awarded an additional $1.0 million for a total award amount of $61.0 million. The Airport was also awarded $46.7 million under the AIG. The Airport submitted applications for the fiscal year 2023 ATP available funding and was approved for $22.0 million in funding for improvements to the baggage handling system.

Overview of the Financial Statements

The Airport's financial statements consist of its statements of net position, statements of revenues, expenses, and changes in net position, statements of cash flows, and notes to the financial statements. The statements of net position present information on the Airport's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. The statements of revenues, expenses, and changes in net position present information showing how the Airport's net position changed during the year. All changes in net position are reported when the underlying event giving rise to the change occurs, regardless of the timing of the cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods. The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements.

On January 1, 2021, the Airport adopted Governmental Accounting Standard Board Statement (GASB) No. 87, Leases (GASB 87), and as a result, restated the December 31, 2021 Statement of Net Position and Statement of Cash Flows. The statement of Revenue, Expenses and Changes in Net Position did not require restatement as of December 31, 2021, because the amounts were not significant.

This report also includes required supplementary information for the Airport's pension information, other postemployment benefit plan and other information presented for the purposes of additional analysis.

GASB allows the Airport to present comparative financial statements but requires that the Airport's Management Discussion and Analysis (MD&A) addresses both years presented in the comparative financial statements. Therefore, the Airport's MD&A presents three years of comparative data – the current year, the prior year and the year preceding the prior year (i.e., 2022, 2021 and 2020).

Summary of Revenues, Expenses, and Changes in Net Position

The following is a summary of the revenues, expenses, and changes in net position for the years ended December 31, 2022, 2021, and 2020 ($ in thousands):

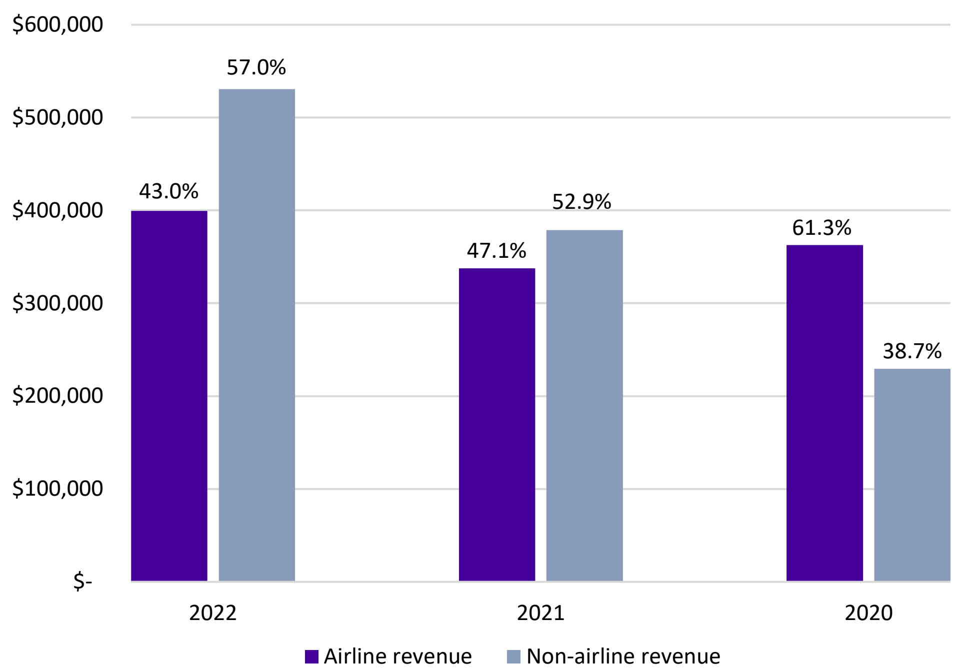
	2022	As restated 2021	2020	2022 / 2021 $ change	2022 / 2021 % change
Operating revenue	$ 930,184	$ 716,396	$ 591,810	$ 213,788	29.8%
Less: operating expenses	542,554	461,413	475,900	81,141	17.6%
Operating income before depreciation and amortization	387,630	254,983	115,910	132,647	52.0%
Less: depreciation and amortization	274,187	226,852	210,513	47,335	20.9%
Operating income (loss)	113,443	28,131	(94,603)	85,312	303.3%
Add: nonoperating revenues	58,709	349,157	498,162	(290,448)	(83.2%)
Less: nonoperating expenses	273,907	237,274	281,789	36,633	15.4%
Add: capital grants and contributions	74,107	24,814	33,773	49,293	198.6%
(Decrease) increase in net position	(27,648)	164,828	155,543	(192,476)	(116.8%)
Net position, beginning of year	1,572,016	1,407,188	1,251,645	164,828	11.7%
Net position, end of period	$ 1,544,368	$ 1,572,016	$ 1,407,188	$ (27,648)	(1.8%)

Summary of Operating Revenues

The following is a summary of operating revenues for the years ended December 31, 2022, 2021, and 2020 ($ in thousands):

	2022	As restated 2021	2020	2022 / 2021 $ change	2022 / 2021 % change
Operating revenue:					
Airline revenue					
Facility rentals	$ 249,586	$ 187,007	$ 226,837	$ 62,579	33.5%
Landing fees	149,791	150,575	135,708	(784)	(0.5%)
Total airline revenue	399,377	337,582	362,545	61,795	18.3%
Non-airline revenue					
Parking	206,468	147,809	88,259	58,659	39.7%
Concession	103,189	69,120	45,216	34,069	49.3%
Car rental	88,326	75,703	45,993	12,623	16.7%
Hotel	65,078	43,674	24,481	21,404	49.0%
Aviation fuel tax	38,238	21,626	9,789	16,612	76.8%
Ground transportation	19,722	13,848	8,575	5,874	42.4%
Other sales and charges	9,786	7,034	6,952	2,752	39.1%
Total non-airline revenue	530,807	378,814	229,265	151,993	40.1%
Total operating revenue	$ 930,184	$ 716,396	$ 591,810	$ 213,788	29.8%

Total Operating Revenues
for the years ended December 31, 2022, 2021, and 2020
(% of total)



2022/2021

The Airport's activities changed as described below for the year ended December 31, 2022, as compared to 2021:

	2022	2021	Percentage change
Passengers (in thousands)	69,286	58,829	17.8%
Enplanements (in thousands)	34,643	29,418	17.8%
Landed weight (in millions lbs)	39,171	35,614	10.0%
Aircraft operations (in thousands)(1)	616	594	3.7%
Cargo (in thousand tons)	362	337	7.4%

(1) Aircraft operations are takeoffs, landings, or other communications with the control tower.

Total airline revenues at the Airport were $399.4 million, an increase of $61.8 million, or 18.3%, for the year ended December 31, 2022, as compared to the same period in 2021.

Facility rental revenue increased by $62.6 million, or 33.5%, primarily due to an increase in signatory terminal complex rental costs coupled with an increase in available leased space with the completion of the concourse expansion program in 2022. The increase is partially offset by an increase in the estimated airline revenue credit for fiscal year 2022.

Landing fee revenue decreased by $0.8 million, or 0.5%, primarily due to a reduction in the signatory landing fee rate for 2022 compared to 2021. The decrease was partially offset by a 10.0% increase in landed weight.

Total non-airline revenues at the Airport were $530.8 million, an increase of $152.0 million, or 40.1%, for the year ended December 31, 2022, as compared to the year ended December 31, 2021. The increase was primarily due to a 17.8% increase in overall passengers.

Parking revenue increased by $58.7 million, or 39.7%, primarily due to a 35.7% increase in transaction volume, along with the reopening of one of the remote parking lots, which resulted from increased O&D passenger traffic. The increase in parking revenue was also driven by an increase in parking rates for select parking lots effective July 15, 2022.

Concession revenue increased by $34.1 million, or 49.3%, primarily due to an increase in the monthly gross revenue reported by concessionaires of approximately 29.3%, driven by the 17.8% increase in enplaned passengers. In addition, the COVID-19 Relief Policy for 2021 expired at the end of 2021, which resulted in reinstatement of the minimum annual guarantees. Also, in 2021, $4.3 million in ACRGP Concessions Grant credits were issued to qualifying concessionaires. No additional rent relief credits were issued in 2022.

Car rental revenue increased by $12.6 million, or 16.7%, primarily due to an increase in reported total gross monthly revenues by the car rental companies, driven by the 17.9% increase in O&D passenger traffic. Additionally, ground and facility rental rates increased in 2022 and car sharing operation volume increased over the same period in 2021. Also contributing to these increases were $2.7 million in ACRGP Concessions Grant credits issued in 2021 to qualifying car rental companies. No additional rent relief credits were issued in 2022.

Hotel revenue increased by $21.4 million, or 49.0%, primarily due to an increase in hotel guest room occupancy from 71.1% to 81.4%. The average daily rate for the period also increased by 24.1%, which resulted in an overall increase in total rooms revenue of 42.1%. Hotel food and beverage revenue increased 89.5%, primarily due to the return of large group banquet events, coupled with increased restaurant traffic as result of higher room occupancy.

Aviation fuel tax revenue increased by $16.6 million, or 76.8%, due to an increase in fuel prices and an increase of 17.1% in gallons sold driven by increased airline operations and larger aircraft. Fuel tax revenues are comprised of both excise and sales tax collections. The Airport receives $0.02 per gallon from excise tax collections, and 65% of the 2.9% in sales tax collections.

Ground transportation revenue increased by $5.9 million, or 42.4%, primarily due to a 49.7% increase in transportation network company (TNC) trips compared to the same period in 2021. Additionally, off-site parking revenue increased $1.1 million, or approximately 26.1%.

Other sales and charges revenue increased by $2.8 million, or 39.1%, due to changes in various operational revenue sources.

The Airport as a Lessor

GASB Statement No. 87, *Leases* (GASB 87), was adopted by the Airport as of January 1, 2021. This statement requires that fixed in substance payments established in leasing agreements with customers, with contracted rates spanning greater than one year, must be valued over the life of the lease. The Airport, as a lessor, recognizes lease revenue from certain Concessions, Rental Car and other agreements meeting the GASB 87 standards. Revenue from airlines Use and Lease Agreements, airline operating permits and some related airline support agreements, subject to FAA and other governmental regulations, are considered regulated leases. Regulated leases are exempt from the lessor accounting treatment under GASB 87, and the revenue earned from these agreements are accounted for as non-lease revenues. In addition, revenues earned from agreements, based on variable rates and short-term arrangements, are considered non-lease revenue.

Gross billings to customers, or tenants, include fixed in substance charges and variable charges, such as percentage rents which are based on activity. Generally, the fixed in substance charges are defined as a “not to go below” MAGs amounts due to the Airport from these tenants, primarily Concessions and Rental Car Companies, under their respective agreements. Fixed in substance charges are also based on a stated rate, including fixed escalation clauses, applied to square footage or other measurement, primarily associated with other agreements meeting the GASB 87 standards. During 2021 under the COVID-19 policies, the Airport waived the MAGs for concessions and rental car agreements and revenues for these tenants were based on percentage rents. The fixed rents billed to other GASB 87 agreements tenants were not significant during 2021. Accordingly, the Airport did not restate the Statement of Revenues, Expenses, and Changes in Net Position for GASB 87 for the year ended December 31, 2021. The net effect of 2021 was included in the Statement of Revenues, Expenses, and Changes in Net Position for year ended December 31, 2022.

Revenue in 2022 from tenants with agreements that met the criteria as leases under GASB 87, was comprised of lease and non-lease revenue. The following table highlights the components of total revenue as of December 31, 2022 and provides a comparison to total revenue as of December 31, 2021.

	2021	2022					
	Total revenue	Total billings	Proceeds from GASB 87 Leases	Total non-lease revenue	GASB 87 lease revenue	GASB 87 regulated lease revenue	Total revenue
Concessions	$ 69,120	$ 105,530	$ (39,892)	$ 65,638	$ 37,428	$ 123	$ 103,189
Car rentals	75,703	91,469	(51,970)	39,499	48,827	-	88,326
Airline support revenue [1]	508	524	(524)	-	91	422	513
Solar facilities, wireless telecommunications and farms rent [2]	2,084	2,262	(2,080)	182	2,114	-	2,296
Total inflows for lessor agreements	$ 147,415	$ 199,785	$ (94,466)	$ 105,319	$ 88,460	$ 545	$ 194,324

[1] Included in facility rents

[2] Included in other sales and charges

2021/2020

The Airport's activities changed as described below for the year ended December 31, 2021, as compared to 2020:

	2021	2020	Percentage change
Passengers (in thousands)	58,829	33,741	74.4%
Enplanements (in thousands)	29,418	16,874	74.3%
Landed weight (in millions lbs)	35,614	26,146	36.2%
Aircraft operations (in thousands)[(1)]	594	443	34.1%
Cargo (in thousand tons)	337	331	1.8%

[(1)] Aircraft operations are takeoffs, landings, or other communications with the control tower.

Total airline revenues at the Airport were $337.6 million, a decrease of $25.0 million, or 6.9%, for the year ended December 31, 2021, as compared to the same period in 2020.

Facility rental revenue decreased by $39.8 million, or 17.6%, primarily due to a reduction in the signatory terminal complex rental rate in 2021 along with an increase in airline revenue credit.

Landing fee revenue increased by $14.9 million, or 11.0%, due to a 34.1% increase in operations and a 36.2% increase in landed weight. The landing fee revenue increase was partially offset by a reduction in the signatory landing fee rate and an increase in the incentive provided to international routes.

Total non-airline revenues at the Airport were $378.8 million, an increase of $149.5 million, or 65.2%, for the year ended December 31, 2021, as compared to the year ended December 31, 2020. The increase was primarily due to a 74.4% increase in overall passengers.

Parking revenue increased by $59.6 million, or 67.5%, primarily due to a 72.5% increase in O&D passenger traffic. Although parking revenue is increased, the increase in transaction volume slowed during 2021. This combined with a lower percentage of garage transactions resulted in a lower overall percentage increase when compared to O&D passenger traffic trends.

Car rental revenue increased by $29.7 million, or 64.6%, compared to December 31, 2020, primarily due to a 72.5% increase in O&D passenger traffic as well as increased total gross monthly receipts, ground rent rate, and the addition of car sharing operations. Offsetting this increase was $2.7 million provided in credit relief to eligible concessions under the ACRPG Concessions Relief Addendum award with the FAA. With the implementation of the COVID-19 Relief Policies for 2020 and 2021, car rental revenue primarily includes contractual percentage of gross monthly receipts, as well as ground and facility rents.

Concession revenue increased by $23.9 million, or 52.9%, primarily due to a 74.3% increase in enplaned passengers. Offsetting this increase was $4.3 million provided in credit relief to eligible concessions under the ACRGP Concessions Relief Addendum award with the FAA. With the implementation of the COVID-19 Relief Policies for 2020 and 2021, concession revenue consisted mostly of the contractual percentage of the concessionaires' gross sales.

Hotel revenue increased by $19.2 million, or 78.4%, primarily due to an increase in hotel guest room occupancy from 47.0% to 71.1%. The average daily rate for the period also increased by 16.4% during 2021, which resulted in an overall increase to rooms revenue of 75.5% when compared to the same period in 2020.

Aviation fuel tax revenue increased by $11.8 million, or 120.9%, compared to December 31, 2020, due to a 55.5% increase in gallons sold as a result of increased airline operations, coupled with increased fuel prices over the same period. Fuel tax revenues are comprised of both excise and sales tax collections. The Airport receives $0.02 per gallon from excise tax collections, and 65% of the 2.9% sales tax collections.

Ground transportation revenue increased by $5.3 million, or 61.5%, primarily due to a 50.1% increase in transportation network company (TNC) trips compared to the same period in 2020. Additionally, off-site parking revenue increased $1.9 million, approximately 90%.

Other sales and charges revenue increased by $0.1 million, or 1.2%, due to changes in various operational revenue sources.

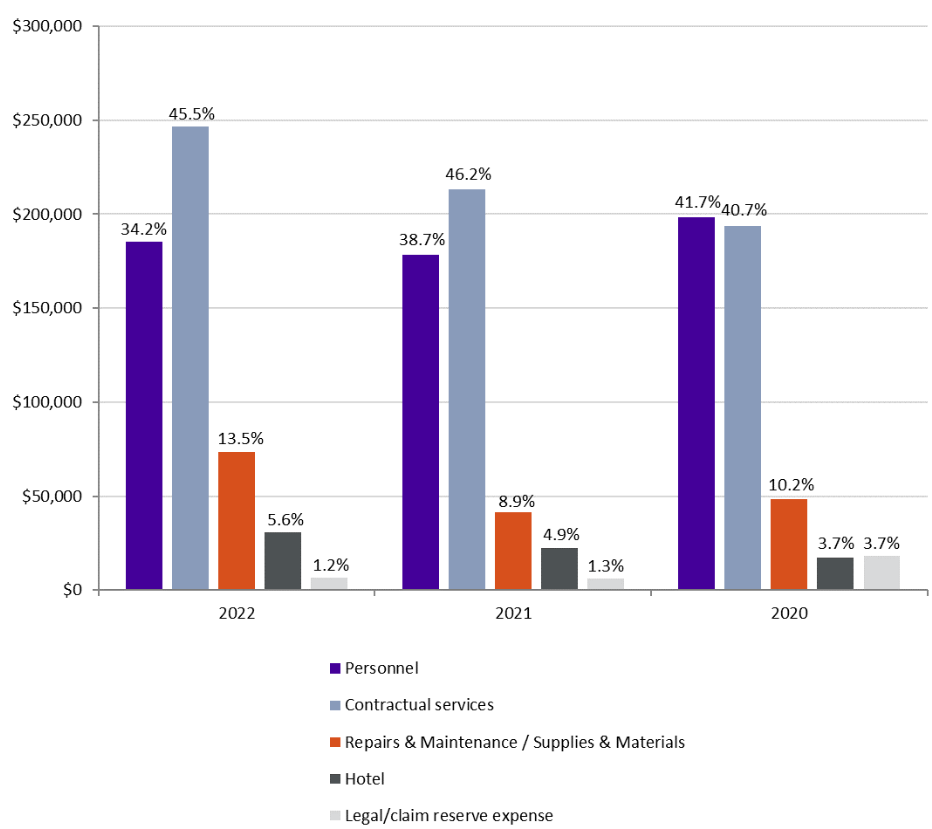
Summary of Operating Expenses

The following is a summary of operating expenses before depreciation and amortization for the years ended December 31, 2022, 2021, and 2020 ($ in thousands):

	2022	As restated 2021	2020	2022 / 2021 $ change	2022 / 2021 % change
Personnel	$ 185,289	$ 178,530	$ 198,582	$ 6,759	3.8%
Contractual services	246,839	213,225	193,606	33,614	15.8%
Repair and maintenance projects	47,095	22,372	29,229	24,723	110.5%
Maintenance, supplies, and materials	26,388	18,867	19,092	7,521	39.9%
Hotel	30,523	22,458	17,378	8,065	35.9%
Legal/claim reserve expense	6,420	5,961	18,013	459	7.7%
Total operating expenses	$ 542,554	$ 461,413	$ 475,900	$ 81,141	17.6%

Operating Expenses before Depreciation and Amortization

for the years ended December 31, 2022, 2021 and 2020
(% of total)



2022/2021

Operating expenses, exclusive of depreciation and amortization, were $542.6 million for the year ended December 31, 2022, an increase of $81.1 million, or 17.6%, as compared to the same period in 2021. In 2020, the Airport implemented several cost saving measures as a result of COVID-19 including a hiring freeze, reductions in contractual services and suspension of nonessential procurements and contracts which carried forward into 2021. Starting in mid to late 2021, the Airport lifted the hiring freeze, increased the use of contractual services and purchased additional supplies to support continued passenger growth.

Personnel costs increased $6.8 million, or 3.8%, primarily due to a 3.0% merit increase effective January 1, 2022, coupled with a 1.0% increase in employer contributions to the Denver Employees' Retirement Plan (DERP). Offsetting this increase was $10.3 million decrease to pension expense associated with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* (GASB 68) and GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (GASB 75). For additional information, see notes 17 and 18 to the financial statements.

Contractual services increased by $33.6 million, or 15.8%, primarily due to increases in services associated with continued passenger growth. Some of the operating services levels reduced during 2020 were carried forwarded into 2021.

Repair and maintenance expenses increased by $24.7 million, or 110.5%, due to cost associated with retirement of the oil field assets along with more non-capitalizable project expenditures identified during the year.

Maintenance, supplies, and materials increased $7.5 million, or 39.9%, primarily due to continued passenger growth resulting in increased janitorial supplies, as well as increases in fuel prices. Additionally, there was an increase in use of snow removal chemicals and materials due to a heavier snow season.

Hotel expenses increased by $8.1 million, or 35.9%, due to increased operating activities required to service higher occupancy and additional food and beverage business. Hotel guest room occupancy increased from 71.1% to 81.4% and food and beverage revenue increased 89.5%, indicating an increase in personnel required to service hotel rooms and food and beverage patrons.

Legal/claim reserve expense increased by $0.5 million, or 7.7%. For additional information, see note 22 (d) to the financial statements.

The Airport as a Lessee

The Airport classifies leases as those agreements in which the Airport controls the right to use a tangible asset over a period of time. At the commencement of these agreements, the Airport recognizes a lease liability and an intangible right-to-use lease asset based on the net present value of the future expected lease payments. This right-to-use asset is amortized over the life of the lease or useful life of the asset whichever is shorter. With the adoption of GASB 87, the Airport analyzed the impact to 2021 operating expense and determined that the overall impact to Net Position was not significant. Accordingly, the Airport did not restate the Statement of Revenues, Expenses, and Changes in Net Position for GASB 87 for the year ended December 31, 2021. The net effect of 2021 was included in the Statement of Revenues, Expenses, and Changes in Net Position for the year ended December 31, 2022.

2021/2020

Operating expenses, exclusive of depreciation and amortization, were $461.4 million for the year ended December 31, 2021, a decrease of $14.5 million, or 3.0%, as compared to the same period in 2020. The Airport implemented several cost saving measures as a result of COVID-19 including a hiring freeze, reductions in contractual services and suspension of nonessential procurements and contracts. During 2021, the Airport lifted the hiring freeze, increased the use of contractual services, and purchased additional supplies to support the 74.4% increase in total passengers as compared to December 31, 2020.

Personnel costs decreased $20.1 million, or 10.1%, primarily due to $12.8 million decrease to pension expense associated with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* (GASB 68) and GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (GASB 75). For additional information, see notes 17 and 18 to the financial statements. Also contributing to the decrease was an increase in the average vacancy rate in 2021.

Contractual services increased by $19.6 million, or 10.1%, which was impacted by the scaling back of some cost savings measures in 2020, increased total passengers traffic in 2021, and execution of new contracts.

Repair and maintenance expenses decreased by $6.9 million, or 23.5%, due to fewer non-capitalizable project expenditures during the year. For 2021, the majority of the repairs related to sewer lines as well as landside road repairs.

Maintenance, supplies, and materials decreased $0.2 million, or 1.2%, primarily due reduced snow removal chemicals and materials as a result of the light snow season, partially offset by increased cost of materials attributed to supply chain issues.

Hotel expenses increased by $5.1 million, or 29.2%, for the year ended December 31, 2021, compared to the same period in 2020. The increase is attributable to increased operating activities required to service higher occupancy and additional food & beverage business at the hotel as the industry continues to recover from COVID-19. Hotel guest room occupancy increased from 47% in 2020 to 71.1% in 2021.

Legal/claim reserve expense decreased by $12.1 million, 66.9%. For additional information, see notes 22 (c) and (d) to the financial statements.

Nonoperating Revenues and Expenses, Capital Grants and Capital Contributions

The following is a summary of net non-operating revenues for the years ended December 31, 2022, 2021, and 2020 ($ in thousands):

	2022	As restated 2021	2020	2022 / 2021 $ change	2022 / 2021 % change
Nonoperating revenues (expenses):					
Passenger facility charges	$ 132,709	$ 113,500	$ 64,922	$ 19,209	16.9%
Customer facility charges	17,389	15,585	10,621	1,804	11.6%
Investment (loss) income	(117,330)	(34,937)	150,043	(82,393)	235.8%
Lease interest income	10,243	-	-	10,243	100.0%
Interest expense	(257,069)	(221,738)	(247,293)	(35,331)	15.9%
Stimulus funds	939	250,880	269,074	(249,941)	(99.6%)
Other expenses, net	(2,079)	(11,407)	(30,994)	9,328	(81.8%)
Total net nonoperating (expenses) revenues	$ (215,198)	$ 111,883	$ 216,373	$ (327,081)	(292.3%)

2022/2021

Total nonoperating revenues decreased by $290.5 million, or 83.2%, during the year ended December 31, 2022, as compared to the same period in 2021. The decrease was primarily due to the reduction in Stimulus Funds earned in 2022 compared to 2021. The decrease is also attributable to the investment loss due to changes in fair value of investments. Offsetting these decreases were increases in Passenger Facility Charges (PFC) and Customer Facility Charges (CFC). PFC revenue increased 16.9%, primarily due to a 17.8% increase in enplaned passengers. CFC revenue increased 11.6%, due to a 11.8% increase in the number of car rental transaction days, resulting from a 17.9% increase in O&D passenger traffic.

Lease interest income under GASB 87 was $10.2 million for the year ended December 31, 2022. Lease interest income is the current year amortization of the discounted portion of the lease receivable. The Airport did not restate the year ended December 31, 2021 Statement of Revenues, Expenses, and Net Position for GASB 87, as the lease revenue and interest income amounts were not significant.

Total nonoperating expenses increased $36.6 million, or 15.4%, for the year ended December 31, 2022, as compared to the same period in 2021. This is primarily due to an increase in interest expense associated with an overall increase in the Airport's debt portfolio.

In 2022 and 2021, capital grants totaled $74.1 million and $24.8 million, respectively. These grants are FAA Airport Improvement Program (AIP) funds used for airfield improvement projects and certain equipment replacement.

2021/2020

Total nonoperating revenues decreased by $149.0 million, or 29.9%, during the year ended December 31, 2021, as compared to the same period in 2020. The decrease is primary attributable to a decrease in investment income. This decrease is attributable to changes in fair value of investments. Offsetting this decrease are increases in Passenger Facility Charges (PFC), and Customer Facility Charges (CFC). The increase in PFC revenue, approximately 74.8%, is primarily the result of a 74.3% increase in enplaned passengers. The increase in CFC revenue, approximately 46.7%, is the result of a 56.4% increase in number of transaction days which was impacted by the 72.5% increase in O&D passenger traffic. In 2021, the Stimulus Funds represent $195.2 million for ARPA, $48.6 million for CRRSA, and an additional $7.1 million in operating grant revenues, as a part of CRRSA, in the form of credit relief provided to eligible concessions under the ACRGP Concessions Relief Addendum award with the FAA. In 2020, the Stimulus Funds represent $269.1 million for the CARES Act.

Total nonoperating expenses decreased $44.5 million, or 15.8%, during the year ended December 31, 2021, as compared to the same period in 2020. The decrease is primarily due to a $25.6 million, or 10.3%, decrease in interest expense associated with Airport's overall debt portfolio. In 2020, associated with the transition on development of the Great Hall Project, there has been some re-design of the project. Some of the prior design costs, $23.4 million, were determined to not be relevant under the re-design and these costs were expensed as a capital asset disposal. For 2021, there was no disposal of Great Hall Project re-design costs. Partially offsetting the decrease is a $4.8 million arbitrage payment associated with the full redemption of the 1992C bonds.

In 2021 and 2020, capital grants totaled $24.8 million and $33.8 million, respectively. These are FAA Airport Improvement Program funds for the airfield and certain equipment replacement.

Summary of Net Position

The following is a summary of the assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position as of December 31, 2022, 2021, and 2020 ($ in thousands):

	2022	As restated[2] 2021	2020	2022/ 2021 $ change	2022 / 2021 % change
Assets:					
Current assets, unrestricted[1]	$ 610,722	$ 522,841	$ 249,197	$ 87,881	16.8%
Current assets, restricted	1,089,105	463,443	503,411	625,662	135.0%
Noncurrent investments, unrestricted	807,089	954,429	752,600	(147,340)	(15.4%)
Noncurrent investments, restricted	1,665,584	982,175	1,479,310	683,409	69.6%
Long-term receivables	46,754	107,651	31,152	(60,897)	(56.6%)
Long-term lease receivable	399,542	107,058	-	292,484	273.2%
Capital assets, net	6,058,777	5,572,702	4,838,360	486,075	8.7%
Bond insurance costs, net	-	91	114	(91)	(100.0%)
Interest rate swaps	-	2,916	4,773	(2,916)	(100.0%)
Total assets	10,677,573	8,713,306	7,858,917	1,964,267	22.5%
Deferred outflows of resources	67,705	91,570	108,924	(23,865)	(26.1%)
Liabilities:					
Current liabilities, unrestricted	230,975	301,645	196,162	(70,670)	(23.4%)
Current liabilities, restricted	425,403	1,051,154	298,415	(625,751)	(59.5%)
Bonds payable, noncurrent	7,748,121	5,418,728	5,729,750	2,329,393	43.0%
Interest rate payable swaps, noncurrent	-	9,902	20,112	(9,902)	(100.0%)
Notes payable, noncurrent	282	-	-	282	100.0%
Lease liability, noncurrent	2,269	200	-	2,069	1,034.5%
Compensated absences payable, noncurrent	10,084	9,617	9,573	467	4.9%
Net pension liability	166,159	187,776	199,878	(21,617)	(11.5%)
Net OPEB liability	21,946	23,470	21,616	(1,524)	(6.5%)
Claim litigation reserves	86,895	80,474	74,513	6,421	8.0%
Total liabilities	8,692,134	7,082,966	6,550,019	1,609,168	22.7%
Deferred inflows of resources	508,776	149,894	10,634	358,882	239.4%
Net position (deficit)					
Net investment in capital assets (deficit)	(168,978)	(136,825)	(104,547)	(32,153)	23.5%
Restricted	481,380	385,941	655,032	95,439	24.7%
Unrestricted	1,231,966	1,322,900	856,703	(90,934)	(6.9%)
Total net position	$ 1,544,368	$ 1,572,016	$ 1,407,188	$ (27,648)	(1.8%)

[1] Accounts receivable net of allowance for doubtful accounts of $3,252, $2,763, and $2,726, respectively.

[2] The fiscal year 2021 financial statements have been restated for the adoption on GASB 87 effective January 1, 2021.

The following table shows the effect of the restatement of the December 31, 2021 Statement of Net Position due to the implementation of GASB 87:

	Statement of Net Position As of December 31, 2021		
	Prior to GASB 87	Post GASB 87	Effect of Change
Total current assets	$ 971,605	$ 986,284	$ 14,679
Total non-current restricted assets	1,092,833	1,092,833	-
Other non-current unrestricted assets	954,429	1,061,487	107,058
Capital assets, net	5,567,215	5,572,702	5,487
Total assets	$ 8,586,082	$ 8,713,306	$ 127,224
Total deferred outflows of resources	$ 91,570	$ 91,570	$ -
Current liabilities	$ 1,349,380	$ 1,352,799	$ 3,419
Net OPEB Liability	23,470	23,470	-
Non-current liabilities	5,706,497	5,706,697	200
Total liabilities	$ 7,079,347	$ 7,082,966	$ 3,619
Deferred inflows - debt refundings	$ 4,053	$ 4,053	$ -
Deferred inflows - leases	-	123,605	123,605
Deferred inflows - pension plans	18,796	18,796	-
Deferred inflows - OPEB plans	3,440	3,440	-
Total deferred inflows of resources	$ 26,289	$ 149,894	$ 123,605
Net position	$ 1,572,016	$ 1,572,016	$ -

2022/2021

Total assets were $10.7 billion as of December 31, 2022, an increase of $2.0 billion, or 22.5%, compared to December 31, 2021. Cash and investments increased $1.2 billion, or 44.3%, primarily due to proceeds from the issuance of Airport System Revenue Series 2022A, 2022B, 2022C, and 2022D Bonds. Net capital assets increased $486.1 million, or 8.7%, increase, primarily due to capitalization of constructed asset related to the 2018-2022 Capital Program and additions to construction in progress related to the 2018-2022 and Vision 100 2023-2027 Capital Programs. Also contributing to the increase was GASB 87, which resulted in a $48.2 million or 291.1% increase in current lease receivable and a $292.5 million, or 273.2% increase to long-term lease receivable. See note 19 for more information on GASB 87. Offsetting this increase was a decrease of $60.9 million, or 56.6%, in long-term other receivables, due to collections from carriers of the COVID-19 deferred payment of invoices, and a decrease of $20.6 million, or 73.1%, in other receivables due to receipt of insurance proceeds on the Concourse B East water damage insurance claim.

Total deferred outflows of resources decreased by $23.9 million, or 26.1% primarily due to the amortization of deferred losses on bond refundings and the change in fair value and the termination of derivative instruments.

Total liabilities were $8.7 billion as of December 31, 2022, an increase of $1.6 billion, or 22.7%, compared to December 31, 2021. The increase in total liabilities was mainly attributed to an increase of $1.5 billion, or 25.5%, in bonds payable and an increase of $133.8 million, or 39.9%, in net unamortized premium due to the issuance of Airport System Revenue Series 2022A, 2022B, 2022C, and 2022D Bonds. Also contributing to the increase in total liabilities was an increase of $14.6 million, or 58.9%, in accrued interest and matured coupons based on interest payment due dates, and an increase of $13.5 million, or 14.5%, in retainage payable due to expenditures associated with the 2018-2022 Capital Program, and a $10.0 million, or 25.0% increase in revenue credit payable due to the 2021 Rent Relief Policy with qualified airlines. Offsetting these increases was a decrease of $17.4 million, or 12.5% in vouchers payable, both restricted and unrestricted, primarily due to payment of outstanding capital project payables, a decrease of $43.2 million, or 92.5%, in other liabilities due to issuance of airline annual credits, a decrease of $21.6 million, or 11.5% in net pension liability based on actuarial valuations, and a decrease of $11.6 million, or 32.3%, in amounts due to other city agencies attributable to the timing of payments for city services. Also, contributing to the decrease was the reduction in derivative instruments of $9.9 million, or 100%, which was due to change in fair value and terminations.

Total deferred inflows of resources increased by $358.9 million, or 239.4%, primarily due to GASB 87. See note 19 for more information on GASB 87. Also contributing to the increase are changes in proportionate shares related to pension and OPEB, as well as deferred gains related to the issuance of Airport System Revenue Series 2022C and 2022D Bonds. The increase was offset by the amortization of deferred gain on bond refundings.

As of December 31, 2022, total net position is $1.5 billion, of which 31.2% is restricted for future debt service and capital construction. The total net position restricted for future debt service is $463.9 million. This includes bond reserve account, bonds accounts, and the ARPA Act Irrevocable Escrow accounts, which represents $154.0 million restricted for debt service. On April 22, 2022, the City, for and on behalf of the Airport, executed ARPA Act Irrevocable Escrow. On April 29, 2022, the City, for and on behalf of the Airport, deposited the full $204.3 million into the ARPA Act Irrevocable Escrow. The net position restricted for capital projects represent $17.4 million.

As of December 31, 2022, the remaining net position consist of unrestricted balance of $1.2 billion and a net deficit investment in capital assets of ($169.0) million. Unrestricted net position may be used to meet any of the Airport's ongoing operational needs, as such, management of the Airport has internally designated $65.8 million of its unrestricted net position amount, as allowed in the 1984 Airport System General Bond Ordinance as supplemented and amended, to help meet debt coverage requirements. The deficit in net investment in capital assets results because the outstanding debt exceeds the net book value of the capital assets financed by the related debt.

2021/2020

Total assets were $8.7 billion as of December 31, 2021, an increase of $727.2 million, or 9.3%, compared to December 31, 2020. The main contribution to the increase was an increase of $728.9 million, or 15.1%, in net capital assets, primarily due to additions to construction in progress related to the 2018-2022 Capital Program. Also contributing to the increase is an increase of $76.5 million, or 245.6%, in long-term receivables and an increase of $18.9 million, or 48.5%, in accounts receivable, mostly due to payment deferrals for the signatory airline carriers from the 2021 COVID-19 Relief Policies. In addition to these increases, there were increases in grant receivables of $11.4 million, or 57.0%, and other receivables of $21.1 million, or 299.3%. The increase in other receivables relates to realizable insurance recovery of $21.3 million related to water damage incurred in Concourse B East gate expansion. Offsetting these increases was a net decrease in total cash and investments of $129.5 million, or 4.5% due to spending associated with the 2018-2022 Capital Program as well as long-term payment deferrals resulting from the 2021 COVID-19 relief policies.

Total deferred outflows of resources decreased by $17.4 million, or 15.9% primarily due to GASB 68 changes in proportionate shares, as well as due to the amortization of deferred losses on bond refundings and the change in fair value of hedging activities. Offsetting the decrease was an increase in GASB 75 due to change in proportionate share and changes in assumptions for net OPEB liability.

Total liabilities were $7.1 billion as of December 31, 2021, an increase of $529.3 million, or 8.1%, compared to December 31, 2020. The main contribution to the increase was an increase of $724.9 million, or 361.4%, in current maturities of revenue bonds due to the issuance of the Tax-Exempt Interim Note Subordinate Obligations (2021 Interim Note), approximately $700.0 million, to assist in funding the 2018-2022 Capital Program. Additional increases included a $34.1 million, or 57.9%, increase in retainage payable due to expenditures associated with the 2018-2022 Capital Program, a $28.9 million, or 412.3%, increase in due to other city agencies attributable to the timing of payments for city services, and an increase of $29.5 million, or 27.2%, in unrestricted vouchers payable. The increase was mainly offset by a $311.0 million, or 5.4%, decrease in noncurrent bonds payable due to the full redemption of 1992C Bonds and normal redemption of revenue bond maturities and a $10.2 million, or 50.8%, reduction in the fair value of the airports derivative instrument liability.

Total deferred inflows of resources increased by $15.7 million, or 147.2%, due to changes in proportionate shares required under GASB 68 and GASB 75. This increase was offset by the amortization of deferred gain on bond refundings.

As of December 31, 2021, total net position is $1.6 billion, of which 24.6% is restricted for future debt service and capital construction. The total net position restricted for future debt service is $371.2 million. This includes the bond reserve account, bonds accounts, and the CRRSA Act Irrevocable Escrow account. The bond reserve account and bond accounts represent $522.0 million and are restricted for debt service. Effective on July 14, 2021, the Minimum Bond Reserve requirement for the senior lien was adjusted. In October 2021, the amount deposited in the CRRSA Act Irrevocable Escrow account was $48.6 million and was funded by reimbursement of debt service from CRRSA Acts. As of December 31, 2021, the remaining unused portion of the CRRSA Act Irrevocable Escrow account is $48.6 million. On April 22, 2022, the City, for and on behalf of the Airport, executed ARPA Act Irrevocable Escrow. On April 29, 2022, the City, for and on behalf of the Airport, deposited the full $204.3 million into the ARPA Act Irrevocable Escrow. The net position restricted for capital projects represent $14.7 million.

As of December 31, 2021, the remaining net position consist of unrestricted balance of $1.3 billion and a deficit net investment in capital assets of ($136.8) million. Unrestricted net position may be used to meet any of the Airport's ongoing operational needs, as such, management of the Airport has internally designated $65.8 million of its unrestricted net position amount, as allowed in the 1984 Airport System General Bond Ordinance as supplemented and amended, to help meet debt coverage requirements. Also, the Airport has internally designated $195.2 million, which represents the debt service reimbursed under the ARPA Act funds. The ARPA Act debt service reimbursements will be used to fund the ARPA Act Irrevocable Escrow. The deficit in net investment in capital assets results because the outstanding debt exceeds the net book value of the capital assets financed by the related debt.

Long-Term Debt

As of December 31, 2022, the Airport had approximately $7.5 billion in outstanding senior and subordinate bonded debt, bearing fixed and variable interest rates. The total annual debt service (principal and interest) was approximately $1,191 million in 2022 and included $700.0 million of the 2021 Interim Note which was refunded into the Airport System Revenue Series 2022A and 2022B Bonds on July 19, 2022. Estimated annual debt service for 2023 will be approximately $617.4 million. Funds from the CRRSA Act Irrevocable Escrow and ARPA Act Irrevocable Escrow assisted in funding for 2022 debt service.

As of December 31, 2022, the Airport's senior lien debt was rated by Standard & Poor's (S&P) at AA- with stable outlook, by Moody's at Aa3 with stable outlook, and by Fitch at AA- with stable outlook. As of December 31, 2022, the Airport's subordinate lien debt is rated by S&P at A+ with stable outlook, by Moody's at A1 with stable outlook, and by Fitch at A+ with stable outlook. On June 17, 2022, Moody's upgraded the Airport's senior and subordinate lien debt ratings from A1 to Aa3 and A2 to A1, respectively, with a stable outlook. On October 26, 2022, S&P upgraded the Airport's senior and subordinate lien bond ratings from A+ to AA- and A to A+, respectively, with a stable outlook.

The Airport's governing bond ordinances (the bond ordinance) require that the Airport's net revenues plus other available funds, as defined in the bond ordinance, be sufficient to provide debt service coverage of 125% of the annual debt service requirement on senior bonds and 110% of the aggregate annual debt service requirements on senior and subordinate bonds, and junior liens. The debt service coverage ratio on all bonds for the years ended December 31, 2022 and 2021 were 199% and 210% of total debt service, respectively.

On December 16, 2022, the Airport fully terminated the 2005 and 2006B Swap Agreements with JP Morgan Chase Bank, N.A. There was no cost to the Airport for the termination and it yielded a de minimis net cash inflow.

On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. The proceeds from the Series 2022C and 2022D Bonds, coupled with Airport bond funds were used to provide project funds to pay a portion of the Vision 100 2023-2027 Capital Program, refund and redeem all or a portion of the outstanding principal amounts of $93.4 million, $70.2 million, $113.0 million, and $85.8 million of the Airport System Revenues Bonds Series 2007G1-G2, Series 2012A, Series 2012B, and Series 2019D respectively, pay the costs of terminating a 2006A Swap Agreement with GKB Financial Services Corp. and a 2008A Swap Agreement with Royal Bank of Canada, make necessary deposits to the Bond Reserve Fund, make deposits to the Capitalized Interest Subaccount for the Series 2022C and Series 2022D Bonds, and pay the costs of issuance of the Series 2022C and Series 2022D Bonds. The Series 2022C and Series 2022D Bonds bear interest at various fixed rates, staggered maturities through November 15, 2053 and are subject to redemption prior to maturity.

On July 19, 2022, the City, for and on behalf of the Airport, issued Airport System Revenue Bonds Series 2022A (AMT) Bonds (Series 2022A) and Airport System Revenue Bonds Series 2022B (non-AMT) Bonds (Series 2022B) in the aggregate principal amounts of $1.5 billion and $175.6 million, respectively. The proceeds of the Series 2022A and Series 2022B Bonds were used to redeem and pay the 2021 Interim Note, to fully fund the Airport's 2018 – 2022 Capital Program, to make deposits to the Bond Reserve Fund and Capitalized Interest Subaccount, and to pay costs of issuance for Series 2022A and Series 2022B Bonds. Both series were issued at premium, bear interest at various fixed interest rates, and are subject to redemption prior to maturity.

On December 17, 2021, the City, for and on behalf of the Airport, issued private activity Airport System Subordinate Revenue Bonds, Series 2021C (Series 2021C Bonds) and issued a Note Purchase Agreement (2021 Interim Note) in the amounts of $26.2 million and $700.0 million, respectively. The proceeds from the issuance of the 2021 Interim Note were used to assist in funding the 2018-2022 Capital Program and to pay for issuance cost. The maturity date of the 2021 Interim Note was June 30, 2022. On June 10, 2022, the 2021 Interim Note maturity was extended to August 31, 2022. The 2021 Interim Note bore interest at a variable rate with payment due at maturity. The 2021 Interim Note was fully redeemed and paid in full by the Series 2022A and Series 2022B bond proceeds. The Series 2021C Bonds were issued at a fixed interest rate for the purposes of current refunding Series 2011A Bonds maturing on November 15, 2021. The Series 2021C Bonds matured on November 15, 2022.

On July 14, 2021, the City, for and on behalf of the Airport, entered into a Bond Purchase and Exchange Agreements with Banc of America Preferred Funding Corporation for the Series 1992F-G for the Series 2021A-B, respectively. With the execution of this Bond Purchase and Exchange Agreement there were no longer any outstanding Airport System Revenue Bonds issued prior to August 1, 2000. This adjusted the calculation of the Minimum Bond Reserve as defined within the General Bond Ordinance and reduced the Minimum Bond Reserve amount as it applies to the senior lien airport system revenue bonds. The City, for and on behalf of the Airport, filed a Voluntary Notice (see https://emma.msrb.org/P21480842-P21148170-P21561857.pdf).

On April 19, 2021, the City, for and on behalf of the Airport, issued a Notice of Full Prior Redemption of the Airport System Revenue Bonds, Series 1992C (LOI 1998/1999 bond). On May 20, 2021, the City, for and on behalf of the Airport, fully redeemed all the outstanding principal amount of $40.1 million, plus accrued interest.

On October 28, 2020, the Airport issued the Airport System Revenue Bonds Series 2020A-1 (Non-AMT Private Activity), Series 2020A-2 (Non-AMT Governmental), Series 2020B-1 (AMT), Series 2020B-2 (AMT), and Series 2020C (Taxable) for $95.3 million, $60.5 million, $37.5 million, $24.1 million, and $411.5 million, respectively. Proceeds from these 2020A-C bonds coupled with use of bond reserve and bond funds were used to (i) refund and redeem all or a portion of the outstanding principal amounts of $35.3 million, $35.5 million, $79.1 million, $114.8 million, $17.0 million, $9.0 million, $135.4 million, and $198.7 million of the Airport System Revenues Bonds Series 2007F1, Series 2007F2, Series 2008C1, Series 2010A, Series 2011A, Series 2012A, and Series 2012B, respectively, (ii) pay the costs of terminating a 2008B Swap Agreement with Loop Financial Products I, LLC ($9.6 million), and (iii) pay the costs of issuance. All the 2020A-C bonds bear interest at various fixed rates and staggered maturities through November 15, 2037. The transactions yielded a net present value savings of $58.4 million.

On July 1, 2020, the Airport entered into a credit facility and reimbursement agreement with Bank of America, N.A., who purchased the Series 2008B Bonds, bearing interest at the SIFMA Index Rate. This agreement was scheduled to expire on July 1, 2023. On April 1, 2023, the City, on behalf of the Airport, amended and restated credit facility and reimbursement agreement with Bank of America, N.A. for Series 2008B Credit Facility bonds. See note 25 for more information.

On April 28, 2020, the Airport extended the credit facility and reimbursement agreements with Bank of America for the Series 1992 F, G, Series 2002C and Series 2009C bonds through April 28, 2023.

For additional information about the Airport's long-term debt, see note 9 to the financial statements.

Capital Assets

As of December 31, 2022, and December 31, 2021, the Airport had $6.1 billion and $5.6 billion, respectively, in total capital assets, net of accumulated depreciation. The net accumulated depreciation is approximately $4.2 billion in 2022 and $4.0 billion in 2021. For additional information about the Airport's capital assets, see note 6 to the financial statements.

2018-2022 Capital Program

The Airport developed a capital program for the years 2018 through 2022 (2018-2022 Capital Program). The projects included in the 2018-2022 Capital Program were periodically evaluated by the Airport with respect to their timing, costs, availability of funding, Airport cash position, any environmental issues that may arise and other factors that might affect the implementation of the 2018-2022 Capital Program. Accordingly, projects currently included in the 2018-2022 Capital Program, their timing and costs were subject to change and are reflected below.

The 2018-2022 Capital Program identifies capital projects with a total cost of approximately $4.3 billion in the following areas of the Airport:

	in billions
Concourse A, B, C	$ 2.8
Jeppesen Terminal	1.0
Airside	0.3
Landside	0.2
TOTAL	**$ 4.3**

Concourse A, B, C:

Major projects include the concourse gate expansion, as well as renewal of existing facilities including but not limited to hold-room, signage and wayfinding upgrades, remodeling of the public restrooms, ramp replacement, and the conveyance replacement program. This includes the design and construction of new gates and associated apron, airfield, and roadway improvements on Concourse A, B and C, as well as increase the amount of airline and concessions space on each concourse. It is the Airport's current expectation that most of the additional gates and space will be revenue-producing in the near and longer term due to current airline demand. On November 20, 2020, the Airport completed four new gates on the west side of Concourse B, leased by United Airlines, as part of the Gate Expansion project. In May 2022, the Airport completed 16 new gates and 20 hold-rooms among other improvements on the east side of Concourse C. All 16 new gates are leased by Southwest with 11 of the gates currently operational. In November 2022, the Airport completed 12 new gates on the west side of Concourse A and seven new gates on the east side of Concourse B and are all leased by United. Also included in gate expansion is expansion of and modifications to the ground loading facilities on Concourse A (New GLF).

Jeppesen Terminal:

Major projects include the Great Hall project, baggage system upgrades, additional Automated Guideway Transit System (AGTS) train sets and the AGTS car replacement program. Major projects in connection with the baggage handling system improvements consist of the development of two new checked bag resolution areas that will replace the nine existing locations; installation of new conventional baggage conveyors and individual carrier system to move bags identified for additional screening between the screening areas to the new checked bag resolution areas; modifications to the run out belts and equipment in the airline use area of level 6 and associated rights of way to accommodate upgrades; and replacement and update of baggage handling system controls, automatic tag readers, and baggage handling reporting systems to meet the latest TSA requirements. The Great Hall project includes renovations to Jeppesen Terminal designed to, among other things, enhance security of the passengers and the Airport, improve passenger flow and increase and improve concessions areas.

After termination of the Development Agreement with Great Hall Developers, who were granted an exclusive right for the renovation and reconfiguration of a portion of the Great Hall Project, the Airport projects that the design and construction costs of the Great Hall Project remain at the original budgeted amount of $770 million which includes $120 million of contingency costs. This budgeted amount includes a portion of the termination payment that represents project value costs that were originally part of the construction budget. In order to meet the original construction budget, the Airport is working to reduce the scope of the Great Hall Project without compromising the original project goals to enhance security of passengers and the Airport, improve passenger flow and increase and improve concessions areas. The construction costs are anticipated to be funded with proceeds of the Series 2018 Subordinate Bonds, amounts on deposit in the Capital Fund, and future bond issuances.

In early 2020, the procurement process was completed, and the construction of the Great Hall Project resumed in the first quarter of 2020. Upon completion of the Great Hall Project, the City, for and on behalf of the Airport, expects to operate any commercial development in the Jeppesen Terminal and retain 100 percent of the revenues generated. In October 2021, the Great Hall Project completed construction of the initial phase, which consisted generally of renovations to the central Great Hall area for new airline ticketing operations, self-bag drop-units, renovated restrooms and new commercial spaces. In July 2021, construction began on the second phase of improvements to the Great Hall. These improvements consist of a new security checkpoint, widened balcony for more capacity and space at the new checkpoint, a new triple escalator from the security check to the train platform to access the AGTS system.

On November 19, 2021, the City, for and on behalf of the Airport, issued a Voluntary Notice related to the Great Hall Project Status Update. This disclosure is available at https://emma.msrb.org/P21516492-P21172857-P21588899.pdf.

Airside:

Major projects include rehabilitation of certain runways, taxiways, and apron areas as part of the Airport's pavement management system; improvements to airfield drainage, safety areas, and airfield service roads; rehabilitation and installation of lighting; certain safety area upgrades and airfield planning studies. Airside projects are partly funded through the Federal Aviation Administration's Airport Improvement Program.

Landside:

Major projects include the east bound Peña Boulevard reconstruction, realignment and various sections of roadway as well as annual pavement rehabilitation to replace deteriorating concrete. In December 2021, the first phase of eastbound Peña Boulevard was completed and operational. In addition, this includes the replacement of the revenue control system, which will improve parking services.

DEN Real Estate:

The Airport revised its land development plan which reduced the Airport's infrastructure investment requirement.

Vision 100 - 2023-2027 CIP

The Airport developed a capital improvement program for the years 2023-2027 (Vision 100 - 2023-2027 Capital Program). The projects included in the Vision 100 – 2023-2027 Capital Program are periodically evaluated by the Airport with respect to their timing, costs, availability of funding, Airport cash position, any environmental issues that may arise and other factors that might affect the implementation of the Vision 100 – 2023-2027 Capital Program.

The Vision 100 - 2023-2027 Capital Program identifies capital projects with a total cost of approximately $2.9 billion in the following areas of the Airport:

	in billions
Jeppesen Terminal	$ 1.6
Airside	0.6
Concourse Projects	0.5
Landside	0.2
TOTAL	**$ 2.9**

Jeppesen Terminal:

Included in Jeppesen Terminal is the Great Hall completion phase. The completion phase consists of a full buildout of improvements to the Jeppesen Terminal and includes a new security checkpoint with enhanced technology, relocation of certain existing checkpoints, the addition of new screening lanes, new modern and spacious ticketing spaces, new concession area, renovations to restrooms, flooring, lighting, elevators/escalators and other critical infrastructure, and added leisure spaces for travelers. In addition, the completion phase includes the development of a new Center of Equity and Excellence in Aviation (CEEA). CEEA will engage, educate, empower, motivate, and provide opportunities for under-represented students and young people who are interested and passionate about careers in aviation. Major projects in connection with the baggage handling system is to modernize the existing facilities and equipment as well as other improvements, along with upgrades to the screening system. The modernization project will replace transport conveyors, power turns, merges, high-speed diverters, motors and gearboxes, and automatic tag readers. Other improvements include replacing both domestic and international inbound/claim system. Also, the improvements include the replacement of existing conveyors located at the curbside.

Airside:

Major projects include rehabilitation and construction of certain runways, taxiways, and apron areas as part of the Airport's pavement management system; improvements to airfield drainage, deicing modernization and expansion, safety areas, and airfield service roads; rehabilitation and installation of lighting; certain safety area upgrades and airfield planning studies.

Concourse:

Major projects include the remodeling of the public restrooms throughout the concourses, the conveyance replacement and passenger loading bridge programs, and replacement of 15 AGTS cars.

Landside:

Major projects include reconstruction, realignment, and widening of various sections of Peña Boulevard both east and west bound and associated roadways as well as the replacement of deteriorating concrete. In addition, this includes rehabilitation of all six surface parking lot locations. Also included is the plug and abandonment of all the existing oil and gas drilling wells and tank batteries and removal of all flowlines.

Passenger Facility Charges (PFCs)

In 1992, the PFC program authorized the imposition of a fee of $3.00 per enplaned passenger and the use of this funding for approved projects, with certain qualifying airports permitted to charge a maximum PFC of $4.50. In 2000, the Federal Aviation Administration (FAA) approved the Airport's application for an increase in the PFC fee from $3.00 to $4.50, the revenues from which are to be used for qualified costs of the Airport, including associated debt service and approved capital projects. The Airport increased the PFC rate from $3.00 to $4.50 effective April 1, 2001.

As of December 31, 2022, a total of $2.6 billion has been remitted to the Airport (including interest earned), of which $130.3 million has been expended on approved projects during 2022. $2.5 billion has been used to pay debt service on the Airport's general airport revenue bonds, and $11.4 million is unexpended. The Airport's prior authorization to impose the PFC expires on the earlier of February 1, 2029, or upon collection of the authorized maximum PFC total of $3.2 billion. On May 2, 2019, the FAA approved through Final Agency Decision the City's application to impose additional PFC collections at the Airport. As a result of the decision, the PFC rate will remain the same, at $4.50, but the authorized maximum PFC collection total increased by $244.4 million to $3.5 billion through February 1, 2029. The decision is to fund already approved capital projects. On August 5, 2021, the FAA issued an Acknowledgement Letter regarding the City's application on notice of intent to impose PFC collections at the Airport. As a result of the Acknowledgement Letter, the PFC rate will remain the same, at $4.50, but authorized maximum PFC collection total increased by $136.7 million to $3.6 billion. The collection will begin on October 1, 2030, and will complete on October 1, 2031.

Customer Facility Charges (CFCs)

Effective January 1, 2014, the Airport imposed a CFC of $2.15 per rental car transaction day. The CFC is imposed pursuant to the provisions of Chapter 5 and Sections 5-15 and 5-16 of the Revised Municipal Code of the City and County of Denver. The CFC shall be established through a cost recovery methodology based on the estimated costs associated with the management of, improvements to, and expansion of the existing rental car facility area and related transportation facilities and the planning and design of future phases of the rental car program.

Effective February 1, 2023, the CFC rate will increase to $6.00 per rental car transaction day for all airport customers to be collected by all on-airport rental car companies. This will also apply to the outlying locations that have qualified airport passengers.

Request for Information

This financial report is designed to provide a general overview of the Airport's finances for all those with an interest. Questions concerning any of the information presented in this report or requests for additional information should be addressed to the Finance Department, Denver International Airport, Airport Office Building, 8th Floor, 8500 Pena Boulevard, Denver, CO 80249-6340.

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
FINANCIAL STATEMENTS

Statements of Net Position

December 31, 2022 and 2021 ($ in thousands)

	2022	As restated 2021
Assets		
Current assets:		
Cash and cash equivalents	$ 29,490	$ 57,688
Investments	398,706	308,599
Accounts receivable,		
net of allowance of $3,252 and $2,763, respectively	48,699	57,816
Lease receivable	64,717	16,547
Grants receivable	36,201	31,299
Customer facility charges receivable	3,705	1,539
Accrued interest receivable	6,361	6,693
Other receivables	7,603	28,241
Due from other City agencies	-	807
Inventories	9,648	9,182
Prepaid expenses and other	5,592	4,430
Total current unrestricted assets	610,722	522,841
Restricted assets:		
Cash and cash equivalents	221,232	113,758
Investments	822,806	317,570
Accrued interest receivable	11,854	3,256
Prepaid expenses and other	17,443	14,692
Passenger facility charges receivable	15,770	14,167
Total current restricted assets	1,089,105	463,443
Total current assets	1,699,827	986,284
Noncurrent assets:		
Investments - unrestricted	807,089	954,429
Lease receivable	399,542	107,058
Other receivables	46,754	107,651
Capital assets (non-depreciable):		
Art	7,376	7,376
Capacity rights	12,400	12,400
Construction in progress	553,596	1,747,240
Land, land rights and air rights	295,766	295,766
Capital assets (depreciable):		
Buildings, improvements, and intangibles	8,047,817	6,309,971
Machinery and equipment	1,312,512	1,154,318
Lease asset	11,007	5,487
Less: accumulated depreciation and amortization	4,181,697	3,959,856
Total capital assets	6,058,777	5,572,702
Prepaid bond insurance	-	91
Interest rate swaps	-	2,916
Investments - restricted	1,665,584	982,175
Total noncurrent assets	8,977,746	7,727,022
Total assets	10,677,573	8,713,306
Deferred outflows of resources	67,705	91,570
Total assets and deferred outflows	$ 10,745,278	$ 8,804,876

See accompanying notes to financial statements

Statements of Net Position

December 31, 2022 and 2021 ($ in thousands)

	2022	As restated 2021
Liabilities		
Current liabilities:		
Unrestricted:		
Vouchers payable	$ 116,718	$ 137,991
Due to other city agencies	24,280	35,879
Compensated absences payable	2,385	2,255
Other liabilities	3,518	46,746
Lease liability	195	3,408
Revenue credit payable	50,000	40,000
Advance rent	33,879	35,366
Total current unrestricted liabilities	230,975	301,645
Restricted:		
Vouchers payable	5,544	1,696
Retainages payable	106,432	92,949
Accrued interest and matured coupons	39,492	24,861
Note payable	133	-
Other liabilities	13,247	6,178
Revenue bonds	260,555	925,470
Total current restricted liabilities	425,403	1,051,154
Total current liabilities	656,378	1,352,799
Noncurrent liabilities:		
Bonds payable:		
Revenue bonds, net of current portion	7,278,770	5,083,180
Plus: net unamortized premiums	469,351	335,548
Total bonds payable, noncurrent	7,748,121	5,418,728
Interest rate swaps	-	9,902
Lease liability	2,269	200
Note payable	282	-
Compensated absences payable	10,084	9,617
Net pension liability	166,159	187,776
Net OPEB liability	21,946	23,470
Claim litigation reserves	86,895	80,474
Total noncurrent liabilities	8,035,756	5,730,167
Total liabilities	8,692,134	7,082,966
Deferred inflows of resources	508,776	149,894
Net Position		
Net deficit in capital assets	(168,978)	(136,825)
Restricted for:		
Capital projects	17,443	14,692
Debt service	463,937	371,249
Unrestricted	1,231,966	1,322,900
Total net position	1,544,368	1,572,016
Total liabilities, deferred inflows and net position	$ 10,745,278	$ 8,804,876

See accompanying notes to financial statements

Statements of Revenues, Expenses, and Changes in Net Position

Years Ended December 31, 2022 and 2021 ($ in thousands)

	2022	As restated 2021
Operating revenues:		
Facility rentals	$ 249,586	$ 187,007
Parking	206,468	147,809
Landing fees	149,791	150,575
Concession	103,189	69,120
Car rental	88,326	75,703
Hotel	65,078	43,674
Aviation fuel tax	38,238	21,626
Ground transportation	19,722	13,848
Other sales and charges	9,786	7,034
Total operating revenues	930,184	716,396
Operating expenses:		
Personnel	185,289	178,530
Contractual services	246,839	213,225
Repair and maintenance projects	47,095	22,372
Maintenance, supplies and materials	26,388	18,867
Hotel	30,523	22,458
Legal/claim reserve expense	6,420	5,961
Total operating expenses	542,554	461,413
Operating income, before depreciation and amortization	387,630	254,983
Less: Depreciation and amortization	274,187	226,852
Operating income	113,443	28,131
Nonoperating revenues (expenses):		
Passenger facility charges	132,709	113,500
Customer facility charges	17,389	15,585
Investment (loss) income	(117,330)	(34,937)
Lease interest income	10,243	-
Interest expense	(257,069)	(221,738)
Stimulus funds	939	250,880
Other revenues (expenses), net	(2,079)	(11,407)
Total net nonoperating (expenses) revenue	(215,198)	111,883
Change in net position before capital grants and contributions	(101,755)	140,014
Capital grants and contributions	74,107	24,814
Change in net position	(27,648)	164,828
Net position, beginning of year	1,572,016	1,407,188
Net position, end of period	$ 1,544,368	$ 1,572,016

See accompanying notes to financial statements

Statements of Cash Flows

Years Ended December 31, 2022 and 2021 ($ in thousands)

	2022	As restated 2021
Cash flows from operating activities:		
Receipts from customers	$ 967,748	$ 664,507
Payments to suppliers	(313,415)	(229,341)
Interfund activity payments to other funds	(19,809)	(19,459)
Payments to employees	(204,416)	(161,171)
Net cash provided by operating activities	430,108	254,536
Cash flows from capital and related financing activities:		
Proceeds from issuance of debt	3,001,943	726,220
Proceeds from issuance of lease	2,435	-
Principal paid on notes payable and capital leases	(11)	(2,235)
Principal paid on revenue bonds	(225,470)	(240,675)
Principal paid on interim note	(700,000)	-
Principal paid on lease liability	(3,579)	-
Interest paid on revenue bonds	(266,854)	(250,931)
Other bond costs	(13,448)	(4,820)
Interest on lease and notes payable	(76)	(27)
Capital grant receipts	69,204	14,099
CARES Act grant receipts	-	6,402
CRRSA Act grant receipts	-	48,641
ARPA Act grant receipts	-	195,188
Interest portion of lease proceeds	10,243	-
Passenger facility charges	131,106	108,387
Customer facility charges	15,223	14,285
Purchases of capital assets	(790,000)	(932,418)
Payments to escrow for current refunding of debt	(351,690)	(30,415)
Proceeds from sale of capital assets	1,035	677
Net insurance claim (recovery) costs - capital asset	33,000	(1,120)
Net cash provided by (used in) financing activities	913,061	(348,742)
Cash flows from investing activities:		
Purchases of investments	(1,960,108)	(1,050,122)
Proceeds from sales and maturities of investments	639,387	1,141,717
Proceeds from sales of assets held for disposition	-	1,700
Net swap termination receipts (payments)	(666)	-
Interest and dividends on investments and cash equivalents	57,494	(37,035)
Payments to maintain assets held for disposal	-	(22)
Insurance recoveries for Stapleton environmental premeditation	-	22
Net cash provided by (used in) investing activities	(1,263,893)	56,260
Net increase (decrease) in cash and cash equivalents	79,276	(37,946)
Cash and cash equivalents, beginning of year	171,446	209,392
Cash and cash equivalents, end of period	$ 250,722	$ 171,446

(continued)

Statements of Cash Flows

Years Ended December 31, 2022 and 2021 ($ in thousands)

	2022	As restated 2021
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	$ 113,443	$ 28,131
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	274,187	226,852
Changes in assets and liabilities:		
Receivables, net of allowance	70,763	(95,302)
Lease receivable	(340,654)	-
Due from other city agencies	807	339
Inventories	(466)	114
Prepaid expenses and other	(1,162)	(3,878)
Deferred outflows - pension	7,755	1,738
Vouchers and other payables	11,170	12,246
Deferred rent	(1,487)	(5,169)
Due to other city agencies	(11,599)	28,875
Compensated absences	597	(225)
Net pension liability	(21,617)	(12,103)
Net OPEB liability	(1,525)	1,854
Deferred inflows - pension	12,811	16,223
Deferred inflows - lease	335,872	-
Claim litigation reserve	6,420	5,961
Other operating liabilities	(25,207)	48,880
Net cash provided by operating activities	$ 430,108	$ 254,536
Noncash activities:		
Unrealized gain (loss) on investments	$ (189,459)	$ (96,175)
Change in fair value of the interest rate swaps	5,545	8,353
Amortization of bond premiums, deferred losses on bond refundings, and prepaid bond insurance	34,060	28,482
Bond refunding transactions:		
Proceeds from bond issuance	-	28,900
Advanced refunding	-	(28,900)
Capital assets in vouchers payable and retainage payable	79,592	136,405
Net loss on disposal of capital assets	(9,897)	(29,868)
Capital assets - notes payable	425	-
Notes payable	(425)	-
GASB 87 lease receivable	-	123,605
GASB 87 deferred inflows	-	(123,605)
GASB 87 lease liability	-	(3,608)
GASB 87 right to use asset	-	5,487
GASB 87 prepaid lease liability	-	(1,879)

See accompanying notes to financial statements

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
NOTES TO FINANCIAL STATEMENTS

(1) Organization and Reporting Entity

(a) Nature of Operations

Pursuant to Article XX of the State of Colorado Constitution and the City and County of Denver, Colorado (the City) Charter, the City acquired, owns, operates, and maintains certain airport facilities. These facilities include Denver International Airport (the Airport or DEN) and certain assets of Stapleton International Airport (Stapleton) and are referred to herein as the City and County of Denver Municipal Airport System (the Airport or Airport System). The Airport is operated as the Department of Aviation, with a Chief Executive Officer appointed by and reporting to the Mayor.

The Airport consists of a landside terminal building, hotel, transit center, three airside concourses, six runways, roadways, and ancillary facilities on a 53-square mile site. Stapleton was closed to all air traffic on February 27, 1995. See note 7 for further discussion.

(b) Reporting Entity

The accompanying financial statements present only the Airport enterprise fund and are not intended to present fairly the financial position of the City, the changes in its financial position, or where applicable, its cash flows in conformity with accounting principles generally accepted in the United States of America.

(2) Summary of Significant Accounting Policies

(a) Basis of Accounting

The Airport is an enterprise fund of the City and, as such, is an integral part of the City. An enterprise fund is established to account for an activity that is financed with debt secured solely by a pledge of net revenues from fees and charges of the activity or when laws and regulations require that the activity's costs of providing services, including capital costs (such as depreciation or capital debt service), be recovered with fees and charges rather than with taxes or similar revenues. The pricing policies of the activity establish fees and charges designed to recover its costs, including capital costs (such as depreciation or debt service).

The accompanying financial statements have been prepared in accordance with accounting principles generally accepted in the United States of America (US GAAP). As an enterprise fund, the Airport uses the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized as incurred (flow of economic resources measurement focus).

(b) Cash and Cash Equivalents

City investments attributed to the Airport that have original maturities of three months or less from the purchase date are classified as cash equivalents. See note 4 for further discussion.

(c) Investments

Investments, which the City manages, are reported at fair value, which is primarily determined based on significant other observable inputs at December 31, 2022 and 2021. The Airport's investments are maintained in pools at the City and include U.S. treasury securities, U.S. agency securities, corporate bonds, multinational fixed income, structured products, commercial paper, local government investment pools, municipal bonds, money market funds, and certificates of deposit. The City's investment policy can be viewed at https:// www.denvergov.org/content/dam/denvergov/Portals/344/documents/transparency/investments/Investment_Policy.pdf.

(d) Inventories

Inventories consist of materials and supplies valued at cost or net realizable value.

(e) Capital Assets

Capital assets are recorded at historical cost and consist of buildings, roadways, airfield improvements, machinery and equipment, infrastructure, intangibles, land, and land rights at the Airport. Donated capital assets are reported at their acquisition value as of the date of acquisition. Repairs and maintenance are expensed as incurred, unless they have the effect of improving or extending the life of an asset, in which case they are capitalized as part of the cost of the asset. Costs associated with ongoing construction activities of the Airport are included in construction in progress.

Depreciation is recorded using the straight-line method over the following estimated useful lives:

Buildings	20 - 40 years
Roadways	30 - 40 years
Runways/taxiways	30 - 40 years
Other improvements	15 - 40 years
Major system equipment	15 - 25 years
Vehicles and other equipment	5 - 10 years
Furniture and Furnishings	3 - 5 years
Intangibles	3 - 5 years

(f) Prepaid Bond Insurance, Deferred Gains (Losses) on Bond Refundings, and Unamortized Premiums (Discounts)

Bond insurance premiums are recorded as assets and amortized over the life of the insurance policy using the effective interest method. Premiums (discounts) on bonds payable are recorded as liabilities or contra-liabilities and amortized over the life of bonds using the effective interest method. Unamortized premiums on bonds are recorded as an addition to the face amount of the bonds payable. Gains (losses) on bond refundings are deferred and amortized over the life of the old bonds, or the remaining life of the refunding bonds, whichever is shorter, using the effective interest rate method. Gains (losses) on bond refundings are recorded as deferred inflows or outflows of resources, respectively.

(g) Compensated Absences Payable

Accumulated vested sick and vacation benefits are recorded as an expense and a liability as benefits accrue to employees. The Airport uses the vesting method for estimating sick and vacation leave compensated absences payable.

(h) Advance Rent

Advance rent is recorded when rental payments are received by the Airport, for periods subsequent to the reporting period and prior to when the Airport has a legal right claim to the payments as revenue. Included in advance rent are customer credits and deposits.

(i) Pensions and Other Postemployment Benefits (OPEB)

For purposes of recording the net pension and OPEB liability, deferred outflows of resources and deferred inflows of resources relating to pension and OPEB, and pension and OPEB expense, information about the fiduciary net position of the Denver Employees' Retirement Plan (DERP) and additions to/reductions from DERP's fiduciary net position have been determined on the same basis as they are reported by DERP. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

(j) Leases

Lease receivables and lease liabilities are measured at the present value of lease payments expected to be received or paid during the lease term using the Airport's incremental borrowing rate based on interest rates that are stated in 2021-2022 Airport Revenue Bond Issuances. These rates are used as they best reflect the borrowing rates of the Airport, and rates that would be charged to tenants during the lease terms. Variable payments that are based on future performance of the lessee or usage of the underlying assets are not included in the measurement of the lease receivables or lease liabilities. DEN monitors changes in lease terms and circumstances and remeasures lease receivables and lease liabilities if certain changes occur that are expected to significantly affect the carrying amount of the Lease Receivable or Lease Liability.

(k) Net Position

2022

The Airport's assets and deferred outflows exceeded liabilities and deferred inflows by $1.5 billion as of December 31, 2022, a $27.6 million, or 1.8%, decrease in net position from December 31, 2021.

As of December 31, 2022, total net position is $1.5 billion, of which 31.2% is restricted for future debt service and capital construction. The total net position restricted for future debt service is $463.9 million. This includes the bond reserve account, bonds accounts, and the remaining portion of ARPA Act Irrevocable Escrow accounts, which represents $154.0 million for debt service. On April 22, 2022, the City, for and on behalf of the Airport, executed ARPA Act Irrevocable Escrow. On April 29, 2022, the City, for and on behalf of the Airport, deposited the full $204.3 million into the ARPA Act Irrevocable Escrow. The net position restricted for capital projects represents $17.4 million.

As of December 31, 2022, the remaining net position consists of unrestricted balance of $1.2 billion and a deficit net investment in capital assets of ($169.0) million. Unrestricted net position may be used to meet any of the Airport's ongoing operational needs, as such, management of the Airport has internally designated $65.8 million of its unrestricted net position amount, as allowed in the 1984 Airport System General Bond Ordinance as supplemented and amended, to help meet debt coverage requirements. The deficit in net investment in capital assets results because the outstanding debt exceeds the net book value of the capital assets financed by the related debt.

2021

The of December 31, 2021, total net position is $1.6 billion, of which 24.6% is restricted for future debt service and capital construction. The total net position restricted for future debt service is $371.2 million. This includes bond reserve account, bonds accounts, and the CRRSA Act Irrevocable Escrow Account. The bond reserve fund and bond fund represent $522.0 million and are restricted for debt service. Effective on July 14, 2021, the Minimum Bond Reserve requirement for the senior lien was adjusted. In October 2021, the amount deposited in the CRRSA Act Irrevocable Escrow account was $48.6 million and funded by reimbursement of debt service from CRRSA Acts. As of December 31, 2021, the remaining unused portion of the CRRSA Act Irrevocable Escrow account is $48.6 million. The net position restricted for capital projects represent $14.7 million.

As of December 31, 2021, the remaining net position consist of unrestricted balance of $1.3 billion and a deficit net investment in capital assets of ($136.8) million. Unrestricted net position may be used to meet any of the Airport's ongoing operational needs, as such, management of the Airport has internally designated $65.8 million of its unrestricted net position amount, as allowed in the 1984 Airport System General Bond Ordinance as supplemented and amended, to help meet debt coverage requirements. Also, the Airport has internally designated $195.2 million, which represents the debt service reimbursed under the ARPA Act funds. The ARPA Act debt service reimbursements will be used to fund the ARPA Act Irrevocable Escrow. The deficit in net investment in capital assets results because the outstanding debt exceeds the net book value of the capital assets financed by the related debt.

(l) Restricted and Unrestricted Resources

Uses of restricted and unrestricted resources are made on a case-by-case basis by management depending on overall requirements. Generally, management applies restricted resources and then unrestricted resources when both restricted and unrestricted resources are available to pay an expense.

(m) Operating Revenues and Expenses

The statements of revenues, expenses, and changes in net position distinguish operating revenues and expenses from nonoperating activity and capital contributions. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the Airport's principal ongoing operations. The principal operating revenues of the Airport are charges to airline tenants for facility rentals, landing fees and parking. Operating expenses include the cost of providing services, administrative costs, and depreciation on capital assets.

(n) Nonoperating Revenues and Expenses

All revenues and expenses not meeting the above definition of operating revenues and expenses are reported as nonoperating revenues and expenses or capital contributions. Such items include Passenger Facility Charges (PFCs), Car Rental Customer Facility Fees (CFCs), interest expense, and investment income.

(o) Governmental Grants

The Airport periodically receives grant revenues from federal agencies which are either for capital projects or operating purposes. Revenue is considered earned as the related approved capital outlays or expenses are incurred by the Airport. Revenues from capital grants are reported as capital contributions on the statements of revenues, expenses, and changes in net position, and revenues from operating grants are reported as operating revenues.

(p) Rates and Charges

The Airport establishes annually, as adjusted semi-annually, airline facility rentals, landing fees, and other charges sufficient to recover the costs of operations (excluding certain debt service payments), maintenance, and debt service related to the airfield and the space rented by the airlines. Any differences between amounts collected from and actual costs allocated to the airlines’ leased space are credited or billed to the airlines.

50% of Net Revenues (as defined by the bond ordinance) remaining at the end of the year (Airline Revenue Credit) are to be credited in the following year to the airline rates and charges. As of December 31, 2022, and 2021, the Airline Revenue Credit liability balance is $50.0 million and $40.0 million, respectively, and is reported in the statements of net position as revenue credit payable.

(q) 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 outflows, liabilities, and deferred inflows at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ significantly from those estimates.

(r) Reclassifications

Certain reclassifications have been made to the 2021 financial statements to conform to the 2022 financial statement presentation. These reclassifications had no effect on the change in total net position.

(s) Restatement of Net Position

The Airport adopted Governmental Accounting Standard Board (GASB) Statement No. 87, *Leases*, (GASB 87) effective January 1, 2021. Total effect of the implementation on the fiscal year 2021 Statement of Net Position is summarized below ($ in thousands):

	Statement of Net Position As of December 31, 2021		
	Prior to GASB 87	Post GASB 87	Effect of change
Lease receivable - current	$ -	$ 16,547	$ 16,547
Prepaid expenses and other	6,298	4,430	(1,868)
Lease receivable - noncurrent	-	107,058	107,058
Lease asset	-	5,487	5,487
Other liability - current	(46,735)	(46,746)	(11)
Lease liability - current	-	(3,408)	(3,408)
Lease liability - noncurrent	-	(200)	(200)
Deferred Inflows of Resources	(26,289)	(149,894)	(123,605)
Total effect	$ (66,726)	$ (66,726)	$ -

The Airport did not restate the year ended December 31, 2021 Statement of Revenues, Expenses, and Changes in Net Position for GASB 87, since the impact was not significant.

(3) New Accounting Standards

Effective GASB statements impacting the Airport.

GASB 87 was adopted by the Airport as of January 1, 2021. The primary objective of GASB 87 is to enhance the relevance and consistency of information about governments' leasing activities. GASB 87 establishes a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset. Under GASB 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

As part of the implementation of GASB 87, the Airport changed its method of accounting for leases. The Airport recognized a lease liability and an intangible right-to-use lease asset for eligible leases with its vendors. The Airport also recognized a lease receivable and a deferred inflow of resources for its eligible leases with customers using space within the Airport's facilities. GASB 87 requires changes adopted to conform to the provisions of the statement applied retroactively by restating financial statements for all prior periods presented. The Airport presents comparative financial statements. Changes to the Statement of Net Position as of December 31, 2021 are included to conform to GASB 87 guidance. The Statement of Revenues, Expenses, and Changes in Net Position as of December 31, 2021 is not restated as the effect of GASB 87 was determined to not be significant. See note 2(s) and note 19 for additional information.

Future GASB Statements:

Issued in May 2020, GASB Statement No. 96, *Subscription-Based Technology Arrangements (SBITAs)* (GASB 96) establishes standards of accounting and financial reporting for SBITAs by a government end user. GASB 96 defines a SBITA, establishes that a SBITA results in a right-to-use subscription asset (intangible asset) and a corresponding subscription liability. GASB 96 also provides the capitalization criteria for outlays other than subscription payments, including SBITA implementation costs as well as note disclosure requirements for SBITAs. Implementation of this statement is effective for fiscal years beginning after June 15, 2022. The Airport is currently evaluating the impact of this statement on its financial statements.

Issued in June 2022, GASB Statement No. 100, *Accounting Changes and Error Corrections* (GASB 100) establishes standards of accounting and financial reporting for (a) each type of accounting changes and (b) the correction of an error in previously issued financial statements (error correction). GASB 100 defines requires that (a) changes in accounting principles and error corrections be reported retroactively by restating prior periods, (b) changes to or within the financial reporting entity be reported by adjusting beginning balances of the current period, and (c) changes in accounting estimates be reported prospectively by recognizing the change in the current period. Requirements of GASB 100 for changes in accounting principles apply to the implementation of a new pronouncement in absence of specific transition provisions in the new pronouncement. GASB 100 also requires that the aggregate amounts of adjustments to and restatements of beginning net position, fund balance, or fund net position, as applicable, be displayed by reporting unit in the financial statement. Implementation of this statement is effective for fiscal years beginning after June 15, 2023. Earlier application is encouraged.

Issued in June 2022, GASB Statement No. 101, *Compensated Absences* (GASB 101) establishes standards of accounting and financial reporting for (a) compensated absences and (b) associated salary-related payments, including certain defined contribution pensions and defined contribution other postemployment benefits (OPEB). GASB 101 requires that liabilities for compensated absences by recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. Under GASB 101, a liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. GASB 101 requires that a liability for certain types of compensated absences – including parental leave, military leave, and jury duty leave – not be recognized until the leave commences. GASB 101 also requires that a liability for specific types of compensated absences not be recognized until the leave is used. Implementation of this statement is effective for fiscal years beginning after December 15, 2023. Earlier application is encouraged.

(4) Cash and Cash Equivalents

(a) Deposits

As a department of the City, the Airport System's deposits are pooled with the City's. Deposits are subject to, and are in accordance with, the State of Colorado's Public Deposit Protection Act (the PDPA). In addition, the City's Investment Policy (the Policy) requires that certificates of deposit be purchased from institutions that are certified as eligible public depositories. Under the PDPA, all uninsured deposits exceeding the amount insured by the FDIC, are to be fully collateralized with specific approved securities identified in the act valued at 102% of the deposits. The eligible collateral pledged must be held in custody by any Federal Reserve Bank, or branch thereof, or held in escrow by some other bank in a manner as the banking commissioner shall prescribe by rule and regulation, or may be segregated from the other assets of the eligible public depository and held in its own trust department. All collateral so held must be clearly identified as being security maintained or pledged for the aggregate amount of public deposits accepted and held on deposit by the eligible public depository. Deposits collateralized under the PDPA are considered collateralized with securities held by the pledging financial institution's trust department or agent in the City's name. At December 31, 2022, the amount of the Airport's collateralized deposits was $17.8 million. At December 31, 2021, the amount of the Airport's deposits was $9.5 million.

(b) Investments

The Airport's investments are managed by the City and are subject to the Policy of the City. The objectives of the City's Policy, in order of priority are to maintain principal, to ensure the availability of funds to meet obligations promptly, and to maximize yield on the investment portfolio. The City's Policy applies to all investment activity of the City under the control of the City Chief Financial Officer (City CFO), including investments of certain monies related to business-type activities, and trust and agency funds. The City's Policy does not apply to the investments of the deferred compensation plan or component units. Other monies that may from time to time be deposited with the City CFO for investment shall also be administered in accordance with the Policy.

The City Charter, Section 2.5.3(c), and Denver Revised Municipal Code, Section 20-21, authorizes the type of investments that the City can hold. The Policy generally requires that investments shall be managed in accordance with portfolio theory management principles to compensate for actual or anticipated changes in market interest rates. To the extent possible, investment maturity will be matched with anticipated cash flow requirements of each investment pool. Additionally, to the extent possible, investments will be diversified by security type and obligor. This diversification is required in order that potential losses on individual securities do not exceed the income generated from the remainder of the portfolio. Deviations from expectations shall be reported in a timely fashion and appropriate action taken to control adverse developments.

At December 31, 2022 and 2021, respectively, the Airport's cash, cash equivalents, and investment balances were as follows ($ in thousands):

	December 31, 2022	December 31, 2021
Cash and cash equivalents (including cash on hand)	$ 250,722	$ 171,446
Certificate of deposit	27,136	-
Municipal bonds	125,332	71,506
Commercial paper	98,373	158,170
Corporate bonds	509,919	376,763
Multinational fixed income	248,757	261,111
Structured products	287,223	214,402
U.S. treasury securities	1,278,566	775,285
U.S. agency securities	1,118,879	705,536
	$ 3,944,907	$ 2,734,219

Fair Value Measurement: The Airport categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The Airport currently does not maintain securities classified as level 1 or Level 3. Equity and equity derivative securities classified in Level 2 are securities whose values are derived daily from associated traded securities. Fixed income securities and derivatives within all asset classes that are classified in Level 2 are valued using either a bid evaluation or a matrix pricing technique. Bid evaluations may include market quotations, yields, maturities, call feature, and ratings. Matrix pricing issued to value securities based on the securities' relationship to benchmark quoted prices. Such securities include U.S. Treasuries, corporate bonds, and structured products. Level 2 fixed income securities have non-proprietary information that was readily available to market participants, from multiple independent sources, which are known to be actively involved in the market.

Investment derivative instruments determination of fair value consists of a two-step process. First settlement prices are determined by utilizing the income approach under GASB 72 from "mid-market" pricing data available from public and subscription sources. The second step is to determine the credit valuation adjustment for the derivative instruments. The purpose of the credit valuation adjustment is to quantify the nonperformance risk of the reporting entity as well as the nonperformance risk of the counterparty. Fair value is then determined as the settlement price of the derivative instrument adjusted by the credit valuation adjustment of both the reporting entity's payment obligation and the counterparty's payment obligation. On December 16, 2022, the Airport terminated the remaining outstanding derivative instruments.

At December 31, 2022, the Airport has the following recurring fair value measurements ($ in thousands):

	Fair value measurements			
Asset	**Fair value**	**Level 1**	**Level 2**	**Level 3**
Certificates of deposit	$ 27,136	-	$ 27,136	-
Commercial paper	98,373	-	98,373	-
Corporate bonds	509,919	-	509,919	-
Multinational fixed income	248,757	-	248,757	-
Municipal bonds	125,332	-	125,332	-
Structured products	287,223	-	287,223	-
U.S. agency securities	1,118,879	-	1,118,879	-
U.S. treasury securities	1,278,566	-	1,278,566	-
Total investments	3,694,185	-	3,694,185	-
Net liability derivative instruments interest rate swaps	$ -	$ -	$ -	$ -

At December 31, 2021, the Airport has the following recurring fair value measurements ($ in thousands):

	Fair value measurements			
Asset	**Fair value**	**Level 1**	**Level 2**	**Level 3**
Commercial paper	$ 158,170	$ -	$ 158,170	$ -
Corporate bonds	376,763	-	376,763	$ -
Multinational fixed income	261,111	-	261,111	-
Municipal bonds	71,506	-	71,506	-
Structured products	214,402	-	214,402	-
U.S. agency securities	705,536	-	705,536	-
U.S. treasury securities	775,285	-	775,285	-
Total investments	2,562,773	-	2,562,773	-
Net liability derivative instruments interest rate swaps	$ 6,986	$ -	$ 6,986	$ -

The City invests in two Local Government Investment Pools, CSAFE and Colotrust. CSAFE and Colotrust are regulated by state statute so that the funds held are fully collateralized. As of December 31, 2022, the Airport has balances of $37.7 million and $38.6 million in CSAFE and Colotrust, respectively, included in cash and cash equivalents. As of December 31, 2021, the Airport has balances of $37.3 million and $75.5 million in CSAFE and Colotrust, respectively. CSAFE measures all of its investments at $1 net asset per share or amortized cost. Colotrust maintains a stable net asset value of $1 per share using the fair value method.

A reconciliation of cash, cash equivalents, and investment balances as shown in the basic financial statements as of December 31, 2022 and 2021, is as follows ($ in thousands):

	December 31, 2022	December 31, 2021
Unrestricted cash and cash equivalents	$ 29,490	$ 57,688
Unrestricted investments	1,205,795	1,263,028
Restricted cash equivalents	221,232	113,758
Restricted investments	2,488,390	1,299,745
	$ 3,944,907	$ 2,734,219

Interest Rate Risk: Interest rate risk is the risk that changes in the financial market rates of interest will adversely affect the value of an investment. Per the City's Policy, commercial paper can have a maximum maturity of 270 days, U.S. Treasury and Agency securities can have a maximum maturity of 10 years, and structured products, such as Mortgage Pass-Through Securities and Collateralized Mortgage Obligations can have a maximum of 31 years. The City manages interest rate risk for investments under the control of the City CFO by limiting their maximum maturity of investments.

At December 31, 2022, the Airport's investment balances and maturities, in years, for those investments subject to interest rate risk were as follows ($ in thousands):

		Investments maturity in years			
Investment type	**Fair value**	**Less than 1**	**1-5**	**6-10**	**10+**
Commercial paper	$ 98,373	$ 98,373	$ -	$ -	$ -
Certificates of deposit	27,136	27,136	-	-	-
Municipal securities	125,332	21,557	72,639	31,136	-
U.S. treasury securities	1,278,566	605,223	434,050	239,293	-
U.S. agency securities	1,118,879	312,293	627,929	176,804	1,853
Corporate bonds	509,919	77,872	393,127	38,920	-
Multinational fixed income	248,757	49,560	173,513	25,684	-
Structured products	287,223	29,498	172,588	82,830	2,307
Total	$ 3,694,185	$ 1,221,512	$ 1,873,846	$ 594,667	$ 4,160

At December 31, 2021, the Airport's investment balances and maturities, in years, for those investments subject to interest rate risk were as follows ($ in thousands):

		Investments maturity in years			
Investment type	**Fair value**	**Less than 1**	**1-5**	**6-10**	**10+**
Commercial paper	$ 158,170	$ 158,170	$ -	$ -	$ -
Municipal bonds	71,506	13,177	58,329	-	-
U.S. treasury securities	775,285	275,577	329,352	170,356	-
U.S. agency securities	705,536	73,308	528,149	101,877	2,202
Corporate bonds	376,763	46,975	324,699	5,089	-
Multinational fixed income	261,111	50,745	191,466	18,900	-
Structured products	214,402	8,217	143,699	59,990	2,496
Total	$ 2,562,773	$ 626,169	$ 1,575,694	$ 356,212	$ 4,698

As of December 31, 2022, the Airport portfolio included callable corporate bond and U. S. Agency securities with a fair value of $287.8 million and $33.6 million, respectively. If a callable investment is purchased at a discount, the maturity date is assumed to be the maturity date of the investment. If the investment is bought at a premium, the maturity date is assumed to be the call date.

Credit Quality Risk: Credit quality risk is the risk that an issuer or other counterparty to a debt security will not fulfill its obligation to the City. Moody's Investors Service (Moody's), Standard & Poor's (S&P), and Fitch are the three primary Nationally Recognized Securities Rating Organizations (NRSRO) that assess this risk and assign a credit quality rating for most investments. Obligations of the U.S. government or obligations explicitly guaranteed by the U.S. government are assigned credit quality ratings AAA or its equivalent. Of the City's investments at December 31, 2022, commercial paper, U.S. Agency securities and local government investment pools were subject to credit quality risk. The City's Policy requires that commercial paper be rated by at least two of the NRSRO's and have a minimum short-term rating of A-1, P-1, and or F-1 at the time of purchase. The Policy also requires the local government investment pools be in conformity with Title 24, Article 75 Part 7 of the Colorado Revised Statutes and have an office in Denver.

As of December 31, 2022, the Airport's investments complied with the City's Policy. More than 5.0% of Airport investments in U.S. Agency securities are in individual issuers: Federal Home Loan Bank 11.61% and Federal Farm Credit Bank 8.74%.

Custodial Credit Risk: Custodial credit risk for investments is the risk that, in the event of failure, the Airport System will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Investments are exposed to custodial credit risk if they are uninsured, are not registered in the City's name, and are held by either the counterparty to the investment purchase or are held by the counterparty's trust department or agent but not held in the City's name.

None of the Airport System's investments owned at December 31, 2022, were subject to custodial credit risk.

Concentration of Credit Risk: Concentration of credit risk is the risk of loss attributed to the magnitude of the City's investment in a single type of investment, or in a single issuer. The City's Policy states that a maximum of 5% of the portfolio, based on fair value, may be invested in commercial paper, municipal securities, corporate debt obligations, or certificates of deposit issued by any one provider. The Policy limits investments in money market funds, local government investment pool and supranationals to 10% per provider. Investments in money market funds, local government investment pools are limited to 25% of total investments with asset-back securities and municipal securities limited to 15% of the portfolio. Corporate bonds are limited to 20% of total investments and federal agency securities limited to 80% of the portfolio.

Foreign Currency Risk: Foreign Currency risk is the risk that changes in exchange rates will adversely affect their value of an investment or deposit. The City's Policy does not allow for investments in foreign currency.

As of December 31, 2022, all investments complied with this policy.

(5) Accounts and Long-Term Other Receivables

(a) Allowance for Doubtful Accounts

Management of the Airport reviews accounts receivable periodically and an allowance for doubtful accounts has been established based upon management's assessment of the probability of collection. As of December 31, 2022 and 2021, an allowance of $3.3 million and $2.8 million, respectively, was established.

(b) Long-Term Other Receivables

2021 COVID-19 Rent Relief

Issued in November 2020 and effective in January 2021, the Airport implemented relief policies (2021 COVID-19 Relief Policies) for revenue contracts providing payment deferrals and certain fee waivers. For the signatory airlines, participants must maintain payment compliance through the policy term and for 2021 were required to pay 75% of their fixed and variable rate billings as defined in the Use and Lease Agreements. The remaining 25% of these billings must be paid over the next five years in equal annual installments starting in 2022 with each installment due by September 30th. The outstanding payment deferrals will be charged the U.S. Treasury Note rate is based on the 5-year Daily Treasury Par Yield Curve rate effective on February 1, 2022, which was 1.63%. This rate is fixed over the repayment term. As of December 31, 2022, some of the airlines paid in full the total outstanding deferred balances. The remaining outstanding receivables, as of December 31, 2022 are as follows ($ in thousands):

	Amount
Year:	
2023	$ 2,149
2024	3,813
2025	3,813
2026	3,817
Total	$ 13,592
Less current portion	(2,149)
Long-term receivables	$ 11,443

The equal annual installments due for 2024-2026 are included in long-term other receivables, net of current portion in other receivables on the Statement of Net Position.

Other Receivable (Loan)

Included in long-term receivable is approximately $4.8 million notes receivable related to solar panel installation and approximately $27.0 million loans due from two districts. The districts are reimbursing the Airport for funding the construction and infrastructure of the rail station at 61st Boulevard and Pena Boulevard for infrastructure work around the Airport property. Each loan bears interest at 5.0% with interest compounded and due semiannually on June 1st and December 1st with principal due annually on December 1st. The outstanding loan balance, including compounded interest, is included in the table below, and will be repaid from ad valorem taxes. Total loan payments are capped at $41.6 million. As of December 31, 2022, the projected future principal and interest collections from the districts are as follows ($ in thousands):

		Amount
Year:		
2023	$	186
2024		293
2025		381
2026		588
2027		1,006
2028-2032		7,559
2033-2037		9,168
2038-2042		10,122
2043-2047		11,175
2048		461
Total	$	40,939

The installments due for 2023-2048 are included in long-term other receivables, net of current portion on the Statement of Net Position.

(6) Capital Assets

Changes in capital assets for the years ended December 31, 2022 and 2021 were as follows ($ in thousands):

	2022				
	January 1, 2022 (As restated)	Additions	Transfers and reclassifications	Reductions	December 31, 2022
Non depreciable capital assets					
Art	$ 7,376	$ -	$ -	$ -	$ 7,376
Capacity rights	12,400	-	-	-	12,400
Construction in progress	1,747,240	773,923	(1,956,410)	(11,157)	553,596
Land, land rights, and air rights	295,766	-	-	-	295,766
Total non depreciable capital assets	2,062,782	773,923	(1,956,410)	(11,157)	869,138
Depreciable capital assets					
Buildings and improvements	4,865,468	-	1,672,205	(773)	6,536,900
Machinery and equipment	1,154,318	1,878	209,234	(52,918)	1,312,512
Infrastructure and land improvements	1,412,265	-	74,824	(7,333)	1,479,756
Intangibles	32,238	-	154	(1,231)	31,161
Leased assets (GASB 87)	5,487	5,520	-	-	11,007
Total depreciable capital assets	7,469,776	7,398	1,956,417	(62,255)	9,371,336
Less accumulated depreciation and amortization					
Buildings and improvements	(2,370,432)	(168,214)	-	609	(2,538,037)
Machinery and equipment	(834,678)	(49,164)	(7)	48,451	(835,398)
Infrastructure and land improvements	(723,455)	(49,634)	-	2,062	(771,027)
Intangibles	(31,291)	(882)	-	1,231	(30,942)
Leased assets (GASB 87)	-	(6,293)	-	-	(6,293)
Total accumulated depreciation and amortization	(3,959,856)	(274,187)	(7)	52,353	(4,181,697)
Total depreciable capital assets, net	3,509,920	(266,789)	1,956,410	(9,902)	5,189,639
Total capital assets	$ 5,572,702	$ 507,134	$ -	$ (21,059)	$ 6,058,777

In December 2021, water damage occurred to the Concourse B-East expansion project, which caused an asset impairment of approximately $24.1 million, which was recognized in 2021. As of December 31, 2021, approximately $21.4 million, net of $0.2 million deducible, of the loss was estimated to be recoverable through insurance proceeds, and as of December 31, 2022, a total of $33.0 million was received.

	2021 (As restated)				
	January 1, 2021	Additions	Transfers and reclassifications	Reductions	December 31, 2021
Non depreciable capital assets					
Art	$ 7,376	$ -	$ -	$ -	$ 7,376
Capacity rights	12,400	-	-	-	12,400
Construction in progress	1,393,010	992,141	(606,712)	(31,199)	1,747,240
Land, land rights, and air rights	295,766	-	-	-	295,766
Total non depreciable capital assets	1,708,552	992,141	(606,712)	(31,199)	2,062,782
Depreciable capital assets					
Buildings and improvements	4,459,137	-	412,459	(6,128)	4,865,468
Machinery and equipment	1,048,021	459	111,532	(5,694)	1,154,318
Infrastructure and land improvements	1,345,181	-	82,488	(15,404)	1,412,265
Intangibles	32,515	-	233	(510)	32,238
Lease assets (GASB 87)	5,487	-	-	-	5,487
Total depreciable capital assets	6,890,341	459	606,712	(27,736)	7,469,776
Less accumulated depreciation and amortization					
Buildings and improvements	(2,242,908)	(133,180)	-	5,656	(2,370,432)
Machinery and equipment	(795,100)	(45,192)	-	5,614	(834,678)
Infrastructure and land improvements	(686,906)	(46,811)	-	10,262	(723,455)
Intangibles	(30,132)	(1,669)	-	510	(31,291)
Total accumulated depreciation and amortization	(3,755,046)	(226,852)	-	22,042	(3,959,856)
Total depreciable capital assets, net	3,135,295	(226,393)	606,712	(5,694)	3,509,920
Total capital assets (restated)	$ 4,843,847	$ 765,748	$ -	$ (36,893)	$ 5,572,702

The Airport adopted GASB 87 during the year, with retroactive application to January 1, 2021. The 2021 table is restated to incorporate the impact of GASB 87 to depreciable capital assets and total accumulated depreciation and amortization.

(7) Disposal of Stapleton

The City ceased aviation operations at Stapleton upon the opening of the Airport on February 28, 1995 and all property has been disposed. Certain portions of Stapleton were acquired with proceeds from federal grants, which provide for the return of certain federal funds. In addition, certain portions of the property are also subject to deed restrictions, under which the property would revert to the United States government. The City is able to seek releases from the grant assurances and deed restrictions from the Secretary of Transportation as dispositions occur, provided that: 1) the property is sold at fair market value, and 2) the proceeds are used to develop, improve, and construct the Airport. The City intends to continue to seek such releases and, in accordance with certain Use and Lease Agreements, use any net proceeds from sales of Stapleton to retire or defease subordinate debt.

The current and anticipated costs accrued in restricted other liabilities for the environmental liability for Stapleton as of December 31, 2022 and 2021 was $2.7 million and $2.7 million, respectively. The Airport has accrued $5.2 million and $5.2 million of insurance recoveries in accounts receivable at December 31, 2022 and 2021. The Airport received no insurance recovery payments for 2022 and 2021.

(8) Due to Other City Agencies

The City provides various services to the Airport, including data processing, investing, financial services, budgeting, engineering, and personnel (including airport police and fire salaries). Billings from the City, both direct and indirect, during 2022 and 2021 totaled $67.8 million and $65.0 million, respectively, and have been included in operating expenses. The outstanding liability to the City and its related agencies in connection with these services totaled $24.3 million and $35.9 million at December 31, 2022 and 2021, respectively.

(9) Bonds Payable

Changes in long-term debt for the years ended December 31, 2022 and 2021 were as follows ($ in thousands):

	2022					
	January 1, 2022	Additions	Refunded debt	Retirements	December 31, 2022	Amounts due within one year
Senior lien bonds	$ 1,695,365	$ 2,808,120	$ (266,375)	$ (104,170)	$ 4,132,940	$ 175,715
Subordinate lien bonds	3,155,980	-	-	(36,220)	3,119,760	47,030
Direct Placement						
Senior lien bonds	227,155	-	(85,600)	(30,800)	110,755	5,790
Subordinate lien bonds	930,150	-	-	(754,280)	175,870	32,020
Total Airport System revenue bonds	6,008,650	2,808,120	(351,975)	(925,470)	7,539,325	260,555
Plus unamortized net premiums	335,548	193,823	(15,151)	(44,869)	469,351	-
Total bond debt	$ 6,344,198	$ 3,001,943	$ (367,126)	$ (970,339)	$ 8,008,676	$ 260,555
Less current portion					(260,555)	
Noncurrent portion					$ 7,748,121	

	2021					
	January 1, 2021	Additions	Refunded debt	Retirements	December 31, 2021	Amounts due within one year
Senior lien bonds	$ 1,824,230	$ -	$ (30,415)	$ (98,450)	$ 1,695,365	$ 104,170
Subordinate lien bonds	3,176,130	-	-	(20,150)	3,155,980	36,220
Direct Placement						
Senior lien bonds	262,155	28,900	(28,900)	(35,000)	227,155	30,800
Subordinate lien bonds	250,925	726,220	-	(46,995)	930,150	754,280
Total Airport System revenue bonds	5,513,440	755,120	(59,315)	(200,595)	6,008,650	925,470
Economic defeasance	40,080	-	-	(40,080)	-	-
Plus unamortized net premiums	376,825	-	-	(41,277)	335,548	-
Total bond debt	$ 5,930,345	$ 755,120	$ (59,315)	$ (281,952)	$ 6,344,198	$ 925,470
Less current portion					(925,470)	
Noncurrent portion					$ 5,418,728	

The Airport has issued bonds, bearing fixed and variable interest rates, collateralized by and payable from Airport Net Revenues, as defined in the 1984 Airport System General Bond Ordinance as supplemented and amended (Bond Ordinance) and the 1990 Airport System General Subordinate Bond Ordinance as supplemented and amended (Subordinate Bond Ordinance). Interest on fixed rate bonds is payable semi-annually and variable rate bonds are issued in weekly mode.

The maturity dates, interest rates, and principal amounts outstanding as of December 31, 2022 and December 31, 2021 are as follows ($ in thousands):

Bond	Maturity	Interest rate	Amount outstanding December 31, 2022	Amount outstanding December 31, 2021
Senior lien bonds				
Series 2009B	November 15, 2036 to 2039	6.41%	$ 65,290	$ 65,290
Series 2012A	November 15, 2023, and 2031 to 2043	4.00-5.00%	32,380	116,885
Series 2012B	November 15, 2023 to 2024, 2031, and 2038 to 2043	4.00-5.00%	157,045	276,355
Series 2012C	November 15, 2026	3.59%	30,285	30,285
Series 2016A	November 15, 2023 to 2025, and 2031 to 2032	5.00%	207,020	207,020
Series 2017A	November 15, 2023 to 2024, and 2026 to 2030	5.00%	158,805	172,785
Series 2017B	November 15, 2033	5.00%	21,280	21,280
Series 2019C	November 15, 2026 to 2036	5.00%	120,005	120,005
Series 2019D	November 15, 2026 to 2031	5.00%	-	83,725
Series 2020A-1	November 15, 2023 to 2024, 2026, 2029, and 2032	5.00%	42,390	90,790
Series 2020A-2	November 15, 2023 to 2025	5.00%	36,640	46,930
Series 2020B-1	November 15, 2023 to 2025	5.00%	18,930	28,420
Series 2020B-2	November 15, 2025	5.00%	24,060	24,060
Series 2020C	November 15, 2023 to 2037	0.877 - 2.867%	410,690	411,535
Series 2022A	November 15, 2023 to 2053	4.00 - 5.50%	1,465,560	-
Series 2022B	November 15, 2026 to 2053	5.00 - 5.25%	175,570	-
Series 2022C	November 15, 2023 to 2053	5.00 - 5.25%	349,180	-
Series 2022D	November 15, 2024 to 2053	5.00 - 5.75%	817,810	-
Subordinate lien bonds				
Series 2013A	November 15, 2023 to 2043	4.00-5.50%	290,380	295,220
Series 2013B	November 15, 2023 to 2043	5.00-5.25%	350,100	357,025
Series 2018A	December 1, 2023 to 2048	3.75-5.25%	2,295,930	2,320,110
Series 2018B	December 1, 2023 to 2048	3.50-5.00%	183,350	183,625
Direct Placement				
Senior lien bonds				
Series 2002C	November 15, 2023, and 2026 to 2031	4.17%*	13,800	17,200
Series 2007G1-G2	November 15, 2023 to 2031	3.09%*	-	92,800
Series 2008B	November 15, 2023 to 2031	4.17%*	29,600	35,100
Series 2009C	November 15, 2026 to 2031	4.17%*	45,255	56,455
Series 2021A-B	November 15, 2024 to 2031	4.17%*	22,100	25,600
Subordinate lien bonds				
Series 2015A	November 15, 2023 to 2025	2.20%	99,540	99,540
Series 2019A	November 15, 2024 and 2030	1.37%	76,330	104,390
Series 2021 Interim Note	June 30, 2022	0.69%*	-	700,000
Series 2021C	November 15, 2022	0.51%	-	26,220
Total revenue bonds			7,539,325	6,008,650
Less current portion			(260,555)	(925,470)
Net unamortized premiums			469,351	335,548
Total bonds payable noncurrent			$ 7,748,121	$ 5,418,728

* Variable rates are as of December 31, 2022

Most of the Airport term bonds are subject to certain mandatory redemption requirements and most of the Airport bonds are subject to certain optional redemption provisions. Certain of the Airport bonds are subject to certain mandatory sinking fund redemption requirements.

(a) Economic Defeasances

On November 1, 1999, the Airport entered into an economic defeasance of $54.9 million of Airport Revenue Bonds through the use of certain 1998 and 1999 federal grant proceeds from the United States Department of Transportation under a 1990 Letter of Intent. These funds were set aside in special escrow accounts (Escrow A and Escrow B) held by the City. Escrow A proceeds were intended to pay principal and interest on $40.1 million of the Series 1992C Bonds (LOI 1998/1999 bond) maturing on November 15, 2025. On May 20, 2021, these bonds were fully redeemed. Escrow B proceeds were used to pay principal and interest on $14.8 million of the Series 1991D Bonds which matured on November 15, 2013.

(b) Bond and Note Issuances

On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. The proceeds from the Series 2022C and 2022D Bonds, coupled with Airport bond funds were used to provide project funds to pay a portion of the Vision 100 2023-2027 Capital Program, refund and redeem all or a portion of outstanding principal amounts, pay the costs of terminating a 2006A Swap Agreement with GKB Financial Services Corp. and a 2008A Swap Agreement with Royal Bank of Canada, make necessary deposits to the Bond Reserve Fund, make deposits to the Capitalized Interest Subaccount for the Series 2022C and Series 2022D Bonds, and pay the costs of issuance of the Series 2022C and Series 2022D Bonds. The Series 2022C and Series 2022D Bonds bear interest at various fixed rates, staggered maturities through November 15, 2053 and are subject to redemption prior to maturity. The refunding transactions yielded a net present value savings of $8.1 million.

On July 19, 2022, the Airport issued senior lien Airport System Revenue Bonds Series 2022A (AMT) (Series 2022A) and Airport System Revenue Bonds Series 2022B (non-AMT) (Series 2022B) in the aggregate principal amounts of $1.5 billion and $175.6 million, respectively. The proceeds of the Series 2022A and Series 2022B Bonds were used to redeem and pay the 2021 Interim Note, to fully fund the Airport's 2018-2022 Capital Program, to make deposits to the Bond Reserve Fund and Capitalized Interest Subaccount, and to pay costs of issuance for Series 2022A and Series 2022B Bonds. Both series were issued at premium, bear interest at various fixed rates, and are subject to redemption prior to maturity.

On July 14, 2021, the City, for and on behalf of the Airport, entered into a Bond Purchase and Exchange Agreements with Banc of America Preferred Funding Corporation for the Series 1992F-G for the Series 2021A-B, respectively. With the execution of this Bond Purchase and Exchange Agreement there were no longer any outstanding Airport System Revenue Bonds issued prior to August 1, 2000. This adjusted the calculation of the Minimum Bond Reserve as defined within the General Bond Ordinance and reduced the Minimum Bond Reserve amount as it applies to the senior lien airport system revenue bonds. The City, for and on behalf of the Airport, filed a Voluntary Notice (see https://emma.msrb.org/P21480842-P21148170-P21561857.pdf).

On December 17, 2021, the City, for and on behalf of the Airport, issued private activity Airport System Subordinate Revenue Bonds, Series 2021C (Series 2021C Bonds) and issued a Note Purchase Agreement (2021 Interim Note) in the amounts of $26.2 million and $700.0 million, respectively. The proceeds from the issuance of the 2021 Interim Note are to assist in funding the 2018-2022 Capital Program and were used to pay for issuance cost. The maturity date of the 2021 Interim Note was June 30, 2022. On June 10, 2022, the 2021 Interim Note maturity was extended to August 31, 2022. The 2021 Interim Note bore interest at a variable rate with payment due at maturity. The 2021 Interim Note was fully redeemed and paid in full by the Series 2022A and Series 2022B bond proceeds. The Series 2021C Bonds were issued at a fixed interest rate for the purposes of current refunding Series 2011A Bonds maturing on November 15, 2021. The Series 2021C Bonds matured on November 15, 2022.

(c) Defeased Bonds

The Airport has defeased certain revenue bonds by placing the proceeds of new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the accompanying financial statements. As of December 31, 2022, and December 31, 2021, $32.2 million and $396.7 million, respectively, of bonds outstanding are considered defeased.

(10) Bond and Notes Payable Debt Service Requirements

(a) Bonds Payable

Bond debt service requirements of the Airport for bonds payable to maturity as of December 31, 2022 are as follows ($ in thousands):

					Direct Placement					
	Senior lien bonds		Subordinate lien bonds		Seninor lien bonds		Subordinate lien bonds		Total	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
Year:										
2023	$ 175,715	$ 196,726	$ 47,030	$ 153,167	$ 5,790	$ 3,732	$ 32,020	$ 3,256	$ 260,555	$ 356,881
2024	164,920	188,903	47,150	150,866	9,800	3,537	57,905	2,545	279,775	345,851
2025	193,410	181,379	45,500	148,498	9,775	3,207	60,025	1,451	308,710	334,535
2026	184,705	171,145	106,885	146,203	13,310	2,878	4,830	477	309,730	320,703
2027	187,235	163,201	112,395	140,705	13,630	2,429	5,030	388	318,290	306,723
2028-2032	981,375	692,213	608,390	613,725	58,450	4,996	16,060	596	1,664,275	1,311,530
2033-2037	617,540	501,783	669,070	453,999	-	-	-	-	1,286,610	955,782
2038-2042	666,065	340,585	691,760	287,631	-	-	-	-	1,357,825	628,216
2043-2047	475,490	183,620	649,950	126,094	-	-	-	-	1,125,440	309,714
2048-2052	404,360	79,263	141,630	6,757	-	-	-	-	545,990	86,020
2053	82,125	4,064	-	-	-	-	-	-	82,125	4,064
Total	$ 4,132,940	$ 2,702,882	$ 3,119,760	$ 2,227,645	$ 110,755	$ 20,779	$ 175,870	$ 8,713	$ 7,539,325	$ 4,960,019

(b) Notes Payable

The Airport entered into a $0.4 million financing agreement with Green Industrial Development Group, LLC on June 10, 2022, to finance office furniture purchases, at a rate of 7.0% based on a 30/360 calculation for 2022. Principal and Interest payments are due monthly in the amount of $13.1 thousand. The note matures on November 1, 2025. The Airport has pledged no security against the note.

The payment schedule relating to note requirements as of December 31, 2022 is as follows ($ in thousands):

	Principal	Interest
Year:		
2023	$ 133	$ 25
2024	142	15
2025	140	5
Total	$ 415	$ 45

Changes in notes payable for the years ended December 31,2022 and 2021 were as follows ($ in thousands):

	Balance January 1, 2022	Additions	Retirements	Balance December 31, 2022	Amounts due within one year
Note payable	$ -	$ 425	$ (10)	$ 415	$ 133
Less current portion				(133)	
Noncurrent portion				$ 282	

	Balance January 1, 2021	Additions	Retirements	Balance December 31 2021	Amounts due within one year
Note payable	$ 2,235	$ -	$ (2,235)	$ -	$ -
Less current portion				-	
Noncurrent portion				$ -	

(11) Direct Placement and Direct Loans

As of December 31, 2022, and 2021, the Airport held directly placed debt as detailed below:

Series:	**2008B(2)**	**2009C**	**1992F(3)**	**1992G(3)**
Par Outstanding at 12/31/2022 (000)	$ 29,600	$ 45,255	$ -	$ -
Par Outstanding at 12/31/2021 (000)	$ 35,100	$ 56,455	$ -	$ -
Lien	Senior	Senior	Senior	Senior
Bond Maturity Date	11/15/2031	11/15/2031	11/15/2031	11/15/2031
Facilty and Reimbursement Agreemen As of 12/31/2022	Credit	Credit	Credit	Credit
Financial Institution:	Bank of America, N.A.	Bank of America, N.A.	Banc of America Preferred Funding Corporation	Banc of America Preferred Funding Corporation
Terms:				
Execution Date	7/1/2020	4/28/2017	10/24/2014	10/24/2014
Initial Expiration Date	7/1/2023	4/28/2020	9/25/2017	9/25/2017
Amended Expiration Date	n/a	4/28/2023	9/25/2020	9/25/2020
2nd Amended Expiration Date	n/a	n/a	4/28/2023	4/28/2023
Index Rate				
12/31/2022	SIFMA Index Rate	SIFMA Index Rate	SIFMA Index Rate	SIFMA Index Rate
12/31/2021	SIFMA Index Rate	SIFMA Index Rate	SIFMA Index Rate	SIFMA Index Rate
Applicable Factor	n/a	n/a	70.0%	70.0%
Applicable Spread as of 12/31/2022	0.37%	0.37%	0.37%	0.37%
Applicable Spread as of 12/31/2021	0.37%	0.37%	0.37%	0.37%
Increase in Applicable Spread Due To Credit:				
Rating Downgrade	Yes(1)	Yes(1)	Yes(1)	Yes(1)
Margin Rate Factor	n/a	n/a	n/a	n/a
Rate Formula	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread
Moody's Rating as of 12/31/2022	Aa3	Aa3	n/a	n/a
Moody's Rating as of 12/31/2021	A1	A1	n/a	n/a
S&P Rating as of 12/31/2022	AA-	AA-	n/a	n/a
S&P Rating as of 12/31/2021	A+	A+	n/a	n/a
Fitch Rating as of 12/31/2022	AA-	AA-	n/a	n/a
Fitch Rating as of 12/31/2021	AA-	AA-	n/a	n/a

(1) See Applicable Spread table
(2) New Credit Facility and Reimbursement Agreement was executed in 2020 with Bank of America, N.A.
(3) These bond series were refunded with the 2021A and 2021B series
(4) These bond series were refunded with the 2022C series

Series:	**2002C**	**2007G1(4)**	**2007G2(4)**	**2021A**
Par Outstanding at 12/31/2022 (000)	$ 13,800	$ -	$ -	$ 12,100
Par Outstanding at 12/31/2021 (000)	$ 17,200	$ 46,300	$ 46,500	$ 14,000
Lien	Senior	Senior	Senior	Senior
Bond Maturity Date	11/15/2031	11/15/2031	11/15/2031	11/15/2031
Facilty and Reimbursement Agreemen	Credit	Credit	Credit	Credit
As of 12/31/2022				
Financial Institution:	Banc of America Preferred Funding Corporation	BMO Harris Investment Corp.	BMO Harris Investment Corp.	Banc of America Preferred Funding Corporation
Terms:				
Execution Date	9/25/2014	11/1/2014	11/1/2014	7/1/2021
Initial Expiration Date	9/25/2017	12/1/2023	12/1/2023	4/26/2023
Amended Expiration Date	9/25/2020	n/a	n/a	n/a
2nd Amended Expiration Date	4/28/2023	n/a	n/a	n/a
Index Rate				
12/31/2022	SIFMA Index Rate	1-month LIBOR Rate	1-month LIBOR Rate	SIFMA Index Rate
12/31/2021	SIFMA Index Rate	1-month LIBOR Rate	1-month LIBOR Rate	n/a
Applicable Factor	n/a	70.0%	70.0%	n/a
Applicable Spread as of 12/31/2022	0.37%	0.90%	0.90%	0.37%
Applicable Spread as of 12/31/2021	0.37%	0.90%	0.90%	n/a
Increase in Applicable Spread Due To Credit:				
Rating Downgrade	Yes(1)	Yes(1)	Yes(1)	Yes(1)
Margin Rate Factor	n/a	n/a	n/a	n/a
Rate Formula	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread	Rate Formula Index Rate x Applicable Factor + Applicable Spread
Moody's Rating as of 12/31/2022	Aa3	n/a	n/a	Aa3
Moody's Rating as of 12/31/2021	A1	A1	A1	n/a
S&P Rating as of 12/31/2022	AA-	n/a	n/a	AA-
S&P Rating as of 12/31/2021	A+	A+	A+	n/a
Fitch Rating as of 12/31/2022	AA-	n/a	n/a	AA-
Fitch Rating as of 12/31/2021	AA-	AA-	AA-	n/a

(1) See Applicable Spread table
(2) New Credit Facility and Reimbursement Agreement was executed in 2020 with Bank of America, N.A.
(3) These bond series were refunded with the 2021A and 2021B series
(4) These bond series were refunded with the 2022C series

Series:	2021B	2015A	2019A	2021C	2021 Interim Note
Par Outstanding at 12/31/2022 (000)	$ 10,000	$ 99,540	$ 76,330	$ -	$ -
Par Outstanding at 12/31/2021 (000)	$ 11,600	$ 99,540	$ 104,390	$ 26,220	$ 700,000
Lien	Senior	Subordinate	Subordinate	Subordinate	Subordinate
Bond Maturity Date	11/15/2031	11/15/2025	11/15/2030	11/15/2022	6/30/2022
Facilty and Reimbursement Agreemen As of 12/31/2022	Credit	Credit	Credit	Bond Purchase Agreement	Note Purchase Agreement
Financial Institution:	Banc of America Preferred Funding Corporation	Bank of America, N.A.	State Street Public Lending Corporation	Bank of America, N.A.	Bank of America, N.A.
Terms:					
Execution Date	7/1/2021	11/20/2015	8/27/2019	12/17/2021	12/17/2021
Initial Expiration Date	4/26/2023	11/15/2025	11/15/2025	11/15/2022	6/30/2022
Amended Expiration Date	n/a	n/a	n/a	n/a	n/a
2nd Amended Expiration Date	n/a	n/a	n/a	n/a	n/a
Index Rate					
12/31/2022	SIFMA Index Rate	Fixed Rate	Fixed Rate	Fixed Rate	SIFMA Index Rate
12/31/2021	n/a	Fixed Rate	Fixed Rate	n/a	n/a
Applicable Factor	n/a	n/a	n/a	n/a	n/a
Applicable Spread as of 12/31/2022	0.37%	n/a	n/a	n/a	0.11%
Applicable Spread as of 12/31/2021	n/a	n/a	n/a	n/a	n/a
Increase in Applicable Spread Due To Credit:					
Rating Downgrade	Yes(1)	n/a	n/a	n/a	n/a
Margin Rate Factor	n/a	n/a	n/a	n/a	n/a
Rate Formula	Rate Formula Index Rate x Applicable Factor + Applicable Spread	n/a	n/a	n/a	n/a
Moody's Rating as of 12/31/2022	Aa3	n/a	n/a	n/a	n/a
Moody's Rating as of 12/31/2021	A1	n/a	n/a	n/a	n/a
S&P Rating as of 12/31/2022	AA-	n/a	n/a	n/a	n/a
S&P Rating as of 12/31/2021	A+	n/a	n/a	n/a	n/a
Fitch Rating as of 12/31/2022	AA-	n/a	n/a	n/a	n/a
Fitch Rating as of 12/31/2021	AA-	n/a	n/a	n/a	n/a

(1) See Applicable Spread table
(2) New Credit Facility and Reimbursement Agreement was executed in 2020 with Bank of America, N.A.
(3) These bond series were refunded with the 2021A and 2021B series
(4) These bond series were refunded with the 2022C series

On July 29, 2011 and August 8, 2011, the Airport entered into a Liquidity Facility and Reimbursement Agreement (Liquidity Agreement) with Wells Fargo, who purchased the Series 2008B and 2008C1 Bonds, respectively, at a floating rate indexed to 1-month LIBOR. On December 11, 2015, this agreement was amended, and the expiration date was extended to December 11, 2020. On July 1, 2020, the Airport entered into a credit facility and reimbursement agreement with Bank of America, N.A., who purchased the Series 2008B Bonds, bearing interest at the SIFMA Index Rate. These agreements are set to expire on July 1, 2023. See note 25 to the financial statements for additional information.

On October 28, 2020, the Airport issued the Airport System Revenue Bonds Series 2020A-1 (Non-AMT Private Activity), Series 2020A-2 (Non-AMT Governmental), Series 2020B-1 (AMT), Series 2020B-2 (AMT), and Series 2020C (Taxable) for $95.3 million, $60.5 million, $37.5 million, $24.1 million, and $411.5 million, respectively. This redeemed the 2008C1 bonds outstanding principal balance. On April 1, 2023, the City, for and on behalf of the Airport, amended the agreement for the Series 2008B Bonds to extend the expiration date to July 1, 2028, and the floating rate index changed to Secured Overnight Financing Rate (SOFR) effective on the Closing Date, July 1, 2023. See note 25 to the financial statements for additional information.

On October 1, 2012, the Airport entered into a Credit Facility and Reimbursement Agreement (Credit Agreement) with U.S. Bank National Association, who purchased the Series 2009C Bonds at a floating rate indexed to 1-month LIBOR. This agreement was to expire on April 30, 2017. On April 28, 2017, the Airport entered into a Credit Agreement with Bank of America, N.A., who purchased the Series 2009C Bonds at a floating indexed to 1-month LIBOR. This agreement expires on April 28, 2020. On April 28, 2020, the Airport amended the agreement to extend the expiration date to April 28, 2023 and the floating rate index changed to SIFMA index rate. On April 1, 2023, the City, for and on behalf of the Airport, amended the agreement to extend the expiration date to April 28, and the floating rate index changed to SOFR effective on the Closing Date, April 28, 2023. See note 25 to the financial statements for additional information.

On October 24, 2014, the Airport entered into Credit Agreements with Banc of America Preferred Funding Corporation who purchased the Series 1992F, G Bonds at a floating rate indexed to 1-month LIBOR. These agreements expired on September 25, 2017. These agreements were extended to expire on September 25, 2020. On April 28, 2020, the Airport amended the agreement to extend the expiration date to April 28, 2023. The index shall remain the 1-month LIBOR rate with the option to change to the SIFMA index rate prior to September 25, 2020. On September 25, 2020, the floating rate index changed to the SIFMA index rate. On June 15,2020, the Airport converted the index rate from a 1-month LIBOR rate to a SIFMA index rate. On July 14, 2021, the City, for and on behalf of the Airport, entered into a Bond Purchase and Exchange Agreements and a Credit Facility and Reimbursement Agreement with Banc of America Preferred Funding Corporation for the Series 1992F-G for the Series 2021A-B, respectively.

On September 25, 2014, the Airport entered into Credit Agreements with Banc of America Preferred Funding Corporation, who purchased the Series 2002C Bonds at a floating rate indexed to 1-month LIBOR. This agreement expired on September 25, 2017. These agreements were extended to expire on September 25, 2020. On April 28, 2020, the Airport amended the agreement to extend the expiration date to April 28, 2023. The index shall remain the 1-month LIBOR rate with the option to change to the SIFMA index rate prior to September 25, 2020. On September 25, 2020, the floating rate index changed to the SIFMA index rate. On June 15,2020, the Airport converted the index rate from a 1-month LIBOR rate to a SIFMA index rate. On April 1, 2023, the City, for and on behalf of the Airport, amended the agreement to extend the expiration date to April 28, 2028, and the floating rate index changed to SOFR effective on the Closing Date, April 28, 2023. See note 25 to the financial statements for additional information.

On November 1, 2014, the Airport entered into Credit Agreements with BMO Harris Investment Corp. who purchased the Series 2007G1-G2 Bonds at a floating rate indexed to 1-month LIBOR. This agreement was set to expires on December 1, 2023. On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. A portion of proceeds from the Series 2022C and 2022D Bonds, were used to fully redeem the 2007G1 and 2007G2 outstanding principal amounts.

On November 20, 2015, the Airport entered into Credit Agreement with Bank of America, N.A., who purchased the Series 2015A Bonds at a fixed interest rate. The Series 2015A Bonds mature on November 15, 2025.

On August 20, 2019, the Airport entered into Credit Agreements with State Street Public Leasing Corporation, who purchased the Series 2019A-B Bonds at a fixed interest rate. The Series 2019A (AMT) matures on November 15, 2031 with a Mandatory Tender of $25.9 million due on November 15, 2025, and the Series 2019B (Taxable) matures on November 15, 2020.

On July 14, 2021, the City, for and on behalf of the Airport, entered into a Bond Purchase and Exchange Agreements with Banc of America Preferred Funding Corporation for the Series 1992F-G for the Series 2021A-B, respectively. With the execution of this Bond Purchase and Exchange Agreement there were no longer any outstanding Airport System Revenue Bonds issued prior to August 1, 2000. On April 1, 2023, the City, for and on behalf of the Airport, amended the agreement to extend the expiration date to April 28, 2028, and the floating rate index changed to SOFR effective on the Closing Date, April 26, 2023. For additional information see note 25 to the financial statements.

On December 17, 2021, the City, for and on behalf of the Airport, issued private activity Airport System Subordinate Revenue Bonds, Series 2021C (Series 2021C Bonds) and issued a Note Purchase Agreement (2021 Interim Note) in the amounts of $26.2 million and $700.0 million, respectively. The proceeds from the issuance of the 2021 Interim Note were to assist in funding the 2018-2022 Capital Program and were used to pay for issuance cost. The maturity date of the 2021 Interim Note was June 30, 2022. On June 10, 2022, the 2021 Interim Note maturity was extended to August 31, 2022. The 2021 Interim Note bore interest at a variable rate with payment due at maturity. The 2021 Interim Note was fully redeemed and paid in full by the Series 2022A and Series 2022B bond proceeds. The Series 2021C Bonds were issued at a fixed interest rate for the purposes of current refunding Series 2011A Bonds maturing on November 15, 2021. The Series 2021C Bonds matured on November 15, 2022.

Some of these Bonds maybe periodically remarketed to banks and the bank owners and can change before reaching maturity or are otherwise paid. These are certain events which could result in a higher interest rate and/or an acceleration of amounts due on these bonds. These events are described in the event filed on the Municipal Securities Rulemaking Boards (MSRB) Electronic Municipal Market Access (EMMA) site using the following links:

Credit Facility Bond Series

2008B	https://emma.msrb.org/SS1490948.pdf	Second Amended and Restated Reimbursement Agreement
2009C	https://emma.msrb.org/SS1480419.pdf	First Amendment to Credit Facility and Reimbursement Agreement
1992F	https://emma.msrb.org/SS1480106.pdf	Second Amended and Restated Reimbursement Agreement
1992G	https://emma.msrb.org/SS1480107.pdf	Second Amended and Restated Reimbursement Agreement
2002C	https://emma.msrb.org/SS1480109.pdf	Amended and Restated Credit Facility and Reimbursement Agreement
2019A	https://emma.msrb.org/ER1380040.pdf	Credit Facility and Reimbursement Agreement
2019B	https://emma.msrb.org/ER1380040.pdf	Credit Facility and Reimbursement Agreement
2021A	https://emma.msrb.org/P21489462-P11171100-P11586834.pdf	Credit Facility and Reimbursement Agreement
2021B	https://emma.msrb.org/P21489462-P11171100-P11586834.pdf	Credit Facility and Reimbursement Agreement
2021C	https://emma.msrb.org/P21533161-P11197861-P11616050.pdf	Bond Purchase Agreement
2021 Interim Note	https://emma.msrb.org/P21533161-P11197861-P11616050.pdf	Note Purchase Agreement

For some bond series, the Reimbursement Agreements or Note Purchase Agreements are not available on EMMA. These bonds series have the same event of default requirements as other bond series. Below is a list of the similar event of defaults sections within the Credit Agreements as of December 31, 2022 and December 31, 2021:

Similar Event of Defaults as of December 31, 2022:

Senior Lien				Subordinate Lien		Subordinate Lien	
Similar Event of Defaults		Similar Event of Defaults		Similar Event of Defaults		Similar Event of Defaults	
Sections with Credit Agreement	Series	Sections with Credit Agreement	Series	Sections with Credit Agreement	Series	Note Purchase Agreement	Note
Section 5.10	2008B(1)	Section 6.10	2021A(1)	Section 5.7	2015A(2)	Section 6.10	2021 Interim Note (Loan)
Section 5.11	1992F(1)	Section 6.12	2021B(1)	Section 5.8	2019A(1)	Section 6.12	2021C
Section 5.13	1992G(1)	Section 6.14(b)		Section 5.10(b)	2019B(1)	Section 6.14(b)	
Section 5.15(b)	2002C(1)	Section 6.16		Section 6.1(a)		Section 6.16	
Section 5.17	2009C(1)	Section 7.1(a)		Section 6.1(b)		Section 7.1(a)	
Section 5.22		Section 7.1(b)		Section 6.1(e)		Section 7.1(b)	
Section 5.25							
Section 5.26							
Section 6.1(a)							
Section 6.1(b)							
Section 6.1(f)							
Section 6.1(j)							

(1) Event of Default Sections of the Credit Agreement can be viewed on EMMA for language.
(2) Although details of the Event of Default sections are not posted on EMMA, the related sections are posted on EMMA for other bond series. There are no difference in the requirements of these bonds.

Similar Event of Defaults as of December 31, 2021:

Senior Lien				Subordinate Lien		Subordinate Lien	
Similar Event of Defaults		Similar Event of Defaults		Similar Event of Defaults		Similar Event of Defaults	
Sections with Credit Agreement	Series	Sections with Credit Agreement	Series	Sections with Credit Agreement	Series	Note Purchase Agreement	Note
Section 5.10	2008B(1)	Section 6.10	2021A(1)	Section 5.7	2015A(2)	Section 6.10	2021 Interim Note (Loan)
Section 5.11	1992F(1)	Section 6.12	2021B(1)	Section 5.8	2019A(1)	Section 6.12	2021C
Section 5.13	1992G(1)	Section 6.14(b)		Section 5.10(b	2019B(1)	Section 6.14(b)	
Section 5.15(b	2002C(1)	Section 6.16		Section 6.1(a)		Section 6.16	
Section 5.17	2009C(1)	Section 7.1(a)		Section 6.1(b)		Section 7.1(a)	
Section 5.22	2007G1(2)	Section 7.1(b)		Section 6.1(e)		Section 7.1(b)	
Section 5.25	2007G2(2)						
Section 5.26							
Section 6.1(a)							
Section 6.1(b)							
Section 6.1(f)							
Section 6.1(j)							

(1) Event of Default Sections of the Credit Agreement can be viewed on EMMA for language.
(2) Although details of the Event of Default sections are not posted on EMMA, the related sections are posted on EMMA for other bond series. There are no difference in the requirements of these bonds.

As of December 31, 2022, and 2021, the Airport has not defaulted on any of the events of defaults.

Applicable spread:

The variable rate interest due on these Bonds is contingent on the related index and the related Senior Bond Ratings. If the Airport Senior Bond Rating adjusts so does the applicable spread basis points used to calculate the interest due. Below are the applicable spreads for each variable rate Bond Series:

Applicable spread upon credit ratings downgrade as of December 31, 2022:

Credit Facility Bond Series	Moody's	S&P	Fitch	Applicable Spread
2007G1&G2	A1 or higher	A+ or higher	A+ or higher	90 basis points (0.90%)
	A2	A	A	116 basis points (1.16%)
	A3	A-	A-	143 basis points (1.43%)
	Baa1	BBB+	BBB+	172 basis points (1.72%)
	Baa2	BBB	BBB	203 basis points (2.03%)

Refer to the EMMA posting noted above for detailed information regarding the Applicable Spread upon Credit Ratings for each of the following Series: 2008B, 2009C, 1992F, 1992G, and 2002C. Although not posted to EMMA, the Applicable Spread upon Credit Ratings for Series 2021A and 2021B is the same as Series 2008B, 2009C, 1992F, 1992G, and 2002C.

For the Series 2008B, 2009C, 1992F, 1992G, 2002C, 2021A, and 2021B, in the event the Airport maintains Senior Bond ratings from each of Moody's, S&P and Fitch, known as the Rating Agencies, and two of such Senior Bond ratings are equivalent, the Applicable Spread shall be based upon the Level in which the two equivalent Senior Bond ratings appears; if Senior Bond Ratings are assigned by all three Rating Agencies and no two such Senior Bond Ratings are equivalent, the Applicable Spread shall be based upon the Level in which the middle Senior Bond Rating appears; and if the Senior Bond Ratings are assigned by only two Rating Agencies and such Senior Bond Ratings are not equivalent, the Applicable Spread shall be based upon the Level in which the lower Senior Bond Ratings appears. Any change in the Applicable Spread resulting from a reduction, withdrawal, suspension or unavailability of a Senior Bond Rating shall be and become effective as of and on the date of the announcement of the reduction, withdrawal, suspension or unavailability of such Senior Bond Rating. On April 1, 2023, the City, for and on behalf of the Airport, amended the agreement for the Series 2008B, 2009C, 2002C, 2021A, and 2021B Bonds. See note 25 to the financial statements for additional information.

For Series 2007G1 and G2, in the event the Airport maintains Senior Bond ratings assigned by all three Rating Agencies, the Applicable Spread shall be based upon the Level in which the lower of the two highest Senior Bond Ratings appears; and if the Senior Bond Ratings are assigned by only two Rating Agencies and such Senior Bond Ratings are no equivalent, the Applicable Spread shall be based upon the Level in which the lower Senior Bond Ratings Appears. Any change in the Applicable Spread resulting from a reduction, which, suspension or unavailability of a Senior Bond Rating shall be and become effective as of and on the date of the announcement of the reduction, withdrawal, suspension or unavailability of such Senior Bond Rating. On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. A portion of proceeds from the Series 2022C and 2022D Bonds, were used to fully redeem the 2007G1 and 2007G2 outstanding principal amounts.

Through maturity, the 2021 Interim Note had a fixed Applicable Spread rate of 0.11%. The 2021 Interim Note was fully redeemed and paid in full by the Series 2022A and Series 2022B bond proceeds.

Applicable spread upon credit ratings downgrade as of December 31, 2021:

Credit Facility Bond Series	Moody's	S&P	Fitch	Applicable Spread
2007G1&G2	A1 or higher	A+ or higher	A+ or higher	90 basis points (0.90%)
	A2	A	A	116 basis points (1.16%)
	A3	A-	A-	143 basis points (1.43%)
	Baa1	BBB+	BBB+	172 basis points (1.72%)
	Baa2	BBB	BBB	203 basis points (2.03%)

Refer to the EMMA posting noted above for detailed information regarding the Applicable Spread upon Credit Ratings for each of the following Series: 2008B, 2009C, 1992F, 1992G, and 2002C. Although not posted to EMMA, the Applicable Spread upon Credit Ratings for Series 2021A and 2021B is the same as Series 2008B, 2009C, 1992F, 1992G, and 2002C.

For the Series 2008B, 2009C, 1992F, 1992G, 2002C, 2021A, and 2021B, in the event the Airport maintains Senior Bond ratings from each of Moody's, S&P and Fitch, known as the Rating Agencies, and two of such Senior Bond ratings are equivalent, the Applicable Spread shall be based upon the Level in which the two equivalent Senior Bond ratings appears; if Senior Bond Ratings are assigned by all three Rating Agencies and no two such Senior Bond Ratings are equivalent, the Applicable Spread shall be based upon the Level in which the middle Senior Bond Rating appears; and if the Senior Bond Ratings are assigned by only two Rating Agencies and such Senior Bond Ratings are not equivalent, the Applicable Spread shall be based upon the Level in which the lower Senior Bond Ratings appears. Any change in the Applicable Spread resulting from a reduction, withdrawal, suspension or unavailability of a Senior Bond Rating shall be and become effective as of and on the date of the announcement of the reduction, withdrawal, suspension or unavailability of such Senior Bond Rating.

For Series 2007G1 & G2, in the event the Airport maintains Senior Bond ratings assigned by all three Rating Agencies, the Applicable Spread shall be based upon the Level in which the lower of the two highest Senior Bond Ratings appears; and if the Senior Bond Ratings are assigned by only two Rating Agencies and such Senior Bond Ratings are no equivalent, the Applicable Spread shall be based upon the Level in which the lower Senior Bond Ratings Appears. Any change in the Applicable Spread resulting from a reduction, which, suspension or unavailability of a Senior Bond Rating shall be and become effective as of and on the date of the announcement of the reduction, withdrawal, suspension or unavailability of such Senior Bond Rating. On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. A portion of proceeds from the Series 2022C and 2022D Bonds, were used to fully redeem the 2007G1 and 2007G2 outstanding principal amounts.

(12) Bond Ordinance Provisions

(a) Additional Bonds

The Airport may issue additional parity and subordinate bonds, subject to certain coverage and other provisions, for the purpose of acquiring, improving or equipping facilities related to the Airport.

(b) Airport Revenue Bonds

Under the terms of the Bond Ordinance, all bond series (the Senior Bonds) are collateralized by a first lien on the Net Revenues of the Airport. Under the terms of the Subordinate Bond Ordinance, outstanding Commercial Paper is collateralized by Net Revenues of the Airport subordinate to the Senior Bonds.

The Airport is required by the Bond Ordinance to set and collect rates and charges sufficient, together with other available funds, to provide for the payment of all operating and maintenance expenses for the current fiscal year plus 125% of the aggregate principal and interest payments of the Senior Bonds for such fiscal year prior to the issuance of additional bonds. Also, the Airport is required to maintain Minimum Bond Reserves for both senior and subordinate lien bonds. On July 14, 2021, the City, for and on behalf of the Airport, entered into a Bond Purchase and Exchange Agreements with Banc of America Preferred Funding Corporation for the Series 1992F-G for the Series 2021A-B, respectively. With the execution of this Bond Purchase and Exchange Agreement there were no longer any outstanding Airport System Revenue Bonds issued prior to August 1, 2000. This adjusted the calculation of the Minimum Bond Reserve as defined within the General Bond Ordinance and reduced the Minimum Bond Reserve amount as it applies to the senior lien system revenue bonds. The City, for and on behalf of the Airport, filed a Voluntary Notice on EMMA (see https://emma.msrb.org/P21480842-P21148170-P21561857.pdf). The Airport is in compliance with the bond covenants listed in the bond ordinance.

(13) Swap Agreements

The Airport had entered into interest rate swap agreements in order to protect against rising interest rates. The 1999 and 2009A swap agreements all paid fixed–receive variable rate cash flow hedges, with the variable payment from the counterparty based on the USD-SIFMA Municipal Swap Index and the variable rate of the bonds. The rest of the Airport's swap agreements were considered investment derivatives in accordance with the provisions of GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments* (GASB 53). Additionally, investment income on these derivatives was recognized in accordance with GASB 53. The City did not enter into derivative transactions for investment purposes, nor did the City Charter allow for the investment in derivative investments.

On November 15, 2022, the City, for and on behalf of the Airport, issued the Airport System Revenue Bonds Series 2022C (Non-AMT) Bonds (Series 2022C) and Airport System Revenue Bonds Series 2022D (AMT) Bonds (Series 2022D) for $349.2 million and $817.8 million, respectively. A portion of proceeds from the Series 2022C and 2022D Bonds, were used to terminate the 2006A Swap Agreement with GKB Financial Services Corp. and the 2008A Swap Agreement with Royal Bank of Canada.

On December 16, 2022, the Airport fully terminated the 2005 and 2006B Swap Agreements with JP Morgan Chase Bank, N.A. There was no cost to the Airport for the termination and it yielded a de minimis net cash inflow.

As of December 31, 2022, the Airport had no outstanding derivative instruments and on December 16, 2022, all outstanding derivative instruments were fully terminated.

The fair value balances and notional amounts of the swaps outstanding at December 31, 2022 and 2021 and the changes in the fair value of such swaps for the periods then ended, are as follows ($ in thousands):

Counterparty	Effective date	Notional amount (in millions)	Bond/swap maturity/ termination date	Associated debt series	Payable swap rate	Receivable swap rate	Changes in fair value Classification	Changes in fair value Amount	Fair value 12/31/2022	
1999 Swap Agreements										
Goldman Sachs Capital Markets, L.P.	10/4/2001	$ 16	11/1/2022	(1)	5.6179%	SIFMA	Deferred Outflow	$ (362)	$ -	(6)
							Investment Income	$ (398)		
Merrill Lynch Capital Services, Inc.	10/4/2001	$ 8	11/1/2022	(1)	5.5529%	SIFMA	Deferred Outflow	$ (181)	-	(6)
							Investment Income	$ (194)		
2005 Swap Agreements										
JP Morgan Chase Bank, N.A.	11/15/2006	$ 35	11/15/2025	2016A(3)	3.6874%	70% LIBOR	Investment Income	$ (2,228)	-	(5)
2006A Swap Agreements										
GKB Financial Services Corp.	11/15/2007	$ 24	11/15/2025	2007F-G(2)	4.0085%	70% LIBOR	Investment Income	$ (1,670)	-	(4)
2006B Swap Agreements										
JP Morgan Chase Bank, N.A.	11/15/2006	$ 35	11/15/2025	2016A	SIFMA	4.0855%	Investment Income	$ 2,439	-	(5)
2008A Swap Agreement										
Royal Bank of Canada	12/18/2008	$ 48	11/15/2025	2007F-G(2)	4.0085%	70% LIBOR	Investment Income	$ (3,340)	-	(4)
2009A Swap Agreement										
Loop Financial Products I LLC	1/12/2010	$ 8	11/1/2022	(1)	5.6229%	SIFMA	Deferred Outflow	$ (232)	-	(6)
							Investment Income	$ (154)		
Total									$ -	

(1) Swaps associated with Series 2009C, 2008B and a portion of the 2002C Bonds
(2) A portion of the Series 2002C bonds are additionally associated with these swaps
(3) Previously associated with 2007D and 2017A
(4)Swaps were terminated 11/15/2022
(5)Swaps were terminated 12/16/2022
(6) Swaps matured 11/01/2022

Counterparty	Effective date	Notional amount (in millions)	Bond/swap termination date	Associated debt series	Payable swap rate	Receivable swap rate	Changes in fair value Classification	Changes in fair value Amount	Fair value 12/31/2021
1999 Swap Agreements									
Goldman Sachs Capital Markets, L.P.	10/4/2001	$ 16	11/1/2022	(1)	5.6179%	SIFMA	Deferred Outflow	$ (1,058)	$ (760)
							Investment Income	(1,124)	-
Merrill Lynch Capital Services, Inc.	10/4/2001	8	11/1/2022	(1)	5.5529%	SIFMA	Deferred Outflow	(529)	(376)
							Investment Income	(549)	-
2005 Swap Agreements									
JP Morgan Chase Bank, N.A.	11/15/2006	35	11/15/2025	2016A(3)	3.6874%	70% LIBOR	Investment Income	(1,739)	(2,616)
2006A Swap Agreements									
GKB Financial Services Corp.	11/15/2007	24	11/15/2025	2007F-G(2)	4.0085%	70% LIBOR	Investment Income	(1,370)	(1,922)
2006B Swap Agreements									
JP Morgan Chase Bank, N.A.	11/15/2006	35	11/15/2025	2016A	SIFMA	4.0855%	Investment Income	1,857	2,916
2008A Swap Agreement									
Royal Bank of Canada	12/18/2008	48	11/15/2025	2007F-G(2)	4.0085%	70% LIBOR	Investment Income	(2,740)	(3,843)
2009A Swap Agreement									
Loop Financial Products I LLC	1/12/2010	8	11/1/2022	(1)	5.6229%	SIFMA	Deferred Outflow	(667)	(385)
							Investment Income	(435)	-
Total									$ (6,986)

(1) Swaps associated with Series 2009C, 2008B and a portion of the 2002C Bonds
(2) A portion of the Series 2002C bonds are additionally associated with these swaps
(3) Previously associated with 2007D and 2017A

Payments by the Airport to counterparties relating to these swap agreements, including termination payments, are Subordinate Obligations, subordinate to debt service payments on the Airport's Senior Bonds, and on parity with the Airport's Subordinate Bonds. Fair values were calculated using the mid-market LIBOR and SIFMA swap curves as of December 31, 2021. Fair values represent the difference between the present value of the fixed payments and the present value of the floating payments, at forward floating rates as of December 31, 2021. When the present value of payments to be made by the Airport exceeds the present value of payments to be received, the swap has a negative value to the Airport. When the present value of payments to be received by the Airport exceeds that of payments to be made, the swap has a positive value to the Airport.

(a) Risks Associated with the Swap Agreements

The following risks were generally associated with swap agreements:

Credit Risk – All of the Airport's swap agreements relied upon the performance of swap counterparties. The Airport was exposed to the risk of these counterparties being unable to fulfill their financial obligations to the Airport. The Airport measured the extent of this risk based upon the credit ratings of the counterparty and the fair value of the swap agreement. If the Airport delivered a surety policy or other credit support document guaranteeing its obligations under the Swap Agreement that is rated in the highest rating category of either Standard & Poor's (S&P), Moody's Investors Service or Fitch, for any swap agreement, the counterparty to that agreement was obligated to either be rated, or provide credit support securing its obligations under the swap agreement rated in the highest rating category of either S&P, Moody's Investor Service or Fitch; or under certain circumstances, provide collateral. The Airport was obligated, under the swap agreements, to provide such surety policy or credit support if the unsecured and unenhanced ratings of the Airport's Senior Bonds is below any two of BBB by S&P, Baa2 by Moody's Investors Service or BBB by Fitch.

As of December 31, 2022, the ratings of the Airport's Senior Bonds were AA- by S&P, Aa3 by Moody's Investors Service and AA- by Fitch, all with a stable outlook. Therefore, no surety policy or credit had been provided to the counterparties by the Airport. Failure of either the Airport or the counterparty to provide credit support or collateral, as described in the swap agreements, is a termination event under the swap agreements (see termination risk below).

The ratings of the counterparties, or their credit support providers, as of December 16, 2022 are as follows:

	Ratings of the counterparty or its credit support provider		
Counterparty (credit support provider)	**S&P**	**Moody's**	**Fitch**
Goldman Sachs Capital Markets, L.P.			
(Goldman Sachs Group, Inc.)	BBB+	A2	A
JP Morgan Chase Bank, N.A.	A+	Aa2	AA
LOOP Financial Products, LLC			
(Deutsche Bank, AG, New York Branch)	A-	A1	A-
Merrill Lynch Capital Services, Inc.			
(Merrill Lynch & Co., Inc.)	A-	A2	AA-
Royal Bank of Canada	AA-	Aa1	AA-
GKB Financial Services Corporation II, Inc.			
(Societe Generale New York Branch)	A	A1	A

Due to termination of all related swaps agreements prior to December 17, 2022, the above risk was alleviated.

Termination Risk – Any party to the Airport's swap agreements could terminate the swap if the other party failed to perform under the terms of the contract. Additionally, the Airport could terminate any of its swap agreements at any time at its sole discretion. Further, certain credit events could lead to a termination event under the swap agreements (see Credit Risk above). If, at the time of termination, the swap had a negative fair value, the Airport could be liable to the counterparty for a payment equal to the swap's fair value. If any of the Airport's swap agreements were terminated, the associated variable rate bonds would either no longer be hedged with a synthetic fixed interest rate or the nature of the basis risk associated with the swap agreement may change. The Airport was not aware of any existing event that would lead to a termination event with respect to any of its swap agreements. Due to termination of all related swaps agreements prior to December 17, 2022, the above risk was alleviated.

Interest Rate Risk – The Airport was exposed to interest rate risk as the variable rates of the swap agreements decreased, the Airport's net payments on the swap agreements increased. Due to termination of all related swaps agreements prior to December 17, 2022, the above risk was alleviated.

Basis Risk – Each of the Airport's swap agreements were associated with certain debt obligations or other swaps. The Airport paid interest at variable interest rates on some of the associated debt obligations and associated swaps. The Airport received variable payments under some of its swap agreements. To the extent the variable rate on the associated debt or the associated swap paid by the Airport was based on an index different than that used to determine the variable payments received by the Airport under the swap agreement, there may have been an increase or decrease in the synthetic interest rate intended under the swap agreement. The nature of this risk for each of the Airport's series of swaps is discussed more specifically in the descriptions of these swap agreements below. Due to termination of all related swaps agreements prior to December 17, 2022, the above risk was alleviated.

(b) Swap Payments and Associated Debt

Interest Rate Swap Profile (all rates as of December 31, 2021):

Swaps	**1999, 2009A**	**2005, 2006B**	**2006A, 2008B**
Associated debt	**2009C**	**2016A**	**2007G1-G2**
Payment to counterparty:	5.6029%	3.7874%	4.0085%
Payment from counterparty:	0.1000%	4.1564%	0.0709%
Net swap payment:	5.5029%	-0.3690%	3.9376%
Associated bond interest rate:	0.4700%	5.0000%	0.9709%
Net swap & bond payment:	5.9729%	4.6310%	4.9085%

As rates varied, variable rate bond interest payments and net swap payments could vary. As of December 31, 2021, debt service requirements of the related variable rate debt and net swap payments for the Airport's cash flow hedges (1998, 1999, and 2009A Swap Agreements), assuming December 31, 2021 interest rates remained the same, for their terms, were as follows ($ in thousands):

	Principal	Interest	Interest rate swaps net	Total
Year:				
2022	$ 11,200	$ 154	$ 1,807	$ 13,161
2023	-	102	-	102
2024	-	102	-	102
2025	-	102	-	102
2026	3,395	102	-	3,497
2027-2031	18,245	261	-	18,506
Total	$ 32,840	$ 823	$ 1,807	$ 35,470

Note: the amortization of the notional amounts on the swaps no longer match the amortization on the bonds (the duration of the bonds is longer than the swaps)

Bond principal reflects the hedged portion on 12/31/2021

Variable Rate Bonds and Swap payments were calculated using rates in effect on December 31, 2021. As of December 17, 2022, all related swaps were terminated.

(14) Denver International Airport Special Facility Revenue Bonds

To finance the acquisition and construction of various facilities at the Airport, the City issued three series of Special Facility Revenue Bonds. These bonds are special limited obligations of the City, payable and secured by a pledge of certain revenues to be received from lease agreements for these facilities. The bonds do not constitute a debt or pledge of the full faith and credit of the City or the Airport, and accordingly, have not been reported in the accompanying financial statements. In October 2017, the City issued Special Facility Revenue Bonds (Series 2017) on a current refunding of the Special Facilities Airport Revenue Bonds (Series 2007A). The Series 2017 proceeds were used to pay off the outstanding balance of the Series 2007A series and closing costs. At December 31, 2022 and 2021, Special Facility Revenue Bonds outstanding totaled to $250.6 million.

(15) Compensated Absences

Employees may accumulate earned but unused benefits up to specified maximum. The changes in compensated absences for 2022 and 2021 are as follows ($ in thousands):

	Balance January 1, 2022	Additions	Retirements	Balance December 31, 2022	Amounts due within one year
Compensated absences payable	$ 11,872	$ 9,272	$ (8,675)	$ 12,469	$ 2,385
Less current				(2,385)	
Noncurrent portion				$ 10,084	

	Balance January 1, 2021	Additions	Retirements	Balance December 31, 2021	Amounts due within one year
Compensated absences payable	$ 12,097	$ 7,498	$ (7,723)	$ 11,872	$ 2,255
Less current				(2,255)	
Noncurrent portion				$ 9,617	

(16) Deferred Outflow and Inflow of Resources

Deferred outflows of resources represent a consumption of net assets by the Airport that applies to future periods. Deferred inflows of resources represent an acquisition of net assets by the Airport that applies to future periods. Both deferred inflows and outflows of resources are reported in the statements of net position but are not recognized in the financial statements as revenues and expenses until the period to which they relate. Deferred outflows of resources of the Airport consist of accumulated decreases in fair value of hedging derivatives, deferred losses on refunding and certain pension and OPEB related deferrals. Deferred inflows of resources are comprised of deferred gain on refundings, leases, and certain pension and OPEB related deferrals.

The composition of deferred outflows and inflows are as follows as of December 31 ($ in thousands):

	December 31, 2022	December 31, 2021
Accumulated decrease in fair value of hedging activities	$ -	$ 775
Deferred loss on refunding of debt	35,592	50,927
GASB 68 pension deferred outflow	25,625	32,183
GASB 75 deferred outflow		
DERP OPEB	1,513	1,989
DERP implicit rate	4,975	5,696
Total deferred outflows	$ 67,705	$ 91,570
Deferred gain on refunding of debt	$ 14,252	$ 4,053
GASB 68 pension deferred inflow	31,518	18,796
GASB 75 deferred inflow		
DERP OPEB	2,208	2,001
DERP implicit rate	1,321	1,439
GASB 87 deferred lease	459,477	123,605
Total deferred inflows	$ 508,776	$ 149,894

(17) Pension Plan

Substantially all of the Airport's employees are covered under the City and County of Denver's pension plan, the Denver Employees' Retirement Plan (DERP). The net pension liability is calculated annually, based on the measurement date, for the citywide financial statements and is allocated to the Airport as of the end of the fiscal year.

Plan Description - The Denver Employees' Retirement Plan (DERP) administers a cost-sharing multiple-employer defined benefit plan to eligible members. DERP is administered by the DERP Retirement Board in accordance with Sections 18- 401 through 18-430.7 of the City's Revised Municipal Code. Amendments to the plan are made by ordinance. These code sections establish the plan, provide complete information on DERP, and vests the authority for the benefit and contribution provisions with the City Council. The DERP Retirement Board acts as the trustee of the Plan's assets.

The Plan provides retirement, death and disability benefits for its members and their beneficiaries. Members who were hired before September 1, 2004, and retire at or after age 65 (or at age 55 if the sum of their age and credited service is at least 75) are entitled to an annual retirement benefit, in an amount equal to 2.0% of their final average salary for each year of credited service, payable monthly for life. Effective for employees hired after September 1, 2004, the formula multiplier was reduced to 1.5%. Final average salary is based on the member's highest salary during a 36 consecutive month period of credited service. Members with five years of credited service may retire at or after age 55 and receive a reduced retirement benefit.

For members who were hired on or after July 1, 2011, they must be age 60 and have combined credited service of at least 85 in order to receive a normal retirement prior to age 65. Final average salary is based on the member's highest salary during a 60 consecutive month period of credited service. Five-year vesting is required of all employees in order to qualify for a benefit, regardless of their age at the time of termination of employment.

Annual cost of living adjustments are granted on an ad hoc basis. The estimated cost of benefit and contribution provisions is determined annually by an independent actuary, recommended by the plan's Board, and enacted into ordinance by Denver City Council.

The Plan is accounted for using the economic resources measurement focus and the accrual basis of accounting. DERP issues a publicly available annual comprehensive financial report that can be obtained at https://www.derp.org/.

Funding Policy – For the measurement period of 2021 and 2020, the City contributed 15.75% and 15.75%, respectively, of covered payroll and employees made a pre-tax contribution of 9.25% and 9.25%, respectively, in accordance with Section 18-407 of the Revised Municipal Code of the City. The City's contributions to DERP for the years ended December 31, 2022 and 2021, were $125.2 million and $102.3 million, respectively, which equaled the required contributions. The Airport's share of the total contributions is $16.7 million and $13.8 million for the years ended December 31, 2022 and 2021 respectively.

Pension Liabilities, Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions - At December 31, 2022 and 2021, the Airport reported a liability of $166.2 million and $187.8 million, respectively, for its proportionate share of the net pension liability related to DERP. The net pension liabilities were measured as of December 31, 2021 and 2020, respectively, and the total pension liabilities used to calculate the net pension liabilities were determined by actuarial valuations as of those respective dates. Member census data for the year preceding the measurement period was used in developing each actuarial valuation. Standard actuarial roll forward techniques were then used to project the total pension liability to the measurement date. The Airport's proportion of the net pension liability was based on contributions to DERP relative to the total contributions of participating employers to DERP.

As of the measurement date at December 31, 2021, the Airport's proportion was 12.23856%, which was an increase of 0.17495% from its proportion measured as of December 31, 2020. At December 31, 2020, the Airport's proportion was 12.06361%, which was a decrease of 1.672430% from its proportion measured as of December 31, 2019.

The components of the Airport's net pension liability related to DERP as of December 31, 2022 and 2021, respectively, are presented below ($ in thousands):

	2022	2021
Total pension liability	$ 492,322	$ 473,283
Plan fiduciary net position	(326,163)	(285,507)
Net pension liability	$ 166,159	$ 187,776

The change in net pension liability for the year ended December 31, 2022 was ($ in thousands):

Beginning balance	Additions	Reductions	Ending balance
$ 187,776	$ 47,181	$ (68,798)	$ 166,159

The change in net pension liability for the year ended December 31, 2021 was ($ in thousands):

Beginning balance	Additions	Reductions	Ending balance
$ 199,878	$ 39,522	$ (51,624)	$ 187,776

For the years ended December 31, 2022 and 2021, pension expense recognized by the Airport was $14.4 million and $21.4 million, respectively. At December 31, 2022, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources ($ in thousands):

Sources:	Deferred outflows of resources	Deferred inflows of resources
Difference between expected and actual experience	$ 2,944	$ -
Changes of assumptions or other inputs	3,932	-
Net difference between projected and actual earnings on pension plan investments	-	23,767
Changes in proportion and differences between contributions recognized and proportionate share of contributions	2,060	7,751
Contributions subsequent to the measurement date	16,689	-
Total	$ 25,625	$ 31,518

At December 31, 2021, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources ($ in thousands):

Sources:	**Deferred outflows of resources**	**Deferred inflows of resources**
Difference between expected and actual experience	$ 4,042	$ -
Changes of assumptions or other inputs	8,863	-
Net difference between projected and actual earnings on pension plan investments	-	3,267
Changes in proportion and differences between contributions recognized and proportionate share of contributions	5,500	15,529
Contributions subsequent to the measurement date	13,778	-
Total	$ 32,183	$ 18,796

At December 31, 2022 and 2021, the Airport reported $16.7 million and $13.8 million, respectively, as deferred outflows of resources related to pensions resulting from Airport contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the following year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as presented below ($ in thousands):

Year:	**Deferred inflows/ outflows of resources**
2023	$ (4,157)
2024	(7,059)
2025	(5,851)
2026	(5,516)
2027	-
Thereafter	-
Total	$ (22,583)

The total pension liability in the December 31, 2021 and 2020 actuarial valuations were determined using the actuarial assumptions as follows:

2021	**DERP**
Investment rate of return	7.25%
Salary increases	3.00% to 7.00%
Inflation	2.50%

2020	**DERP**
Investment rate of return	7.25%
Salary increases	3.00% to 7.00%
Inflation	2.50%

Mortality rates were based on the Adjusted RP-2014 Mortality Tables, with general projections using Ultimate MP Scale (changed in 2018 from RP-2000 Combined Mortality Projected with Scale AA to 2020). The latest experience study was conducted in 2018 covering the 5-year period of January 1, 2013 to December 31, 2017.

The long-term expected rate of return on pension plan investments was determined using a building block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return were adopted by the plan's trustees after considering input from the plan's investment consultant and actuary(s).

For each major asset class that is included in the pension plan's target asset allocation as of December 31, 2021 and 2020 these best estimates are summarized in the following table:

2021		
Asset class	**Target allocation**	**Long-term expected real rate of return**
US equity	**22.00%**	
Large cap	18.00%	7.10%
Small cap	4.00%	7.60%
International equity	**22.00%**	
Developed markets	14.00%	7.80%
Emerging markets	8.00%	8.80%
Fixed income	**25.50%**	
Core fixed income	17.00%	2.10%
Private debt	4.00%	6.10%
Distress debt	2.50%	6.70%
Emerging market debt	2.00%	4.30%
Real estate	**10.00%**	7.00%
Absolute return	**5.00%**	4.30%
Infrastructure	**3.00%**	6.40%
Alternatives	**12.50%**	
Private equity	9.00%	9.10%
Natural resources	3.50%	7.70%
Total	**100.00%**	

2020

Asset class	Target allocation	Long-term expected real rate of return
US equity	**22.00%**	
Large cap	18.00%	7.20%
Small cap	4.00%	7.90%
International equity	**22.00%**	
Developed markets	14.00%	7.90%
Emerging markets	8.00%	9.10%
Fixed income	**25.50%**	
Core fixed income	17.00%	2.60%
Private debt	4.00%	6.20%
Distress debt	2.50%	7.00%
Emerging market debt	2.00%	4.80%
Real estate	**8.00%**	7.50%
Absolute return	**5.00%**	4.90%
MLP	**5.00%**	8.50%
Alternatives	**12.50%**	
Private equity	7.00%	9.40%
Natural resources	5.50%	8.80%
Total	**100.00%**	

Discount Rate - A single discount rate of 7.25% was used to measure the total pension liability at December 31, 2021 and 2020. This single discount rate was based on the expected rate of return on pension plan investments of 7.25%. The projection of cash flows used to determine this single rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Regarding the sensitivity of the net pension liability to changes in the single discount rate, the following presents the plan’s net pension liability, calculated using a single discount rate of 7.25%, as well as what the Plan’s net pension liability would be if it were calculated using a single discount rate that is 1-percentage point lower or 1-percentage point higher ($ in thousands):

2022	1 % decrease 6.25%	Current discount rate 7.25%	1% increase 8.25%
Proportionate share of net pension liability	$ 220,225	$ 166,159	$ 120,816

2021	1 % decrease 6.25%	Current discount rate 7.25%	1% increase 8.25%
Proportionate share of net pension liability	$ 239,814	$ 187,776	$ 144,116

Pension Plan Fiduciary Net Position: Detailed information about DERP's fiduciary net position is available in DERP's separately issue of financial reports at https://www.derp.org/.

(18) Plan Postemployment Healthcare Benefits under GASB Statement No. 75

The Airport has two Other Postemployment Healthcare Benefit (OPEB) plans: Denver Employees Retirement Plan (DERP) and DERP Implicit Rate Subsidy. The liability associated with these plans is calculated annually, based on the measurement date, for the citywide financial statements and is allocated to the Airport as of the end of the fiscal year as follows:

	2022	2021
DERP OPEB plan net OPEB liability	$ 10,516	$ 11,725
DERP implicit rate subsidy OPEB plan total OPEB liability	11,430	11,745
Total/Net OPEB liability	$ 21,946	$ 23,470

(a) DERP OPEB Plan

Plan Description - The Denver Employees Retirement Plan (the Plan) administers a cost-sharing multiple-employer defined benefit plan providing pension and postemployment health benefits to eligible members. The Plan was established in 1963 by the City. During 1996, the Denver Health and Hospital Authority (DHHA) was created and joined the Plan as a contractual entity. In 2001, the Plan became closed to new entrants from DHHA. All risks and costs are shared by the City and DHHA. There is a single actuarial evaluation performed annually that covers both the pension and postemployment health benefits. All assets of the Plan are funds held in trust by the Plan for its members for the exclusive purpose of paying pension and postemployment health benefits.

Sections 18-401 through 18-430.7 of the City's Revised Municipal Code should be referred to for complete details of the Plan. DERP issues a publicly available annual comprehensive financial report that can be obtained at https://www.derp.org/.

Benefits Provided - The Plan provides retirement, death, and disability benefits for its members and their beneficiaries. Members who were hired before September 1, 2004 and retire at or after age 65 (or at age 55 if the sum of their age and credited service is at least 75) are entitled to an annual retirement benefit, in an amount equal to 2.0% of their final average salary for each year of credited service, payable monthly for life. Effective for employees hired on or after September 1, 2004, the formula multiplier was reduced to 1.5%. Final average salary is based on the member's highest salary during consecutive 36-month period of credited service. Members with five years of credited service may retire at or after age 55 and receive a reduced retirement benefit.

For members who were hired on or after July 1, 2011, they must be age 60 and have combined credited service of at least 85 in order to receive a normal retirement prior to age 65. Final average salary is based on the member's highest salary during a consecutive 60-month period of credited service. Five-year vesting is required for all employees in order to qualify for a benefit, regardless of their age at the time of termination of employment.

Annual cost-of-living adjustments are granted on an ad hoc basis. The estimated cost of benefit and contribution provisions is determined annually by an independent actuary, recommended by the Plan's Board, and enacted into ordinance by the Denver City Council.

The health benefits account was established by City Ordinance in 1991 to provide, beginning January 1, 1992, post-employment health care benefits in the form of a premium reduction to retired members, their spouses and dependents, spouses and dependents of decreased active and retired members, and members of the Plan awaiting approval of retirement applications. During 2021 and 2020, the monthly health insurance premium reduction was $12.50 per year of service for retired participants not yet eligible for Medicare, and $6.25 per year of service for retirees eligible for Medicare. The health insurance premium reduction can be applied to the payment of medical, dental, and/or vision insurance premiums. The benefit recipient pays any remaining portion of the premiums.

Contributions – For the measurement period of 2021 and 2020, the Airport was required to contribute at a rate of 1.30% and 1.28% of annual covered payroll, respectively. The contribution requirements for the Airport are established under the City's Revised Municipal Code. For the year ended December 31, 2022 and 2021, contributions to the DERP OPEB plan were $0.8 and $0.7 million, respectively.

OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB - At December 31, 2022, the Airport reported a liability of $10.5 million for its proportionate share of the net OPEB liability, excluding implicit rate subsidiary liability. The net OPEB liability for DERP was measured as of December 31, 2021, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of January 1, 2021. Standard update procedures were used to roll-forward the total OPEB liability to December 31, 2021. The Airport's proportion of the net OPEB liability was based on contributions to DERP for the calendar year 2021 relative to the total contributions of participating employers to the DERP.

At December 31, 2021, the Airport reported a liability of $11.7 million for its proportionate share of the net OPEB liability, excluding implicit rate subsidiary liability. The net OPEB liability for DERP was measured as of December 31, 2020, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of January 1, 2020. Standard update procedures were used to roll-forward the total OPEB liability to December 31, 2020. The Airport's proportion of the net OPEB liability was based on contributions to DERP for the calendar year 2020 relative to the total contributions of participating employers to the DERP.

At December 31, 2021, the Airport's proportion was 12.23476% percent for OPEB, which was an increase of 0.15448% from its proportion measured as of December 31, 2020. At December 31, 2020, the Airport's proportion was 12.08028% percent for OPEB, which was a decrease of 1.70204% from its proportion measured as of December 31, 2019.

The components of the Airport's proportionate share of the net OPEB liability, excluding implicit rate subsidiary liability, related to DERP as of December 31, 2022 and 2021 are presented below ($ in thousands):

OPEB plan	2022	2021
Total OPEB liability	$ 20,880	$ 20,786
Plan fiduciary net position	(10,364)	(9,061)
Net OPEB liability	$ 10,516	$ 11,725

For the year ended December 31, 2022 and 2021, the Airport recognized OPEB expense for the DERP plan of ($0.5) million and ($0.2) million, respectively.

A summary of the Airport's deferred outflows of resources and deferred inflows of resources related to OPEB as of December 31, 2022, is presented below ($ in thousands):

Sources	Deferred outflows of resources	Deferred inflows of resources
OPEB plan:		
Difference between expected and actual experience	$ 7	$ 502
Changes of assumptions or other inputs	323	-
Net difference between projected and actual earnings on OPEB plan investments	-	747
Changes in proportion and differences between contributions recognized and proportionate share of contributions	354	959
Contributions subsequent to the measurement date	829	-
Total	$ 1,513	$ 2,208

A summary of the Airport's deferred outflows of resources and deferred inflows of resources related to OPEB as of December 31, 2021, is presented below ($ in thousands):

Sources	Deferred outflows of resources	Deferred inflows of resources
OPEB plan:		
Difference between expected and actual experience	$ 24	$ 487
Changes of assumptions or other inputs	654	-
Net difference between projected and actual earnings on OPEB plan investments	-	105
Changes in proportion and differences between contributions recognized and proportionate share of contributions	586	1,409
Contributions subsequent to the measurement date	725	-
Total	$ 1,989	$ 2,001

At December 31, 2022 and 2021, the Airport reported $0.8 million and $0.7 million, respectively, as deferred outflows of resources related to OPEB resulting from contributions subsequent to the measurement date that will be recognized as a reduction of the net OPEB liability in the following year.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as presented below ($ in thousands):

		Deferred inflows and outflows of resources
OPEB plan:		
2023	$	(343)
2024		(764)
2025		(242)
2026		(175)
2027		-
Thereafter		-
	$	(1,524)

The total OPEB liability in the January 1, 2021 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions and other inputs presented below:

OPEB plan	DERP
Valuation date	January 1, 2021
Measurement date	December 31, 2021
Experience study	Conducted in 2018 covering the 5-year period of January 1, 2013 to December 31, 2017
Actuarial method	Entry age method.
Long-term investment rate of return	7.25%
Discount rate	7.25%
Projected salary increases	3.00%
Inflation	2.50%
Mortality	Adjusted RP-2014 Mortality Tables, with generational projections using Ultimate MP Scale

The total OPEB liability in the January 1, 2020 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions and other inputs presented below:

OPEB plan	DERP
Valuation date	January 1, 2020
Measurement date	December 31, 2020
Experience study	Conducted in 2018 covering the 5-year period of January 1, 2013 to December 31, 2017
Actuarial method	Entry age method. Credit method.
Long-term investment rate of return	7.25%
Discount rate	7.25%
Projected salary increases	3.00%
Inflation	2.50%
Mortality	Adjusted RP-2014 Mortality Tables, with generational projections using Ultimate MP Scale

The target allocation and best estimates of geometric real rates of return for each major asset class are summarized below as of December 31, 2021 and 2020:

2021

Asset class	Target allocation	Long-term expected real rate of return
US equity	**22.00%**	
Large cap	18.00%	7.10%
Small cap	4.00%	7.60%
International equity	**22.00%**	
Developed markets	14.00%	7.80%
Emerging markets	8.00%	8.80%
Fixed income	**25.50%**	
Core fixed income	17.00%	2.10%
Private debt	4.00%	6.10%
Distress debt	2.50%	6.70%
Emerging market debt	2.00%	4.30%
Real estate	**10.00%**	7.00%
Absolute return	**5.00%**	4.30%
Infrastructure	**3.00%**	6.40%
Alternatives	**12.50%**	
Private equity	9.00%	9.10%
Natural resources	3.50%	7.70%
Total	**100.00%**	

2020

Asset class	Target allocation	Long-term expected real rate of return
US equity	**22.00%**	
Large cap	18.00%	7.20%
Small cap	4.00%	7.90%
International equity	**22.00%**	
Developed markets	14.00%	7.90%
Emerging markets	8.00%	9.10%
Fixed income	**25.50%**	
Core fixed income	17.00%	2.60%
Private debt	4.00%	6.20%
Distress debt	2.50%	7.00%
Emerging market debt	2.00%	4.80%
Real estate	**8.00%**	7.50%
Absolute return	**5.00%**	4.90%
MLP	**5.00%**	8.50%
Alternatives	**12.50%**	
Private equity	7.00%	9.40%
Natural resources	5.50%	8.80%
Total	**100.00%**	

Discount Rate – At December 31, 2022 and 2021, a single discount rate of 7.25% was used to measure the total OPEB liability. This single discount rate was based on the expected rate of return on OPEB plan investments of 7.25%. The projection of cash flows used to determine this single rate assumed that plan member and employer contributions will be made at the current contribution rate. Based on these assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Sensitivity of the Airport's proportionate share of the net OPEB liability to changes in the Discount Rate - Below presents the net OPEB liability, excluding implicit rate subsidiary liability, as of December 31, 2022 and 2021 using the current discount rate applicable to the DERP benefit structure, as well as if it were calculated using a discount rate that is one percentage point lower or one percentage point higher ($ in thousands):

2022	1% decrease	Current discount rate	1% increase
DERP OPEB plan			
Discount rate	6.25%	7.25%	8.25%
Proportionate share of net liability	$ 12,604	$ 10,516	$ 8,746

2021	1% decrease	Current discount rate	1% increase
DERP OPEB plan			
Discount rate	6.25%	7.25%	8.25%
Proportionate share of net liability	$ 13,809	$ 11,725	$ 9,957

As the Plan is paid at a fixed dollar value, there is not an actuarially adjusted value for healthcare costs and thus Health Cost Trend Rates are not applicable to this Plan.

OPEB Plan Fiduciary Net Position - Detailed information about the DERP's fiduciary net position is available in DERP's annual comprehensive financial report which can be obtained at https://www.derp.org/.

(b) DERP Implicit Rate Subsidy OPEB Plan

Plan Description - The City acts in a single-employer capacity by providing health insurance to eligible Career Service retirees and their qualified dependents through the City's group insurance plans. The claims experience of active employees and pre-Medicare retirees is co-mingled in setting premium rates for the plans in which City employees and retirees participate. To be eligible, a retiree must be a minimum of 55 years of age if hired prior to July 1, 2011, and a minimum of 60 years of age if hired after July 1, 2011, with 5 years of service and have begun receiving their pension benefit. Coverage ceases when one reaches Medicate age.

Benefit Payments - DERP retirees are responsible for 100.00% of the blended premium rate. The Airport's required contribution toward the implicit rate subsidy is based on a pay-as-you-go financing. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB 75 to pay benefits. For the year ended, December 31, 2022 and 2021, benefit payments were $0.8 million and $0.9 million, respectively.

Participation Rate DERP Implicit Subsidy Plan - As authorized by section 18-412 of the City's Revised Municipal Code, DERP retirees are allowed to participate in the health insurance programs offered to active employees.

Participating active employees: 50% of active DERP employees currently covered in the City's medical plans are assumed to continue their current medical plan election in retirement.

Actives not currently participating: 25% of active DERP employees not currently covered by a City healthcare plan are assumed to elect coverage in the Kaiser HDHP plan at or before retirement.

Vested terminated employees: 40% of vested terminated employees with 16 or more years of City/County service are assumed to elect coverage in the Kaiser HDHP plan when they retire and begin their pension benefits.

Retired participants: Existing medical plan elections are assumed to be continued through retirement until the earlier of the retiree's death or the date he or she becomes eligible for Medicare.

Spouse Coverage

Active participants: 25% of those assumed to elect coverage in retirement are assumed to be married participants electing coverage for their spouse until their death. Husbands are assumed to be three years older than their wives.

Retired participants: Existing elections for spouse coverage are assumed to be maintained through retirement. Actual spouse information is used where available; otherwise the assumptions for spouses of active employees are applied.

Employees covered by benefit terms at December 31, 2021 and December 31, 2020, the date of the latest actuarial valuations:

	2021	2020
Inactive employees currently receiving benefit payments	1,086	1,086
Inactive employees entitled to but not yet receiving benefit payments	264	264
Active employees	8,586	8,586
Total	9,936	9,936

OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB - The Airport's proportionate share is determined by the Airport's contributions for the measurement period divided by total contributions of all employer entities for the measurement period. The Airport's proportionate share of the implicit rate subsidy total OPEB liability related to DERP as of December 31, 2022 and 2021 are as follows ($ in thousands):

Implicit rate subsidy	2022	2021
Total OPEB liability	$ 11,430	$ 11,745

For the year ended December 31, 2022 the Airport recognized OPEB expense of $0.3 million for the implicit rate subsidy. A summary of the Airport's deferred outflows of resources and deferred inflow of resources related to OPEB as of December 31, 2022 is presented below ($ in thousands):

Sources	Deferred outflows of resources	Deferred inflows of resources
Implicit rate subsidy:		
Difference between expected and actual experience	$ 42	$ 614
Changes of assumptions - future economic or demographic factors	2,037	-
Changes in proportion	2,103	707
Benefit payments subsequent to the measurement date	793	-
Total	$ 4,975	$ 1,321

For the year ended December 31, 2021, the Airport recognized OPEB expense of $0.3 million for the implicit rate subsidy. A summary of the Airport's deferred outflows of resources and deferred inflow of resources related to OPEB as of December 31, 2021 is presented below ($ in thousands):

Sources	Deferred outflows of resources	Deferred inflows of resources
Implicit rate subsidy:		
Difference between expected and actual experience	$ 52	$ 719
Changes of assumptions - future economic or demographic factors	2,356	-
Changes in proportion	2,423	720
Benefit payments subsequent to the measurement date	865	-
Total	$ 5,696	$ 1,439

As of December 31, 2022 and 2021, the $0.8 million and $0.9 million, respectively, reported as deferred outflows of resources related to the implicit rate subsidy, resulting from benefit payments subsequent to the measurement date, will be recognized as a reduction of the total implicit rate subsidy OPEB liability in the year ended December 31, 2023. Other amounts reported as deferred outflows of recourses and deferred inflows of resources related to OPEB for the implicit rate subsidy will be recognized as presented below ($ in thousands):

Year	Deferred inflows and outflows of resources
Implicit rate subsidy:	
2023	453
2024	453
2025	453
2026	469
2027	470
Thereafter	563
	$ 2,861

The implicit rate subsidy liability in the December 31, 2021 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions and other inputs presented below:

Implicit rate subsidy	**DERP**
Valuation date	December 31, 2020
Measurement date	December 31, 2021
Actuarial method	Entry age normal
Asset valuation method	Market value of assets
Discount rate	2.06% as of December 31, 2021 2.12% as of December 31, 2020
Participants valued	Only current active employees and retired participants and covered dependents are valued. No future entrants are considered in this valuation.
Projected salary increases	3.00% per year
Inflation	2.50%
Mortality	DERP 2021 actuarial valuation projected with MW Scale 2022
Healthcare cost trend rates	5.8% in 2023, fluctuating down to 3.9% by 2076
Medicare eligibility	Absent contrary data, all individuals are assumed to be eligible for Medicate Parts A and B at age 65.
Demographic assumptions	Based on the 2021 experience study of the California Public Employees Retirement System using data from 1997 to 2019, except for a different basis used to project future mortality

The implicit rate subsidy liability in the December 31, 2020 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions and other inputs presented below:

Implicit rate subsidy	**DERP**
Valuation date	December 31, 2019
Measurement date	December 31, 2020
Actuarial method	Entry age normal
Asset valuation method	Market value of assets
Discount rate	2.12% as of December 31, 2020 2.74% as of December 31, 2019
Participants valued	Only current active employees under age 65, non-Medicare retired participants and covered spouses are valued. No future entrants are considered in this valuation
Projected salary increases	3.00% per year
Inflation	2.50%
Mortality	DERP 2021 actuarial valuation projected with MW Scale 2022
Healthcare cost trend rates	5.8% in 2023, fluctuating down to 3.9% by 2076
Medicare eligibility	Absent contrary data, all individuals are assumed to be eligible for Medicate Parts A and B at age 65.
Demographic assumptions	Based on the 2018 experience study of the Denver Employee Retirement Plan using data from the five-year period ending December 31, 2017, except for a different basis used to project future mortality improvement.

Discount Rate - When the financing of OPEB liabilities is on a pay-as-you-go basis, GASB 75 requires that the discount rate used for valuing liabilities be based on the yield or index rate for 20-year, tax exempt general obligation municipal bonds with an average rating of AA/Aa or higher (or equivalent quality on another rating scale). As such, a 2.06% and 2.12% discount were used to measure the implicit rate liability as, of December 31, 2021 and 2020, based on the published rates of the applicable municipal bond index.

Sensitivity of the Airport's Proportionate Share of the Implicit Rate Subsidy OPEB Total Liability to Changes in the Discount Rate - Below presents total OPEB liability as of December 31, 2022 and 2021 using the discount rate applicable to the DERP benefit structure, as well as if it were calculated using a discount rate that is one percentage point lower or one percentage point higher ($ in thousands):

2022	**1% decrease**	**Current discount rate**	**1% increase**
Implicit rate subsidy:			
Discount rate	1.06%	2.06%	3.06%
Proportionate share of total liability	$ 12,454	$ 11,430	$ 10,515

2021	**1% decrease**	**Current discount rate**	**1% increase**
Implicit rate subsidy:			
Discount rate	1.12%	2.12%	3.12%
Proportionate share of total liability	$ 12,792	$ 11,745	$ 10,811

Sensitivity of the total implicit rate subsidy OPEB liability to changes in the healthcare cost trend rates as of December 31, 2022 and 2021 presented below ($ in thousands):

2022			
Change in healthcare cost trend rates:	**1% decrease**	**Current trend rate**	**1% increase**
Total OPEB liability	$ 10,379	$ 11,430	$ 12,662

2021			
Change in healthcare cost trend rates:	**1% decrease**	**Current trend rate**	**1% increase**
Total OPEB liability	$ 10,665	$ 11,745	$ 13,011

(19) Leases

(a) Lessor Arrangements

The Airport is a lessor for certain land, buildings and other capital assets. In accordance with GASB 87, the Airport recognizes lease receivables and deferred inflow of resources at commencement of the lease term for agreements that cover more than 12 months, with exceptions for certain regulated leases and short-term leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings such as the U.S. Department of Transportation and the Federal Aviation Administration. Short-term leases are certain leases that, at commencement of the lease term, have a maximum possible term under the lease contract of 12 months or less. As noted in note 2(s), the Airport adopted GASB 87 as of January 1, 2021.

Regulated Leases

Regulated leases comprise certain agreements with airline and airline support tenants that govern the use of airport gates, aprons, airline ticket counters, ticketing and check-in stations, baggage claim facilities, automated gate transportation system (AGTS) and other aeronautical uses. These agreements, including the Airline Use and Lease Agreements (ULAs) are subject to the U.S. Department of Transportation and the Federal Aviation Administration regulations and oversight, that set limits on lease rates and require fair, consistent, and equitable terms to tenants. The Airport operates under ULAs with signatory carriers and permits for non-signatory airlines. These agreements define the responsibilities of the Airport, and the airlines, and establish a cost-recovery structure to operate airfield and a compensatory method for terminal facilities through a system of rates and charges to the airlines. These rates and charges include landing fees, terminal rents, gate and apron fees, AGTS fees and federal inspection service fees. These fees are set annually based on calculations for residual and compensatory methods and communicated to the airlines and associated tenants through the publication under Airport Rules and Regulations Rule 120 (Part 120). The signatory carriers are responsible for cost recovery, through the rates and charges, plus debt service coverage for these facilities until the termination date of the ULA. The ULAs are regulated leases as defined in GASB 87. The Airport recognizes lease payments related to regulated leases as inflows of resources (revenues) based on the payment provisions of these agreements.

In addition to leases with airlines, the Airport has determined that operators functioning within the airport providing services directly to the airlines for the movement of passengers, baggage, mail and cargo and others are also covered under the regulated lease exception. These other regulated leases are also excluded from the calculation of the lease receivable and the deferred inflows of resources.

The Airport considers all airline fees as variable because they are based on future usage of airfield and terminal facilities. The Airport also considers airline support and other agreements, based on annually determined rates as published in Part 120, to be variable. The Airport recorded approximately $120.6 million in revenue related to regulated leases. Due to the variable nature of the annual rates associated with regulated leases and revenues from the airlines from year to year, expected future minimum payments are indeterminable.

Certain airport assets are subject to preferential or exclusive use by the airlines under these regulated leases. As of December 31, 2022, the airlines exclusive, in square footage, within the Jeppesen Terminal and all concourses totals approximately 0.1 million and 0.4 million respectively, and combined preferential space on all concourses totals approximately 0.3 million. Also included in the exclusively used space is the cargo facilities, hangars and related grounds which totaled approximately 10.4 million square feet.

In addition, the following table shows the allocation of airline gates to preferential and non-preferential use:

Gate type	Number of gates
Preferential	142
Non-Preferential	15
Total	157

Non-regulated Leases

The Airport leases portions of its terminal, concourses and landside facilities to concessions, passenger user clubs, rental car and other tenants under non-cancelable operating leases. Lease terms vary from 1 to 30 years. Leases with concession service providers and rental car companies generally include minimum annual lease amounts paid monthly and variable payments based on the concession and rental car company provider's monthly volume of business. Lease receivable calculations include a fixed in substance "not to go below" Minimum Annual Guarantee (MAG) payments, but the variable payments based on monthly volume of business are excluded. Other variable payments excluded from the calculation of the lease receivables and deferred inflows, include reimbursable costs and other variable fees based on performance. During 2021 concessions and rental car agreements MAG provisions were waived in accordance with the 2021 COVID-19 Rent Relief policies and the Airport only required variable payments based on the tenants' monthly volume of business for 2021. These leases were not included in the measurement of the lease receivables and deferred inflows until those fixed in substance component of the MAG payments were re-instated in 2022.

Leases for other tenants such as solar facilities companies, farms and the passenger user clubs are based on stated rental rates in those contracts over the term of the agreements. These leases are included in the calculation of lease receivables and deferred lease inflows.

The Airport has lease agreements with certain non-aeronautical tenants that are based on rates per square footage, set annually based on calculations of cost recovery methods and published in the *Application of Rates by Airport Location* document. These leases fall under the criteria for GASB 87, however the calculation of the lease receivables and deferred inflows is not determinable because the future payments are based on a variable calculation of the applicable rates. These leases are excluded from the calculation of lease receivables and deferred inflows.

Revenue from other service providers include, but are not limited to a hotel and Transportation Network Companies (TNCs) such as ride shares, and other ground transportations, (i.e. taxis and tour buses, etc.). Each of these agreements have a component within them that require payments from the service provider based on a future activity level and does not include a fixed in substance component. All payments for these providers tied to an activity level have been excluded from the measurement of the lease receivables and deferred inflows.

The expected future lease payments that are included in the measurement of the lease receivable as of December 31, 2022, are as follows (in thousands):

Year	Principal reduction of lease receivable	Interest income	Total lease payments
2023	$ 64,717	$ 9,428	$ 74,145
2024	85,736	8,226	93,962
2025	82,347	6,389	88,736
2026	77,846	4,619	82,465
2027	74,213	2,928	77,141
2028-2032	68,153	5,417	73,570
2033-2037	9,931	334	10,265
2038-2042	602	115	717
2043-2048	714	47	761
Total	$ 464,259	$ 37,503	$ 501,762

During the year ended December 31, 2022, the Airport recognized the following inflows related to its lessor agreements (in thousands):

	Amortization of lease deferred inflows	Inflows related to regulated leases	Inflows related to short-term leases and variable lease payments	Total revenue
Concessions	$ 37,428	$ 123	$ 65,638	$ 103,189
Car rentals	48,827	-	39,499	88,326
Airline support revenue [1]	91	422	-	513
Solar facilities, wireless telecommunications and farms rent [2]	2,114	-	182	2,296
Total inflows for lessor agreements	$ 88,460	$ 545	$ 105,319	$ 194,324

[1] Included in facility rents
[2] Included in other sales and charges

(b) Lessee Arrangements

The Airport classifies leases as those agreements in which the Airport controls the right to use a tangible asset over a period of time. At the commencement of these agreements, the Airport recognizes a lease liability and an intangible right-to-use lease asset based on the net present value of the future expected lease payments. This right-to-use asset is amortized over the life of the lease or useful life of the asset whichever is shorter. For those leases that are less than one year the lease payments are recognized as lease expense in the current period.

The Airport leases certain assets from various third parties. The assets leased can be classified into two general categories: office space and general operating equipment. Payments are fixed monthly or annually, and variable payments are not included in the measurement of the lease liability.

On June 10, 2022, the Airport entered a 120-month lease with Green Industrial Development Group, LLC, for office space at the JAG Logistics Center. An initial lease liability and right to use asset was recorded in the amount of $2.4 million, respectively. The lease period commenced on December 1, 2022, and as of December 31, 2022, the lease liability was $2.4 million and accumulated amortization of the right to use asset was $0.02 million. The Airport is required to make monthly escalating fixed payments over the lease term, including interest expense at the discount rate of 4.979%. The Airport has two extension options, each for 60 months.

On September 1, 2015, the Airport entered a lease with Aero Snow Removal Corp. (CO), for heavy equipment used in the Airport's snow removal program. The second amendment, executed on August 12, 2020, extended the contract through August 31, 2023 and resulted in an initial lease liability and right to use asset was recorded in the amount of $8.2 million, respectively. The Airport made the full final lease payment prior to the commencement of the 2022-2023 snow season, so at December 31, 2022, the lease liability was $0.0 million and accumulated amortization was $6.0 million. The Airport was required to make annual fixed payments over the lease term, including interest expense at a discount rate of 2.134%.

On December 3, 2013, the Airport entered into a lease with United Airlines, Inc. for use of the Concourse B Ramp Tower. The third amendment, executed on March 3, 2022, extended the contract through October 1, 2023 and resulted in an initial lease liability and right to use asset that was recorded in the amount of $0.4 million, respectively. As of December 31, 2022, the value of the lease liability was $0.1 million and accumulated amortization was $0.3 million. The Airport is required to make annual fixed payments over the lease term, including interest expense at a discount rate of 2.134%.

Principal and interest requirements to maturity for leases in effect on December 31, 2022, are as follows ($ in thousands):

	Total leased assets	
Year	**Principal**	**Interest**
2023	$ 195	$ 120
2024	161	112
2025	197	103
2026	216	93
2027	237	82
2028-2032	1,458	200
Total	$ 2,464	$ 710

The Airport also has lease and rental payments that are expensed during the reporting period and are not included in the lease liability. These leases are for equipment or materials for which the quantity leased varies on a monthly or daily basis. The leases primarily include copiers, document finishers, postal machines, and other supplies used in routine operations. During the year ended December 31, 2022, the Airport recognized the outflows of $0.6 million as a result of variable items that were properly excluded from the initial measurement of the lease liability.

(20) Deferred Compensation Plan

The City offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to all City employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or an unforeseeable emergency. The Plan's publicly available financial report can be obtained by contacting the City of Denver Controller's Office at 201 West Colfax Avenue, Department 1109, Denver, Colorado, 80202.

All amounts of compensation deferred under the plan, all property and rights purchased with those amounts, and all income attributable to those amounts, property, or rights are (until paid or made available to the employees or other beneficiary) held in trust by the City for the exclusive benefit of the participants and their beneficiaries. It is the opinion of the City's legal counsel that the City has no liability for losses under the plan but does have the duty of due care that would be required of an ordinary prudent investor.

The City can at any time elect to amend, modify, or terminate the Plan. However, notice must be given to all participants at least 45 days prior to the effective date of an amendment. No amendments will deprive the participants of any benefits they were entitled to prior to the change. If the Plan is terminated, all amounts then credited to the participants are to be paid out by the administrators under the normal withdrawal requirements and procedures.

(21) Asset Retirement Obligations

For the period ended December 31, 2022, the Airport recognized an asset retirement obligation under GASB Statement No. 83, *Certain Asset Retirement Obligations* (GASB 83). On June 6, 2022, the City, for and on behalf of the Airport, executed a contract to plug and abandon all oil wells on the Airport property and decommission associated tank batteries. The execution of the contract triggered mitigation requirements under the state of Colorado, and the recognition of a liability and deferred outflow of resources under GASB 83.

As of December 31, 2022, asset retirement obligation liability was $6.0 million. The liability is calculated based on percentage of project completion and average cost per unit completed as of December 31, 2022. The liability is included in other liabilities – restricted. Oil field assets were disposed, effective June 30, 2022, and an associated loss on disposal was recognized on the Statement of Revenues, Expenses, and Changes in Net Position as of December 31, 2022. As required under GASB 83, the deferred outflows of resources associated with the asset retirement obligation should be amortized over the entire estimated useful life of the capital asset. Since the oil field assets were disposed in 2022, the deferred outflow of resources, $9.9 million, was recognized as repairs and maintenance in 2022.

Asset Retirement Obligations Liability

Asset	Obligating event	Timeframe required for decommissioning	December 31, 2021	Additions	Payments	December 31, 2022
Oil wells and tank batteries	Signed decommissioning contract	June 6, 2022 - December 31, 2023	$ -	$ 9,880	$ 3,913	$ 5,967
Total assets retirement obligation liability			**$ -**	**$ 9,880**	**$ 3,913**	**$ 5,967**

(22) Commitments and Contingencies

(a) Commitments

As of December 31, 2022, the Airport had remaining construction project contract capacity totaling $3.0 billion, of which $0.6 billion has been encumbered but not yet incurred, with the remaining $2.4 billion expected to be committed and incurred to complete current approved capital projects.

(b) Great Hall Project Development Agreements

The City, for and on behalf of the Airport, is undertaking renovations to Jeppesen Terminal including the Great Hall (an open area of approximately 1 million square feet located on Levels 5 and 6 of Jeppesen Terminal) designed to, among other things, enhance security of the passengers and the Airport, improve passenger flow and increase and improve concessions areas. The City, for and on behalf of the Airport, granted to Denver Great Hall LLC, a Delaware limited liability company (the "Great Hall Developer") an exclusive right to design, construct, finance, operate and maintain certain specified areas within Jeppesen Terminal, including the renovation and reconfiguration of a portion of the Great Hall (the "Great Hall Project"), pursuant to the Development Agreement dated August 24, 2017 (the "Great Hall Agreement") between the City, for and on behalf of the Airport, and the Great Hall Developer. On August 12, 2019, the City, for and on behalf of the Airport, exercised its right to terminate the Great Hall Agreement for convenience and then, termination became effective November 12, 2019. As a result of the termination, the City, for and on behalf of the Airport, owed a termination payment to the Great Hall Developer in an amount determined pursuant to the terms of the Great Hall Agreement. The termination payment consisted of several components: (1) a net lender liability payment reimbursing Great Hall Developers for costs of design, construction and management work completed through the Termination Date (paid partially from reserve funds available from the prior issuance of Revenue Bonds (Denver International Airport Great Hall Project) Series 2017 by the Public Finance Authority on behalf of Great Hall Developer); (2) an equity payment equal to the return that Great Hall Developer's equity members expected to receive on their investment in Great Hall Developer; (3) contractor breakage costs representing the costs incurred by Great Hall Developer and its contractors because of the termination of the Great Hall Agreement that would not have been incurred but for the termination of the Great Hall Agreement; (4) redundancy costs representing reimbursements to Great Hall Developer for costs incurred in terminating employees who would not continue with Great Hall Developer or an affiliate of Great Hall Developer after termination of the Great Hall Agreement; and (5) transition costs representing the amount spent by Great Hall Developer to wind down the work and transition the Great Hall Project to the City, for and on behalf of the Department.

The City, for and on behalf of the Airport, entered into a Final Agreement Regarding Termination dated March 13, 2020 (the "Termination Agreement") with Great Hall Developer, Ferrovial Agroman West, LLC and Great Hall Builders, LLC ("Great Hall Builders") to settle all disputes among the parties to the Termination Agreement relating to the Great Hall Agreement, resolve certain relief event claims filed by Great Hall Developer on its own behalf and on behalf of Great Hall Builders under the Great Hall Agreement and settle the final amount of the total Termination Payment. As set forth in the Termination Agreement, the City, for and on behalf of the Airport, made a series of payments toward the final Termination in the amount of $183.7 million. Pursuant to the Termination Agreement, no other payments are due from the City, for and on behalf of the Airport, as a result of the termination of the Great Hall Agreement and all claims for payments against the City, for and on behalf of the Airport, have been dismissed. On March 17, 2020, the Airport made a final settlement payment relating to the Great Hall Project. On March 20, 2020, the City on behalf of the Airport filed a Voluntary Event Notice Relating to Great Hall Project Termination Payment. This disclosure is available at https://emma.msrb.org/ER1317070-ER1026269-ER1432758.pdf.

On November 19, 2021, the City, for and on behalf of the Airport, issued a Voluntary Notice related to the Great Hall Project Status Update. This disclosure is available at https://emma.msrb.org/P21516492-P21172857-P21588899.pdf.

(c) Noise Violation

The City and Adams County entered into an intergovernmental agreement for the Airport dated April 21, 1988 (the Intergovernmental Agreement). The Intergovernmental Agreement establishes maximum levels of noise that should not be exceeded on an average annual basis at various grid points surrounding the Airport. Penalties must be paid to Adams County when these maximums are exceeded.

Currently, the Airport has not received any notices for any penalties 2022, 2021 and 2020. On August 27, 2020, the City received notices of violations for 2019. The Airport is reviewing these notices but has not made any determination of their validity. As of December 31, 2022 and 2021, the Airport had claim litigation reserves of $29.3 million and $27.1 million for the penalties and estimated interest for the 2017-2019 noise violations.

(d) Claims and Litigation

On July 2, 2018, the Board of County Commissioners of Adams County filed a civil complaint against the City, related to the Airport, in the Jefferson County District Court of Colorado (the "Court"), which was amended on July 20, 2018 to include the City of Aurora and the City of Brighton as plaintiffs (as amended, the "Complaint"). The Complaint sought, among other things, a declaration from the Court that the City is in breach of the 1988 Adams County Intergovernmental Agreement (the "IGA") as a result of the City's continued use of noise modeling system known as ARTSMAP, which the plaintiffs alleged is not sufficient to measure compliance with certain noise standards (the "Noise Standards") agreed to under the IGA. The Complaint also alleged between 93 and 108 Class II violations of Noise Standards in 2014 through 2016 that remained uncured in the succeeding calendar year and sought (i) a mandatory Court order requiring the City to implement reasonable, non-discriminatory rules and regulations concerning Airport operations to achieve and maintain compliance with the Noise Standards and (ii) if the Court does not make such order, an award of liquidated damages of $500,000 for each Class II violation that occurred during 2014, 2015 and 2016 that remained uncured in the succeeding calendar year. On June 19, 2020, the Court issued a ruling (the "Ruling") (i) finding, among other things, that the use of ARTSMAP system does not comply with the IGA and (ii) awarding plaintiffs liquidated damages in the amount of $500,000 for each of the 67 uncured Class II violations for 2014, 2015, and 2016 for a total amount of $33.5 million plus interest. On September 1, 2020, the Court ruled on the method of calculating interest for each violation.

On October 16, 2020, the City filed a notice of appeal with the Colorado Court of Appeals (the "Appellate Court") appealing the Ruling. On March 3, 2022, the Court issued a decision affirming the Appellate Court Ruling and the method of calculating interest. On April 12, 2022, the City filed a petition for certiorari with the Colorado State Supreme Court and asked the court to clarify certain rulings of the Appellate Court, including the method of calculating interest and accrual of cause of action related to breach of contract. On October 24, 2022, the Colorado Supreme Court granted the petition only on the issue of whether the Appellate Court erred when it determined that a cause of action does not accrue for breach of contract until the extent of damages is fully ascertainable. The City's opening brief was filed January 23, 2023, Adams County's Response Brief was filed March 27, 2023, and the City filed a Reply Brief on May 8, 2023. The Court may require oral argument after briefing is complete. The City is not able to predict the outcome the Colorado Supreme Court review of this issue.

As of December 31, 2022 and 2021, the outstanding amount due to plaintiffs for 67 uncured Class II violations for 2014, 2015, and 2016, including interest, was $57.6 million and $53.4 million, respectively. To the extent the City ultimately is obligated to pay amounts ordered by the Court, or additional amounts claimed by Adams County for violations occurred in years 2017-2019 discussed in note 22(c) to the financial statements, the City currently expects to fund these payments from the Airport unrestricted Capital Fund.

(e) United Use and Lease Agreement

The United ULA provides that it can be terminated by the airline if the airline's cost per enplaned passenger exceeds $20 in 1990 dollars. Current costs per enplaned passenger did not approach this limit for 2022. Rental rates for airlines are established under a ratemaking methodology whereby a compensatory method is used to set terminal rental rates and a residual method is used to set landing fees. Rentals, fees, and charges must generate gross revenues together with other available funds sufficient to meet the rate maintenance covenant per the Bond Ordinance.

(f) Federal Grants

Under the terms of the federal grants, periodic audits are required, and certain costs may be questioned as not being appropriate expenditures under the terms of the grants. Such audits could lead to reimbursement to the grantor agencies. The Airport management believes disallowances, if any, will be immaterial to its financial position and activities of the Airport.

(23) Insurance

The Airport is exposed to various risks of loss related to torts, thefts of, damage to, and destruction of assets, errors and omissions, and natural disasters. The Airport has purchased commercial insurance for various risks.

Employees of the City and County of Denver (including all airport employees) are covered by the City's insurance policies. Effective October 1, 1989, the City established a workers' compensation self-insurance trust in accordance with state statutes, to be held for the benefit of the City's employees.

The City's Workers' Compensation Internal Service Fund compensates City employees, or their eligible dependents, for injuries as authorized by the State Workers' Compensation law or City ordinances. The administrators of the fund provide safety training and enhancement programs, in addition to maintaining in-house records of claims.

The Airport utilizes Rolling Owner Controlled Insurance Programs (ROCIP) for selected Capital Improvement Projects. Overall ROCIP program experience has generated cost savings to the Airport.

(24) Significant Concentration of Credit Risk

The Airport derives a substantial portion of its operating revenue from facility rental fees and airline landing fees (airline operating revenue). For the twelve months ended December 31, 2022 and 2021, the United Airlines group represented approximately 46.7% and 43.9% of the Airport's airline operating revenue, respectively. Southwest Airlines represented 25.3% and 25.2% for the same periods, respectively. No other airline represented more than 10% of the Airport's airline operating revenue. The Airport requires performance bonds or other financial instruments to support airlines and concession accounts receivables.

The dominant air carrier at the Airport is United Airlines, one of the world's largest airlines. Pursuant to the United Use & Lease Agreement, United currently leases 69 full-service contact gates on Concourse B and 15 ground loading positions. In addition, United together with its United Express commuter affiliates, accounted for 46.4% and 43.9% of enplaned passengers at the Airport in 2022 and 2021, respectively.

(25) Subsequent Events

Credit Facility and Reimbursement Agreements

On April 1, 2023, the City on behalf of the Airport amended and restated credit facility and reimbursement agreements for Series 2002C Credit Facility Bonds, and for Series 2021A-B Credit Facility Bonds with Banc of America Preferred Funding Corporation (Banc of America) to extend the terms through April 28, 2028 and the floating rate index changed to SOFR effective on the Closing Date. The Series 2002C and 2021A-B Closing Date is April 28, 2023 and April 26, 2023, respectively. For additional information, see the Electronic Municipal Market Access posting https://emma.msrb.org/P11711423.pdf.

On April 1, 2023, the City on behalf of the Airport amended and restated credit facility and reimbursement agreement with Bank of America N.A. for Series 2009C and 2008B Credit Facility Bonds. Bank of America N.A. to extend the terms through April 28, 2028 and July 1, 2028, respectively, and the floating rate index changed to SOFR effective on the Closing Date. The Series 2009C and 2008B Closing Date is April 28, 2023 and July 1, 2023, respectively. For additional information, see the Electronic Municipal Market Access posting https://emma.msrb.org/P11711423.pdf.

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

SCHEDULE OF AIRPORT PROPORTIONATE SHARE
NET PENSION LIABILITY
DECEMBER 31 ($ IN THOUSANDS)

	2022	2021	2020	2019	2018	2017	2016	2015
DEN proportionate share of the net pension liability	12.238560%	12.063610%	13.736040%	12.725930%	11.994930%	12.618330%	13.400670%	13.13003%
DEN proportionate share of the net pension liability	$ 166,159	$ 187,776	$ 199,878	$ 191,995	$ 140,679	$ 153,869	$ 158,033	$ 115,000
DEN covered payroll	$ 92,442	$ 94,052	$ 97,266	$ 92,132	$ 88,612	$ 85,209	$ 84,601	$ 75,901
DEN proportionate share of the net pension liability as a percentage of its covered payroll	179.74%	199.65%	205.50%	208.39%	158.76%	180.58%	186.80%	151.51%
Plan fiduciary net position as a percentage of the total pension liability	66.25%	60.32%	60.82%	57.76%	65.49%	62.26%	62.26%	70.11%

Notes: Information is not available prior to 2015. In future reports, additional years will be added until 10 years of historical data are presented.

Information presented in this schedule has been determined as of the Airport's measurement date (December 31 of the year prior to the most recent fiscal year-end) of the collective net pension liability in accordance with Governmental Accounting Standards Board Statement No. 68.

Changes in assumptions: For the year ended December 31, 2022 the discount rate used to measure the total pension liability was 7.25%. For the year ended December 31, 2021 the discount rate used to measure the total pension liability changed to 7.25% from 7.50% at December 31, 2019. For the year ended December 31, 2019 the discount rate used to measure the total pension liability changed to 7.50% from 7.75% at December 31, 2017. For the year ended December 31, 2017 the discount rate used to measure the total pension liability changed to 7.75% from 8.00% at December 31, 2015.

SCHEDULE OF AIRPORT CONTRIBUTIONS
NET PENSION LIABILITY
DECEMBER 31 ($ IN THOUSANDS)

	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required contribution	$ 16,689	$ 13,778	$ 13,133	$ 11,937	$ 10,873	$ 9,513	$ 9,176	$ 9,109
Contributions in relation to the contractually required contribution	16,689	13,778	13,133	11,937	10,873	9,513	9,176	9,109
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DEN covered payroll	$ 100,419	$ 92,442	$ 94,052	$ 97,266	$ 92,132	$ 88,612	$ 85,209	$ 84,601
Contributions as a percentage of covered payroll	16.62%	14.90%	13.96%	12.27%	11.80%	10.74%	10.77%	10.77%

Notes: Information is not available prior to 2015. In future reports, additional years will be added until 10 years of historical data are presented.

Information presented in this schedule has been determined as of the Airport's most recent fiscal year-end (December 31) in accordance with Governmental Accounting Standards Board Statement No. 68.

There were no benefit changes for 2022. As of October 1, 2016, the valuation interest was lowered from 8% to 7.75%. The latest experience study was conducted in 2019 covering the 5-year period of January 1, 2015 to December 31, 2019. At the time, the recommended mortality table was expected to produce a margin of 8% on the retired male mortality experience and 7% on the retired female experience (Source: Denver Employees Retirement Plan 2013 Actuarial Experience Study for the period ending December 31, 2012, page 24).

OTHER POSTEMPLOYMENT BENEFIT PLANS
SCHEDULE OF AIRPORT PROPORTIONATE SHARE
NET OPEB LIABILITY
DECEMBER 31 ($ IN THOUSANDS)

OPEB	2022	2021	2020	2019	2018
DEN proportion of the net liability	12.234760%	12.080280%	13.782320%	12.997740%	12.346330%
DEN proportionate share of the net liability	$ 10,516	$ 11,725	$ 13,555	$ 13,594	$ 10,855
DEN covered payroll	$ 92,442	$ 94,052	$ 97,266	$ 92,132	$ 88,612
DEN proportionate share of the net liability as a percentage of its covered payroll	11.38%	12.47%	13.94%	14.75%	12.25%
Plan fiduciary net position as a percentage of the total liability	49.63%	43.59%	42.16%	39.18%	45.98%

Notes: Information is not available prior to 2018. In future reports, additional years will be added until 10 years of historical data are presented.

Information present in this schedule has been determined as of the Airport's measurement date (December 31 of the year prior to the most recent fiscal year) of the collective net OPEB liability in accordance with Governmental Accounting Standards Board Statement No. 75.

Changes in assumptions: For the year ended December 31, 2021 the discount rate used to measure the total pension liability changed to 7.25% from 7.50% at December 31, 2019. For the year ended December 31, 2019 the discount rate used to measure the total pension liability changed to 7.50% from 7.75% at December 31, 2017. For the year ended December 31, 2017 the discount rate used to measure the total pension liability changed to 7.75% from 8.00% at December 31, 2015.

OTHER POSTEMPLOYMENT BENEFIT PLANS
SCHEDULE OF AIRPORT EMPLOYER CONTRIBUTIONS
NET OPEB LIABILITY
DECEMBER 31 ($ IN THOUSANDS)

OPEB	2022	2021	2020	2019	2018
Actuarially required contribution	$ 830	$ 830	$ 701	$ 644	$ 539
Contributions in relation to the actuarially required contribution	829	725	726	697	674
Contribution deficiency (excess)	1	105	(25)	(53)	(135)
DEN covered payroll	$ 100,419	$ 92,442	$ 94,052	$ 97,266	$ 92,132
Contributions as a percentage of covered payroll	0.8%	0.8%	0.8%	0.7%	0.7%

Notes: Information is not available prior to 2018. In future reports, additional years will be added until 10 years of historical data are presented.

Information presented in this schedule has been determined as of the Airport's most recent fiscal year-end (December 31) in accordance with Governmental Accounting Standards Board Statement No. 75.

There were no benefit changes during the year.

Changes in assumptions: For the year ended December 31, 2021 the discount rate used to measure the total pension liability changed to 7.25% from 7.50%.

OTHER POSTEMPLOYMENT BENEFIT PLANS
SCHEDULE OF AIRPORT PROPORTIONATE SHARE
IMPLICIT RATE SUBSIDY
DECEMBER 31 ($ IN THOUSANDS)

Implicit rate subsidy	**2022**	**2021**	**2020**	**2019**	**2018**
DEN proportion of the total liability	12.547710%	12.706530%	9.227772%	9.687901%	9.788102%
DEN proportionate share of the total liability	$ 11,430	$ 11,745	$ 8,061	$ 7,721	$ 7,693
DEN covered-employee payroll	$ 92,442	$ 94,052	$ 97,266	$ 92,132	$ 88,612
DEN proportionate share of the total liability as a percentage of its covered-employee payroll	12.36%	12.49%	8.29%	8.38%	8.68%

Notes: Information is not available prior to 2018. In future reports, additional years will be added until 10 years of historical data are presened.

Information present in this schedule has been determined as of the Airport's measurement date (December 31 of the year prior to the most recent fiscal year) of the collective total implicit rate subsidy OPEB liabilities in accordance with Governmental Accounting Standards Board Statement No. 75.

For the December 31, 2021 OPEB Liability, Demographic actuarial assumptions were based on the 2018 experience study of the DERP using data from the five-year period ending December 31, 2017. The implicit subsidy valuation uses these same demographic assumptions, as published in the DERP January 2021 pension valuation, except for a different basis used to project future mortality improvement. For years ended December 31, 2020 and prior the latest experience study was conducted in 2013 covering the 5-year period of January 1, 2008 to December 31, 2012. At the time, the recommended mortality table was expected to produce a margin of 8% on the retired male mortality experience and 7% on the retired female experience (Source: Denver Employees Retirement Plan 2013 Actuarial Experience Study for the period ending December 31, 2012, page 24). No assets are accumulated in a trust to pay related benefits.

Changes of assumptions: The discount rate used to measure the total OPEB liability was 3.56%, 4.11%, 2.74%, 2.12%, and 2.06% for the years ended December 31, 2017, 2018, 2019, 2020 and 2021, respectively.

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
OTHER INFORMATION (UNAUDITED)

SCHEDULE OF COMPLIANCE WITH RATE MAINTENANCE COVENANT AS DEFINED IN THE 1984 AIRPORT SYSTEM GENERAL BOND ORDINANCE AIRPORT REVENUE ACCOUNT

YEAR ENDED DECEMBER 31, 2022 ($ IN THOUSANDS)

Gross revenues:	
Facility rentals	$ 298,545
Concession income	105,529
Parking income	206,468
Car rental income	91,469
Landing fees	152,309
Aviation fuel tax	38,238
Ground transportation	19,722
Other sales and charges	9,752
Customer facility fee revenue	17,389
Interest income	45,177
Designated passenger facility charges	131,106
Hotel	65,078
Miscellaneous income	1,742
Total gross revenues	**$ 1,182,524**
Operation and maintenance (O&M) expenses:	
Personnel services	$ 186,811
Contractual services	253,681
Maintenance, supplies, and materials	26,388
Hotel	30,523
Total O&M expenses	**$ 497,403**
Net revenues	$ 685,121
Other available funds	35,613
Net revenues plus other available funds	**$ 720,734**
Debt service coverage - senior bonds:	
Debt Service Requirements - senior bonds	$ 209,972
Less: Application of escrow proceeds	(67,520)
Net debt service requirements - senior bonds	**$ 142,452**
Debt service coverage - senior bonds	**506%**
Debt service coverage - all bonds:	
Debt service requirements - subordinate bonds	$ 252,544
Less: Application of Escrow Proceeds	(33,647)
Net debt service requirements - senior bonds	142,452
Net debt service requirements - all bonds	**$ 361,349**
Debt service coverage - all bonds	**199%**

Notes: Debt service requirements are net of capitalized interest.
For additional information on escrow proceeds,
see accompanying independent auditors' report

SCHEDULE OF REQUIRED DEPOSITS TO THE BOND ACCOUNT, BOND RESERVE ACCOUNT, AND THE OPERATIONAL AND MAINTENACE RESERVE ACCOUNT AS DEFINED IN THE 1984 AIRPORT SYSTEM GENERAL BOND ORDINANCE

YEAR ENDED DECEMBER 31, 2022

(1) Bond Account

There shall be credited to the Bond Account, in the following order of priority:

(a) Interest Account

The required monthly deposit to the Bond Interest Account, commencing on the first day of the month immediately succeeding the issuance of any bonds, is an amount which, if made in substantially equal installments, would be sufficient to pay the next maturing installment of interest on such series bonds ($ in thousands).

Bond Series	Interest Payment Date	Balance Interest Due	Required Interest Acctount Balance at 12/31/2022
Series 2002C	01/01/23	$ 43	$ 43
Series 2008B	01/01/23	92	92
Series 2009B	05/15/23	2,094	523
Series 2009C	01/01/23	140	140
Series 2012A	05/15/23	698	175
Series 2012B	05/15/23	3,308	827
Series 2012C	05/15/23	544	136
Series 2013A	05/15/23	7,712	1,928
Series 2013B	05/15/23	8,936	2,234
Series 2015A	05/15/23	1,105	276
Series 2016A	05/15/23	5,176	1,294
Series 2017A	05/15/23	3,895	974
Series 2017B	05/15/23	532	133
Series 2018A	06/01/23	55,550	9,258
Series 2018B	06/01/23	4,385	731
Series 2019A	05/15/23	523	131
Series 2019C	05/15/23	3,000	750
Series 2020A-1	05/15/23	1,060	265
Series 2020A-2	05/15/23	916	229
Series 2020B-1	05/15/23	473	118
Series 2020B-2	05/15/23	602	150
Series 2020C	05/15/23	4,328	1,082
Series 2021A-B	01/01/23	68	68
Series 2022A	05/15/23	36,454	9,114
Series 2022B	05/15/23	4,453	1,113
Series 2022C	05/15/23	8,808	2,202
Series 2022D	05/15/23	22,023	5,506
			$ 39,492

SCHEDULE OF REQUIRED DEPOSITS TO THE BOND ACCOUNT, BOND RESERVE ACCOUNT, AND THE OPERATIONAL AND MAINTENACE RESERVE ACCOUNT AS DEFINED IN THE 1984 AIRPORT SYSTEM GENERAL BOND ORDINANCE
YEAR ENDED DECEMBER 31, 2022

(b) Principal Account

The required monthly deposit to the Bond Principal Account, commencing on the first day of the month immediately succeeding the issuance of any Serial Bonds, or commencing one year prior to the first fixed maturity date of such Serial Bonds, whichever date is later, is an amount which, if made in substantially equal installments, would be sufficient to pay the next maturing installment of principal of such Serial Bonds ($ in thousands).

Bond series	Principal Payment Date	Balance Principal Due	Required Principal Account Balance at 12/31/2022
Series 2002C	01/01/23	$ 290	$ 36
Series 2008B	01/01/23	5,500	688
Series 2012A	05/15/23	6,410	801
Series 2012B	05/15/23	6,730	841
Series 2016A	05/15/23	80,475	10,059
Series 2017A	05/15/23	14,675	1,834
Series 2020A-1	05/15/23	13,165	1,646
Series 2020A-2	05/15/23	18,545	2,318
Series 2020B-1	05/15/23	1,875	234
Series 2020C	05/15/23	23,350	2,919
Series 2022C	05/15/23	10,490	1,311
Series 2013A	05/15/23	5,085	636
Series 2013B	05/15/23	7,270	909
Series 2015A	05/15/23	32,020	4,003
Series 2018A	06/01/23	34,390	2,866
Series 2018B	06/01/23	285	24
			$ 31,125

(c) Sinking Account

The required monthly deposit to the Bond Sinking Account, commencing on the first day of the 12th calendar month prior to the date on which the City is required to pay any Term Bonds, is one-twelfth of the amount necessary to pay the redemption price or principal of such Term Bonds scheduled to be retired in any year by mandatory redemption, at fixed maturity or otherwise, except to the extent any other monies, including without limitation, monies in any escrow account, are available therefore.

SCHEDULE OF REQUIRED DEPOSITS TO THE BOND ACCOUNT, BOND RESERVE ACCOUNT, AND THE OPERATIONAL AND MAINTENACE RESERVE ACCOUNT AS DEFINED IN THE 1984 AIRPORT SYSTEM GENERAL BOND ORDINANCE

YEAR ENDED DECEMBER 31, 2022

(d) Redemption Account

The required deposit to the Bond Redemption Account, on or prior to any date on which the Airport exercises its option to call for prior redemption of any Bonds, is an amount necessary to pay the redemption price of such bonds on such Redemption Date, except to the extent any other monies, including without limitation, monies in any escrow account, are available therefore.

As of December 31, 2022, the redemption account had a balance of $28.7 million for the sixth runway and baggage system.

(e) Bond Account Summary

The sum of the required bond account balances described in items (a) through (d) above is as follows ($ in thousands):

Bond account balance at December 31, 2022	$	100,037
Aggregate required bond account balance		100,037
Overfunded	$	-

(2) Bond Reserve Account

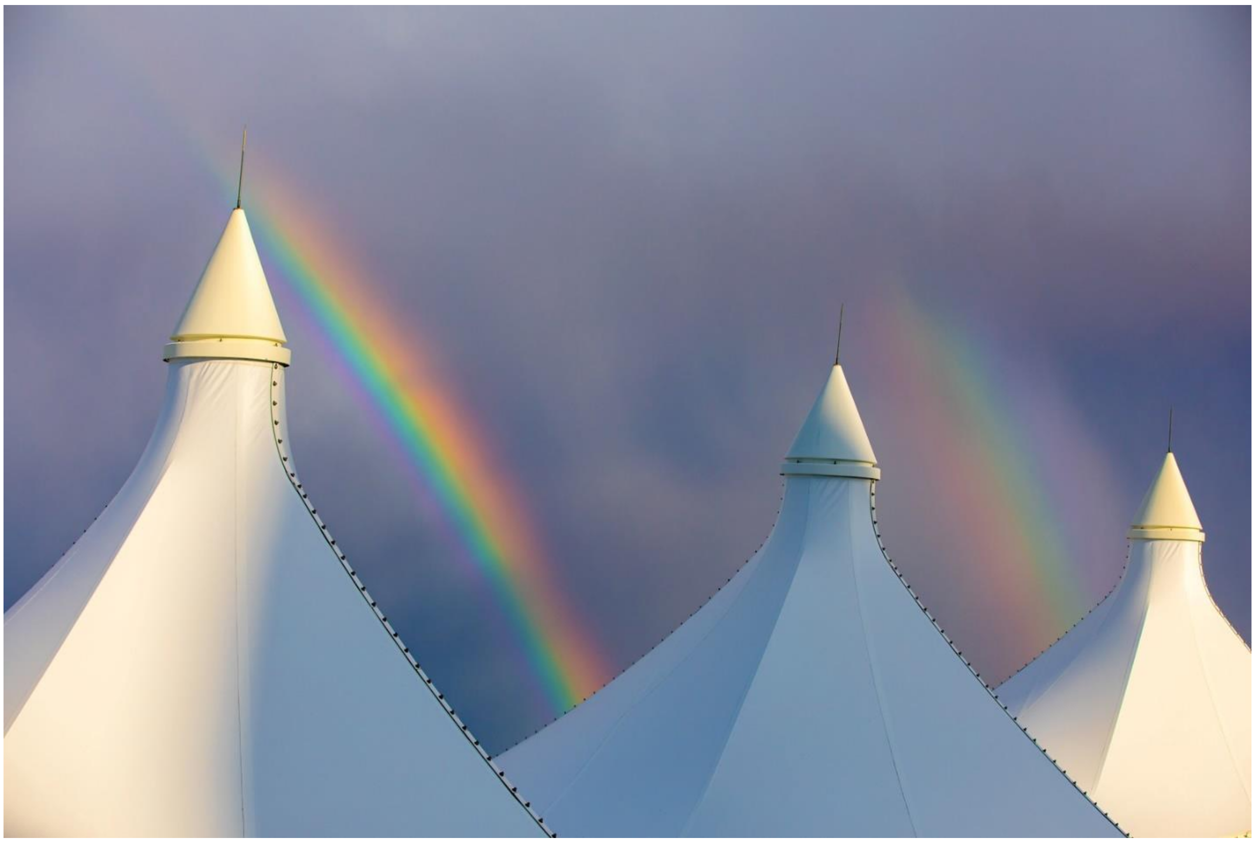
The City is required, after making required monthly deposits to the Interest, Principal, Sinking Account, and Redemption accounts of the Bond Account, to apply Net Revenues to fund the Bond Reserve Account, in an amount equal to the maximum annual interest and principal payable on all outstanding Senior Bonds of the Airport, as defined in the General Bond Ordinance. The amount deposited to the Bond Reserve Account at December 31, 2022 is $533.9 million. The minimum Bond Reserve Account requirement for both Senior and Subordinate Lien Bonds is $522.6 million.

(3) Operation and Maintenance Reserve Account

The operation and maintenance reserve account balance must be funded at an amount equal to no less than two months and no more than four months of the prior year operating expenses. Airport management funds the reserve based on three months of the prior year operating expenses. The operation and maintenance expenses noted below is presented as defined within the 1984 Airport System General Bond Ordinance ($ in thousands).

2021 Operation and Maintenance expenses	$	424,042
Minimum operations and maintenance reserve requirement for 2022	$	70,674
Operation and maintenance reserve account balance at December 31, 2022		116,611
Overfunded	$	45,937

2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT
STATISTICAL SECTION (UNAUDITED)



This section details historical information for supporting reader's understanding of financial statements and note disclosures presented in the Airport's Annual Comprehensive Financial Report.

CONTENTS

FINANCIAL TRENDS

This data is intended to help the reader understand how the Airport's financial position has changed over time. Schedules included are:

(1) Summary of Net Position

(2) Summary of Changes in Net Position

(3) Summary of Operating Expenses

(4) Summary of Nonoperating Income and Expenses

REVENUE CAPACITY

This data is intended to help the reader understand the major the Airport's revenue sources. Schedules included are:

(5) Summary of Operating Revenues

(6) Market Share of Air Carriers/Enplaned Passengers by Airline

(7) Historical Passenger Facility Charge Revenues

Additional information effecting airport revenue capacity is provided in the Operating Information Section below.

DEBT CAPACITY

This data is intended to help the reader assess the Airport's ability to service existing debt and ability to issue additional debt in the future. Schedules included are:

(8) Outstanding Debt Principal by Type

(9) Debt Service Coverage under the Bond Ordinance

DEMOGRAPHIC AND ECONOMIC INFORMATION

This data contains demographic and economic indicators to help the reader understand the environment within which the Airport's financial activities take place. Schedules included are:

(10) City and County of Denver Demographic and Economic Statistics

(11) City and County of Denver Principal Employers

OPERATING INFORMATION

This data offers information about the Airport's operations and resources to help the reader understand how the Airport's financial information relates to the services it provides and activities it performs. Schedules included are:

(12) Passenger and Operating Statistics

(13) Enplaned Passengers by Major Airline Category

(14) Aircraft Operations

(15) Landed Weight

(16) Enplaned Cargo Operations

(17) Career Service Employees

(18) Nature, Volume and Usage of Capital Assets

(19) Summary of Insurance Coverage

(1) Summary of Net Position

Years Ended 2013 - 2022
($ in thousands)

Purpose: This schedule provides information on the restricted and unrestricted components of net position for the last ten years of the Airport's operations.

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Net investment (deficit) in capital assets	$ (168,978)	$ (136,825)	$ (104,547)	$ (157,375)	$ (29,619)	$ 78,760	$ (141,151)	$ (626,147)	$ (730,285)	$ (719,304)
Restricted for capital projects	17,443	14,692	18,622	13,835	11,264	2,708	10,153	32,479	23,119	16,086
Restricted for debt service	463,937	371,249	636,410	476,888	495,973	484,893	456,744	636,529	642,318	653,222
Unrestricted net position	1,231,966	1,322,900	856,703	918,297	691,347	457,312	508,395	682,592	764,259	623,519
Total net position	$ 1,544,368	$ 1,572,016	$ 1,407,188	$ 1,251,645	$ 1,168,965	$ 1,023,673	$ 834,141	$ 725,453	$ 699,411	$ 573,523

Source: Airport annual financial reports and management records

(2) Summary of Changes in Net Position

Years Ended 2013 - 2022
($ in thousands)

Purpose: This statement provides information on operating revenues and expenses, nonoperating income, capital contributions, and changes in net position for the last ten years of the Airport's operations.

	2022	2021 (4)	2020	2019	2018 (2)	2017	2016	2015 (1)	2014	2013
Operating revenues	$930,184	$716,396	$591,810	$867,793	$808,360	$768,925	$742,529	$687,536	$711,491	$661,637
Operating expenses excluding depreciation	542,554	461,413	475,900	584,472	474,314	453,532	469,810	436,803	413,563	431,935
Income before depreciation/ amortization	387,630	254,983	115,910	283,321	334,046	315,393	272,719	250,733	297,928	229,702
Depreciation and amortization	274,187	226,852	210,513	203,321	193,009	183,351	179,692	163,714	183,560	184,721
Operating income	113,443	28,131	(94,603)	80,000	141,037	132,042	93,027	87,019	114,368	44,981
Nonoperating revenues (expenses)	(215,198)	111,883	216,373	53,172	(3,787)	1,611	12,108	9,106	(9,013)	(55,906)
Income before capital contributions	(101,755)	140,014	121,770	133,172	137,250	133,653	105,135	96,125	105,355	(10,925)
Capital contributions/grants/transfers	74,107	24,814	33,773	15,301	26,730	55,879	3,553	20,483	20,533	31,412
Change in net position before special item	(27,648)	164,828	155,543	148,473	163,980	189,532	108,688	116,608	125,888	20,487
Special item (3)	-	-	-	(65,793)	-	-	-	-	-	-
Change in net position	$ (27,648)	$164,828	$155,543	$ 82,680	$163,980	$189,532	$108,688	$116,608	$125,888	$ 20,487

(1) Restated for GASB 68, *Accounting and Financial Reporting for Pension*
(2) Restated for GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pension*
(3) Special Item was recorded as defined in GASB 34, *Basic Financial Statements – and Management's Discussion and Analysis – For State and Local Governments,* as related to the termination of the Great Hall Agreement.
(4) Adopted GASB 87, *Leases.* For the year ended December 31, 2021, Statement of Revenues, Expenses, and Changes in Net Position was not restated since the impact was not significant.

Source: Airport annual financial reports and management records

(3) Summary of Operating Expenses

Years Ended 2013 - 2022
($ in thousands)

Purpose: This statement provides information on operating expenses by type for the last ten years of Airport's operations.

	2022	2021 (4)	2020	2019	2018 (3)	2017	2016	2015 (2)	2014	2013
Personnel	$185,289	$178,530	$198,582	$194,317	$173,979	$171,151	$165,114	$148,518	$134,699	$125,608
Contractual services	246,839	213,225	193,606	241,264	227,918	216,501	212,699	197,459	194,712	194,666
Repair and maintenance projects	47,095	22,372	29,229	32,296	19,423	14,071	37,514	55,358	57,049	81,234
Maintenance, supplies and materia	26,388	18,867	19,092	28,649	24,378	24,452	27,547	32,911	27,103	30,427
Hotel (1)	30,523	22,458	17,378	31,446	28,616	27,357	26,936	2,557	-	-
Legal/claim reserve expense	6,420	5,961	18,013	56,500	-	-	-	-	-	-
Total operating expenses	$542,554	$461,413	$475,900	$584,472	$474,314	$453,532	$469,810	$436,803	$413,563	$431,935

(1) Hotel opened November 19, 2015
(2) Adopted GASB 68, *Accounting and Financial Reporting for Pension*
(3) Adopted GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pension*
(4) Adopted GASB 87, *Leases.* For the year ended December 31, 2021, Statement of Revenues, Expenses, and Changes in Net Position was not restated since the impact was not significant.

Source: Airport annual financial reports and management records

(4) Summary of Nonoperating Income and Expenses

Years Ended 2013 - 2022
($ in thousands)

Purpose: This statement provides information on nonoperating income and expenses by source/type/activity for the last ten years of the Airport's operations.

	2022	2021 (3)	2020	2019	2018	2017	2016	2015	2014	2013
Passenger facility charges	$ 132,709	$ 113,500	$ 64,922	$ 132,484	$ 123,907	$ 118,333	$ 114,230	$ 106,007	$ 103,959	$ 103,032
Customer facility charges (1)	17,389	15,585	10,621	21,525	20,019	19,492	19,884	18,598	17,215	-
Investment income	(117,330)	(34,937)	150,043	171,096	73,802	46,779	39,274	40,648	44,030	25,205
Interest expense	(257,069)	(221,738)	(247,293)	(270,394)	(214,799)	(188,152)	(156,481)	(169,413)	(176,177)	(183,359)
Grants (2)	-	-	-	-	-	873	686	622	516	481
Stimulus funds	939	250,880	269,074	-	-	-	-	-	-	-
Lease interest income	10,243	-	-	-	-	-	-	-	-	-
Other revenues (expenses)	(2,079)	(11,407)	(30,994)	(1,539)	(6,716)	4,286	(5,485)	12,644	1,444	(1,265)
Total nonoperating revenues (expenses)	$ (215,198)	$ 111,883	$ 216,373	$ 53,172	$ (3,787)	$ 1,611	$ 12,108	$ 9,106	$ (9,013)	$ (55,906)

(1) Customer Facility Charges imposed on on-airport rental car companies effective January 1, 2014.
(2) These grants represent operation reimbursements and have been included in operating revenues.
(3) Adopted GASB 87, *Leases.* For the year ended December 31, 2021, Statement of Revenues, Expenses, and Changes in Net Position was not restated since the impact was not significant.

Source: Airport annual financial reports and management records

(5) Summary of Operating Revenues

Years Ended 2013 - 2022
($ in thousands)

Purpose: This statement provides information on operating income by revenue type for the last ten years of the Airport's operations.

	2022	2021 (3)	2020	2019	2018	2017	2016	2015	2014	2013
Airline revenues:										
Facility rentals	$ 249,586	$ 187,007	$ 226,837	$ 210,836	$196,065	$180,443	$198,407	$194,004	$235,774	$214,251
Landing fees	149,791	150,575	135,708	175,636	161,981	171,708	150,850	147,379	147,841	137,549
Total airline revenues	399,377	337,582	362,545	386,472	358,046	352,151	349,257	341,383	383,615	351,800
Non-airline revenues:										
Parking	206,468	147,809	88,259	203,502	189,890	176,006	176,949	178,478	167,851	159,465
Concession	103,189	69,120	45,216	85,703	83,297	68,269	67,408	59,677	55,863	52,022
Car rental	88,326	75,703	45,993	80,348	72,621	71,806	66,727	65,309	59,655	50,002
Hotel (1)	65,078	43,674	24,481	62,088	53,304	47,412	43,262	3,205	-	-
Aviation fuel tax	38,238	21,626	9,789	25,464	25,039	25,993	18,892	19,458	26,298	28,101
Ground transportation (2)	19,722	13,848	8,575	19,997	17,313	12,449	10,594	9,669	-	-
Other sales and charges	9,786	7,034	6,952	4,219	8,850	14,839	9,440	10,357	18,209	20,247
Total non-airline revenues	530,807	378,814	229,265	481,321	450,314	416,774	393,272	346,153	327,876	309,837
Total operating revenues	$ 930,184	$ 716,396	$ 591,810	$ 867,793	$808,360	$768,925	$742,529	$687,536	$711,491	$661,637

(1) Hotel was opened in November 2015
(2) Ground transportation revenue were not significant and included in other sales and charges before 2015
(3) Adopted GASB 87, *Leases*. For the year ended December 31, 2021, Statement of Revenues, Expenses, and Changes in Net Position was not restated since the impact was not significant.

Source: Airport annual financial reports and management records

(6) Market Share of Air Carriers/Enplaned Passengers by Airline

Years Ended 2013 - 2022

Purpose: This schedule provides information on enplaned passengers by air carrier for the last ten years of the Airport's operations.

	2022			2021			2020 (1)			2019			2018		
Airline	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease
United	16,067,373	46.4%	24.4%	12,914,667	43.9%	81.7%	7,107,248	42.1%	-54.0%	15,436,452	44.7%	10.0%	14,027,769	43.5%	8.1%
Southwest	10,607,776	30.6%	13.9%	9,316,922	31.7%	82.2%	5,113,869	30.3%	-46.0%	9,467,075	27.4%	0.9%	9,386,197	29.1%	2.7%
Frontier	3,397,299	9.8%	5.3%	3,225,934	11.0%	37.0%	2,354,879	14.0%	-43.6%	4,176,993	12.1%	13.0%	3,696,254	11.5%	5.6%
American	1,318,658	3.8%	-8.8%	1,446,247	4.9%	65.2%	875,460	5.2%	-46.4%	1,632,621	4.7%	0.8%	1,619,744	5.0%	-3.8%
Delta	1,686,700	4.9%	24.6%	1,353,532	4.6%	94.1%	697,259	4.1%	-62.0%	1,837,221	5.3%	6.3%	1,728,487	5.4%	5.7%
Other	1,565,052	4.5%	34.9%	1,160,580	3.9%	60.1%	725,128	4.3%	-63.1%	1,962,592	5.8%	9.0%	1,800,766	5.5%	1.2%
Total Enplanements	34,642,858	100.0%	17.8%	29,417,882	100.0%	74.3%	16,873,843	100.0%	-51.1%	34,512,954	100.0%	7.0%	32,259,217	100.0%	5.0%

	2017			2016			2015			2014			2013		
Airline	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease
United	12,976,883	42.3%	6.0%	12,246,077	42.0%	7.2%	11,420,973	42.3%	5.2%	10,860,408	40.6%	1.9%	10,659,186	40.6%	-0.9%
Southwest	9,137,172	29.7%	6.7%	8,565,381	29.4%	8.0%	7,929,104	29.3%	12.2%	7,064,833	26.4%	5.1%	6,721,126	25.6%	6.7%
Frontier	3,501,127	11.4%	-1.9%	3,567,393	12.2%	6.2%	3,360,127	12.4%	-31.9%	4,932,132	18.4%	-1.6%	5,014,710	19.1%	-13.9%
American	1,682,943	5.5%	2.4%	1,644,265	5.6%	0.1%	1,642,461	6.1%	6.8%	1,537,392	5.8%	4.1%	1,476,796	5.6%	0.2%
Delta	1,635,708	5.3%	9.8%	1,490,271	5.1%	11.7%	1,333,693	4.9%	13.0%	1,179,878	4.4%	-1.8%	1,200,920	4.6%	-1.2%
Other	1,780,178	5.8%	9.4%	1,626,817	5.7%	22.1%	1,332,571	4.9%	14.7%	1,162,041	4.4%	-4.2%	1,212,569	4.5%	18.8%
Total Enplanements	30,714,011	100.0%	5.4%	29,140,204	100.0%	7.9%	27,018,929	100.0%	1.1%	26,736,684	100.0%	1.7%	26,285,307	100.0%	-1.2%

(1) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Source: Airport annual financial reports and management records

(7) Historical Passenger Facility Charge Revenues

Years Ended 2013 - 2022
($ in thousands)

Purpose: This schedule provides information on passenger facility charge revenues for the last ten years of the Airport's operations.

Year		Revenue
2013		103,032
2014		103,959
2015		106,007
2016		114,230
2017		118,333
2018		123,907
2019		132,484
2020	(1)	64,922
2021		113,500
2022		132,709

(1) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Source: Airport annual financial reports and management records

(8) Outstanding Debt Principal by Type

Years Ended 2013 - 2022
($ in thousands)

Purpose: This schedule provides information on outstanding bond debt principal net of unamortized premiums and discounts for the last ten years of the Airport's operations.

			Direct Placement (1)				
Fiscal Year	Senior Bonds	Subordinate Bonds	Senior Bonds	Subordinate Bonds	Defeasances	Unamortized Net Premiums	Outstanding Debt
2013	3,678,195	719,915	-	-	43,285	172,681	4,614,076
2014	3,521,835	719,915	-	-	43,275	153,214	4,438,239
2015	3,161,650	910,760	-	-	40,080	128,879	4,241,369
2016	2,955,860	894,955	-	-	40,080	144,853	4,035,748
2017	2,755,415	1,170,085	-	-	40,080	161,983	4,127,563
2018	2,606,895	3,358,540	-	-	40,080	409,278	6,414,793
2019	1,850,030	3,196,475	376,555	294,280	40,080	413,874	6,171,294
2020	1,824,230	3,176,130	262,155	250,925	40,080	376,825	5,930,345
2021	1,695,365	3,155,980	227,155	930,150	-	335,548	6,344,198
2022	4,132,940	3,119,760	110,755	175,870	-	469,351	8,008,676

(1) Implementation of GASB 88, Certain Disclosures Related to Debt, Including Direct Borrowing and Direct Placement

Source: Airport annual financial reports and management records

(9) Debt Service Coverage under the Bond Ordinance

Years Ended 2013 - 2022
($ in thousands)

Purpose: This schedule provides information on compliance with rate maintenance covenant as defined in the 1984 Airport System General Bond Ordinance for the last ten years of the Airport's operations.

	2022	2021	2020	2019 (2)	2018	2017	2016	2015	2014	2013
Gross revenues	$1,182,524	$ 929,450	$ 748,264	$1,102,851	$ 945,206	$ 895,963	$ 863,126	$ 808,781	$ 803,620	$ 743,101
Operation and maintenance expenses	497,403	424,042	407,365	478,305	445,801	425,005	417,140	381,445	355,769	349,987
Net revenues	685,121	505,408	340,899	624,546	499,405	470,958	445,986	427,336	447,851	393,114
Other available funds	35,613	35,051	39,848	68,365	43,901	47,090	51,574	56,908	54,834	50,409
Total amount available for debt service requirements	720,734	540,459	380,747	692,911	543,306	518,048	497,560	484,244	502,685	443,523
Senior bonds:										
Debt service requirements	$ 142,452	$ 140,205	$ 159,392	$ 273,460	$ 175,605	$ 188,360	$ 206,295	$ 201,279	$ 219,334	$ 202,758
Debt service coverage	506%	385%	239%	253%	309%	275%	241%	241%	229%	219%
All Bonds:										
Debt service requirements	$ 361,349	$ 256,990	$ 252,387	$ 376,265	$ 276,949	$ 282,251	$ 294,914	$ 262,516	$ 268,422	$ 242,816
Debt service coverage (1)	199%	210%	151%	184%	196%	184%	169%	184%	187%	183%

(1) The Airport's governing bond ordinances require that the Airport's net revenues plus other available funds, as defined in the bond ordinance, be sufficient to provide debt service coverage of 125% of the annual debt service requirement on senior bonds and 110% of the aggregate annual debt service requirements on senior and subordinate bonds, and junior liens.

(2) Beginning in Fiscal Year 2019 and thereafter, all PFC revenues received by the City (net of the PFC collection fees retained by airlines) are being included in Gross Revenues for purposes of the Bond Ordinances until such time as the Manager gives written notice to the Treasurer to stop including all or a portion of PFCs in Gross Revenues.

Source: Airport annual financial reports and management records

(10) City and County of Denver Demographics and Economic Statistics

Years Ended 2013 - 2022

Purpose: This schedule provides information on certain City and County of Denver demographic and economic statistics for the last ten years.

Fiscal Year	Population	Personal Income ($ in millions)	Per Capita Personal Income	Unemployment Rate
2013	649,495	36,999	56,967	7.00%
2014	663,862	41,743	62,880	4.30%
2015	682,545	46,617	68,299	3.70%
2016	693,060	46,612	67,256	3.00%
2017	693,292	47,289	69,862	3.00%
2018	716,492	57,211	79,849	3.00%
2019	727,211	61,348	81,405	2.50%
2020	738,200	51,543	69,822	6.90%
2021	749,103	n/a	50,642	4.20%
2022	713,252	n/a	n/a	2.80%

Source: City and County of Denver 2022 Annual Comprehensive Financial Report

(11) City and County of Denver Principal Employers

Years Ended 2013 - 2022

Purpose: This schedule provides information on the principal employers for the current year and the year nine years prior.

Principle Employer	2022 Employees	2022 Rank	2022 Percent of Total City Employment	2013 Employees	2013 Rank	2013 Percent of Total City Employment
Denver Public School District #1	12,644	1	2.1%	11,863	1	3.0%
City and County of Denver	11,503	2	1.9%	9,946	2	2.5%
State of Colorado Central Payroll	9,503	3	1.5%	9,790	3	2.5%
Denver Health & Hospital Authority	8,139	4	1.3%	5,408	5	1.4%
United Airlines, Inc	7,669	5	1.2%	4,682	6	1.2%
CHC Payroll Agent, Inc. (HCA Health One)	4,464	6	0.7%	4,153	7	1.1%
University of Denver	4,365	7	0.7%	3,764	8	1.0%
USDA National Finance Center	4,320	8	0.7%	7,567	4	1.9%
Southwest Airlines	3,079	9	0.5%			
ADP TotalSource	2,695	10	0.4%			
University of Colorado				3,389	9	0.9%
Accounting Service Center (U.S. Postal Service)				3,188	10	0.8%
Total	68,381		11.0%	63,750		16.3%

Source: City and County of Denver - December 31, 2022 Annual Comprehensive Financial Report

(12) Passengers and Operating Statistics

Years Ended 2013 - 2022

Purpose: This schedule provides passenger statistics, information on aircraft operations, landed weight and enplaned cargo for the last ten years of the Airport's operations.

		Enplaned Passengers		Aircraft Operations		Landed Weight (million lbs.)		Enplaned Cargo (in tons)	
Fiscal Year		Number	Increase/ Decrease	Number	Increase/ Decrease	Number	Increase/ Decrease	Number	Increase/ Decrease
2013		26,285,307	(1.2%)	586,860	(5.1%)	30,603	(4.0%)	111,386	(2.2%)
2014		26,736,684	1.7%	575,161	(2.0%)	30,351	(0.8%)	114,729	3.0%
2015		27,018,929	1.1%	547,648	(4.8%)	30,055	(1.0%)	119,332	4.0%
2016		29,140,204	7.9%	572,520	4.5%	32,421	7.9%	114,705	(3.9%)
2017		30,714,011	5.4%	582,486	1.7%	33,884	4.5%	119,424	4.1%
2018		32,259,217	5.0%	603,403	3.6%	35,216	3.9%	129,131	8.1%
2019		34,512,954	7.0%	640,098	6.1%	37,668	7.0%	142,819	10.6%
2020	(1)	16,873,843	(51.1%)	442,571	(30.9%)	26,146	(30.6%)	146,644	2.7%
2021		29,417,882	74.3%	593,916	34.2%	35,614	36.2%	141,482	(3.5%)
2022		34,642,858	17.8%	615,733	3.7%	39,171	10.0%	156,891	10.9%

(1) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Source: Airport annual financial reports and management records

(13) Enplaned Passengers by Major Airline Category

Years Ended 2013 - 2022

Purpose: This schedule provides information on the enplaned passengers by major airline category for the last ten years of the Airport's operations.

Fiscal Year		Major/International Number	Major/International Percent of Total	Regional/Commuter Number	Regional/Commuter Percent of Total	Charter/Miscellaneous Number	Charter/Miscellaneous Percent of Total	Total Number	Total Increase/ Decrease
2013		21,618,114	82.2%	4,436,819	16.9%	230,374	0.9%	26,285,307	(1.2%)
2014	(1)	21,962,984	82.1%	4,767,207	17.8%	6,493	minimal	26,736,684	1.7%
2015		22,713,090	84.1%	4,296,830	15.9%	9,009	minimal	27,018,929	1.1%
2016		24,979,910	85.7%	4,155,887	14.3%	4,407	minimal	29,140,204	7.9%
2017		26,758,785	87.1%	3,953,656	12.9%	1,570	minimal	30,714,011	5.4%
2018		27,951,205	86.6%	4,306,957	13.4%	1,055	minimal	32,259,217	5.0%
2019		29,909,994	86.7%	4,601,264	13.3%	1,696	minimal	34,512,954	7.0%
2020	(2)	14,595,597	86.5%	2,277,837	13.5%	409	minimal	16,873,843	(51.1%)
2021		25,860,904	87.9%	3,556,567	12.1%	411	minimal	29,417,882	74.3%
2022		31,469,930	90.8%	3,172,775	9.2%	153	minimal	34,642,858	17.8%

(1) In 2014, the airport adjusted the methodology of classifying the airlines between each category based on the type of operation. This primarily included adjusting United Express international operations from Miscellaneous to Regional.

(2) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Purpose: This schedule provides information on the percentage of enplaned passengers by domestic and international airlines.

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Domestic	96.3%	95.8%	95.9%	96.1%	95.8%	95.4%	95.4%	97.3%	96.8%	95.3%
International	3.7%	4.2%	4.1%	3.9%	4.2%	4.6%	4.6%	2.7%	3.2%	4.7%

Source: Airport annual financial reports and management records

(14) Aircraft Operations

Years Ended 2013 - 2022

Purpose: This schedule provides information on aircraft operations for the last ten years of the Airport's operations.

Fiscal Year		Air Carrier Number	Air Carrier Percent of Total	Commuter Number	Commuter Percent of Total	Taxi/General Aviation/ Military Number	Taxi/General Aviation/ Military Percent of Total	Total Number
2013		420,073	71.6%	162,719	27.7%	4,068	0.7%	586,860
2014		422,178	73.4%	148,436	25.8%	4,547	0.8%	575,161
2015		424,930	77.6%	118,147	21.6%	4,571	0.8%	547,648
2016		445,019	77.7%	122,982	21.5%	4,519	0.8%	572,520
2017		461,992	79.3%	116,305	20.0%	4,189	0.7%	582,486
2018		462,276	76.6%	137,027	22.7%	4,100	0.7%	603,403
2019		487,725	76.2%	148,223	23.2%	4,150	0.6%	640,098
2020	(1)	343,922	77.7%	96,217	21.7%	2,432	0.6%	442,571
2021		471,690	79.4%	119,015	20.0%	3,211	0.6%	593,916
2022		510,345	82.9%	101,753	16.5%	3,635	0.6%	615,733

(1) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Source: Airport annual financial reports and management records

(15) Landed Weight

Years Ended 2013 - 2023
(in million lbs.)

Purpose: This schedule provides information on landed weight for the last ten years of the Airport's operations.

Fiscal Year		Passenger Number	Passenger Percent of Total	Cargo/Other Number	Cargo/Other Percent of Total	Total Number
2013		29,343	95.9%	1,260	4.1%	30,603
2014		29,036	95.7%	1,315	4.3%	30,351
2015		28,692	95.5%	1,363	4.5%	30,055
2016		30,996	95.6%	1,425	4.4%	32,421
2017		32,492	95.9%	1,392	4.1%	33,884
2018		33,725	95.8%	1,491	4.2%	35,216
2019		36,020	95.6%	1,648	4.4%	37,668
2020	(1)	24,328	93.0%	1,818	7.0%	26,146
2021		33,741	94.7%	1,873	5.3%	35,614
2022		37,364	95.4%	1,807	4.6%	39,171

(1) In March 2020, the COVID-19 pandemic impacted overall passenger traffic and airline activity.

Source: Airport management records

(16) Enplaned Cargo Operations

Years Ended 2013 - 2022
(in tons)

Purpose: This schedule provides information on cargo operations for the last ten years of the Airport's operations.

	Freight and Express		Air Mail		Total
Fiscal Year	Number	Percent of Total	Number	Percent of Total	Number
2013	104,477	93.8%	6,909	6.2%	111,386
2014	106,766	93.1%	7,963	6.9%	114,729
2015	107,447	90.0%	11,885	10.0%	119,332
2016	103,688	90.4%	11,017	9.6%	114,705
2017	105,749	88.5%	13,675	11.5%	119,424
2018	117,377	90.9%	11,754	9.1%	129,131
2019	134,861	94.4%	7,958	5.6%	142,819
2020	137,414	93.7%	9,230	6.3%	146,644
2021	128,531	90.8%	12,951	9.2%	141,482
2022	145,923	93.0%	10,968	7.0%	156,891

Source: Airport annual financial reports and management records

(17) Career Service Employees

Years Ended 2013 - 2022

Purpose: This schedule provides information on the number of career service employees eligible for paid time off for the last ten years of the Airport's operations as of December 31.

Fiscal Year	Total Employees
2013	1,035
2014	1,097
2015	1,125
2016	1,190
2017	1,151
2018	1,104
2019	1,133
2020	1,042
2021	969
2022	1,083
Average Annual Increase (Decrease)	1.0%

Source: Airport management records

(18) Nature, Volume, and Usage of Capital Assets

Year Ended 2022

Purpose: This schedule provides information on the nature, volume, and usage of the Airport's capital assets for the year ended 2021.

Airport Information:	
Official name	Denver International Airport
Airport code	DEN
Ownership/operator	City and County of Denver/Department of Aviation
Distance from downtown Denver	24 miles
Elevation	5,434 feet
Total airport area	33,800 acres (53 square miles)

Demand for Services:	
Airlines	27
Destinations served	215 direct destinations including 25 international destinations in 13 countries
Flight operations	615,733
Annual passengers	3rd busiest airport in the United States serving 69.3 million passengers

Major Capital Assets:	
Terminal Complex	The terminal complex has a landside terminal, three airside concourses, the airport office building, and the Hotel and Transit Center. Within these concourses, there are 148 full-service gates and 20 ground loading positions. The airport is currently adding gates across all three concourses.

(continued)

Major Capital Assets:	
Terminal Complex	Jeppesen Terminal: Encompasses app. 1.2 million square feet (exclusive of international customs facilities, terminal support area and mechanical/electrical spaces), and includes ticketing, baggage claims, screening facilities, and other support services. It is currently being renovated and reconfigured to improve the security screening area, curbside space, and commercial concessions.
	Concourse A: Encompasses app. 1.86 million square feet and 40 full-service contact gates, of which eight gates are configured for international flights, as well as facilities dedicated to commuter airline operations.
	Concourse B: Encompasses app. 2.2 million square feet and 63 full-service gates plus facilities dedicated for commuter airline operations.
	Concourse C: Encompasses app. 1.4 million square feet and 45 full-service gates.
	Hotel and Transit Center: It includes 519-room Westin Denver International Airport hotel, a 37,500 square feet conference center, an 82,000 square foot open-air plaza, and a train station to serve RTD's commuter rail service to downtown Denver.
Other facilities	Various other facilities include general aviation facilities, remote facilities for rental car companies, facilities constructed and used by cargo carriers, a U.S Postal Service sorting and distribution facility and other airport warehousing, offices and distribution facilities and related infrastructures.

(continued)

Major Capital Assets:	
Runways	There are six runways - four oriented north-south and two oriented east-west. Five runways are 12,000 feet long and 150 feet wide. The sixth runway is 16,000 feet long and 200 feet wide. The airfield has substantial expansion capacity to accommodate up to 12 runways.
Transit system and walkways	The terminal and concourses are connected by an underground automated guideway transit system (AGTS) and elevated walkway connects the terminal with the Airport Office Building and Concourse A. A shuttle bus system is also available for the emergency transportation of passengers between the Jeppesen Terminal and Concourse B and C.
Parking capacity	There are two multi-level parking garages adjacent to Jeppesen Terminal, as well as close-in and remote surface parking lots that provide a total of 47,626 parking spaces: Garage parking: 15,993 Economy parking: 9,249 Shuttle parking: 17,405 Pena station parking: 800 Employee parking: 8,470
Car rental facilities	Five onsite rental car companies provide services at the airport. They collectively represent eleven brands: Alamo, Avis, Budget, Dollar, Enterprise, Fox, Hertz, National, Payless, Sixt and Thrifty. Each company maintains its own customer service center, shuttle bus fleet and auto care facility. Off-site, or remote operators, also serve DEN passengers. Current brands authorized to operate from off-airport locations are Ace/Economy, Airport Van Rental, Go-Car, NuCar, Routes and York. The following companies provide car sharing service at the airport: Turo and ZipCar.

Source: Airport management records

(19) Summary of Insurance Coverage

Year Ended 2022

Purpose: This schedule provides information on insurance coverage in place as of year ended 2022.

Policy Type	Insurer	Policy Number	Expiration Date	Coverage
Airport Owner's Liability	AIG (lead) (1) AIG	AP-086448700-13 (primary) (1) AX 015436827-03 (excess)	5/1/2023	$ 500,000,000
Cyber Liability	Homeland Crum & Forster	720000089-0001 (primary) CYB-104042 (excess)	5/1/2023	$ 10,000,000
Environmental Liability	Aspen	ERAG93E19	5/1/2023	$ 10,000,000
Professional Liability (CDL)	Landmark	LHR795955	5/1/2023	$ 1,000,000
Property	FM Global AIG	1098622 (primary) 034250342 (excess)	5/1/2023	$ 2,500,000,000

(1) Quota share placement with additional policies with various insurers

Source: Airport management records