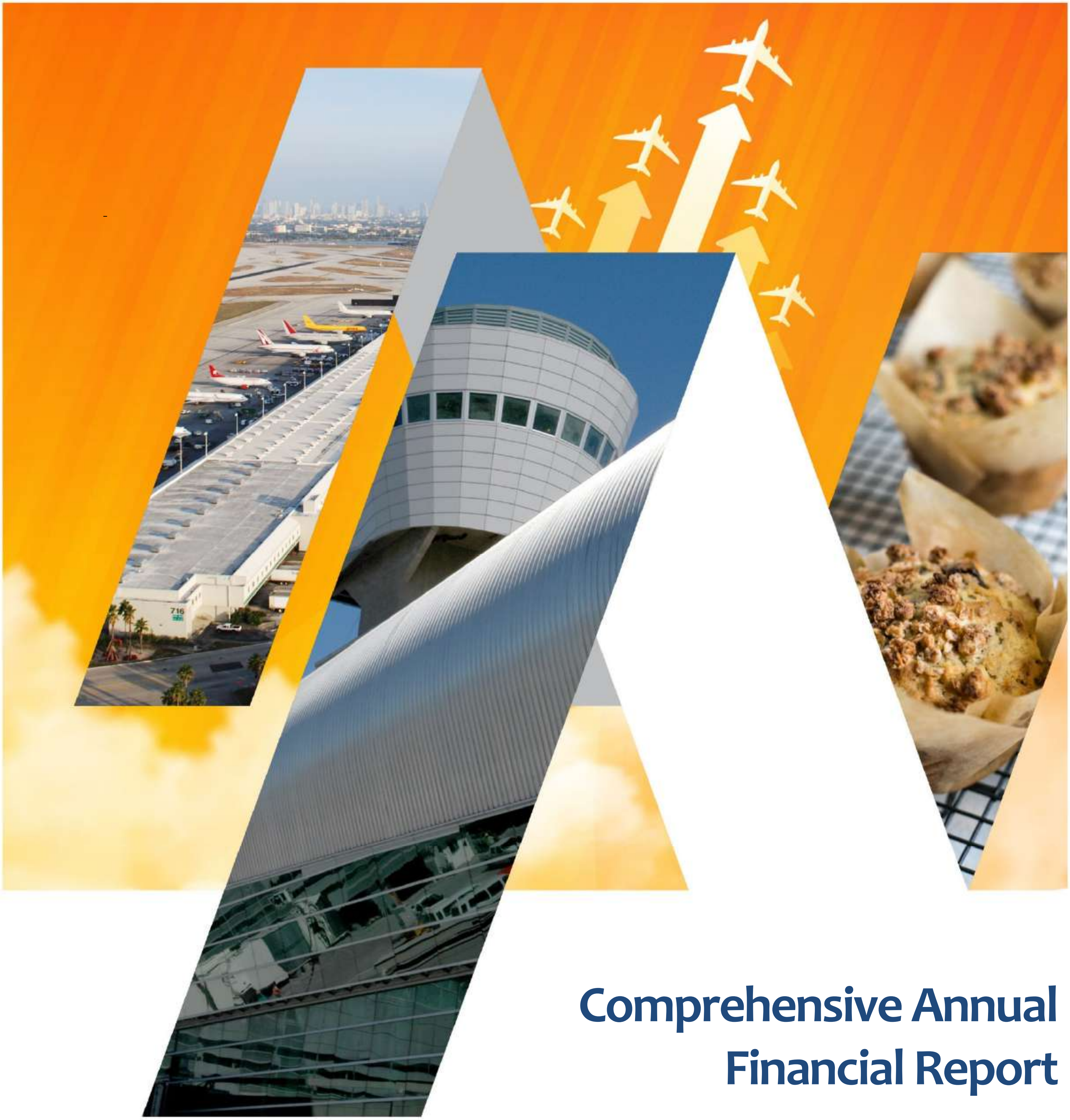
2020

Comprehensive Annual Financial Report

For fiscal years ended September 30, 2020 and 2019

Miami-Dade Aviation Department
An Enterprise Fund of Miami-Dade County, Florida



Comprehensive Annual Financial Report

Fiscal Years Ended September 30, 2020 and 2019

Prepared by: Finance & Strategy Division

Miami-Dade Aviation Department
An Enterprise Fund of Miami-Dade County, Florida

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Comprehensive Annual Financial Report

For the Fiscal Years Ended September 30, 2020 and 2019

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2020

Comprehensive Annual Financial Report

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MIAMI INTERNATIONAL AIRPORT

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Commercial Airport:
Miami International Airport

General Aviation Airports:
Dade-Collier Training & Transition Airport
Homestead General Aviation Airport
Miami Executive Airport
Miami-Opa Locka Executive Airport

February 26, 2021

Honorable Chairman Jose "Pepe" Diaz
Honorable Members of the Board of County Commissioners
Daniella Levine Cava, Mayor
Harvey Ruvin, Clerk of Courts

Ladies and Gentlemen:

The Comprehensive Annual Financial Report of the Miami-Dade Aviation Department (the Aviation Department or MDAD) for the fiscal years ended September 30, 2020 and 2019, is hereby submitted. Responsibility for both the accuracy and completeness and fairness of presentation, including all disclosures, rests with the Aviation Department. To provide a reasonable basis for making these representations, management of the Aviation Department has established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Aviation Department's financial statements in conformity with Generally Accepted Accounting Principles (GAAP). Because the cost of internal controls should not outweigh their benefits, the Aviation Department's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. This report presents fairly, and discloses fully, in all material respects, the financial position and results of operations of the Aviation Department.

The Aviation Department is also required to be audited in accordance with the provisions of the Single Audit Act of 1984 and the Title 2 U.S. Code of Federal Regulations Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Audits of States, Local Governments and Non-Profit Organizations, and the Florida single audit act requirement. Information related to the single audit, including the schedule of expenditures of federal awards and state financial assistance, schedule of findings and questioned costs, and the reports of independent auditor, are reported under a separate cover.

GAAP requires that management provide a narrative overview and analysis to accompany the financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal should be read in conjunction with the MD&A, which can be found immediately following the report of the independent auditor in the Financial Section of this report.

Profile Overview

The Aviation Department operates as an enterprise fund of Miami-Dade County (the County). An enterprise fund is used to account for the financing of services to the general public on a continuing basis with costs recovered primarily through user charges. The County owns Miami International Airport (MIA or the Airport), three general aviation airports, and one training airport (collectively - "the Airport System"), all of which are operated by the Aviation Department.

The County operates the Airport System through the Aviation Department with policy guidance from the Mayor, and the Board of County Commissioners of Miami-Dade County, Florida (the Board).

Economic Conditions and Outlook

MIA continues to be an economic engine for Miami-Dade County and the State of Florida. The most recent economic impact study indicated that MIA has an annual financial impact on local tourism, cruise operations, international banking, trade and commerce of $31.9 billion. MIA and aviation-related industries contribute 275,708 jobs directly and indirectly to the South Florida economy, and are responsible for one out of every 4.6 jobs.

The Airport offers an extensive air service network, enhanced by multiple daily scheduled and non-scheduled flights. MIA's stronghold market, the Latin America/Caribbean region, was served by more passenger flights from the airport than from any other U.S. airport. MIA is the premier international gateway to Florida, handling nearly 60% of Florida's total international passenger traffic during calendar year 2019.

MIA is a major transshipment point by air for the Americas. During calendar year 2019, the most recent year for which such information is available, the Airport handled 79% of all air imports and 74% of all air exports between the USA and the Latin American/Caribbean region. The Airport was also the nation's number one airport in international freight (excluding mail) and third in international passenger traffic during calendar year 2019 (most recent data available). In 2015, the International Air Transport Association (IATA) designated MIA as the first pharmaceuticals (pharma) freight hub in the U.S. and only the second in the world at that time. This certification brands the airport to pharmaceutical manufacturers as a trusted industry leader that transports their products in accordance with global best practices.

The Airport stimulates a host of industries such as tourism, the cruise industry, and international banking and commerce. In terms of trade, the most recent Department of Commerce data showed that the Airport handled 92% of the dollar value of the State's total air imports and exports, and 38% of the State's total air and sea trade with the world. In 2018, MDAD gained final approval from the U.S. Department of Commerce to designate MIA as a Foreign Trade Zone (FTZ) magnet site. This will assist MIA to attract new types of business, increase trade, enhance air service development, and diversify the airport's revenue stream.

In March 2020, the World Health Organization declared the outbreak of a novel coronavirus (COVID-19) a global pandemic, which has adversely impacted global commercial activity and significantly impacted the air travel industry. The domestic and international travel restrictions imposed by the United States and many countries across the globe have resulted in a significant decline in air passenger volume and air travel demand. The Airport has experienced a steady increase in passenger volume since the steep decline in passenger volume in the early days of the global pandemic, and as the COVID-19 vaccines are distributed and administered across the globe and air travel restrictions are lifted, passenger volumes are expected to rise to pre-pandemic levels.

Passenger Activity

During fiscal year 2020, 25,382,384 passengers travelled through MIA, a 44.6% decrease compared to fiscal year 2019. The significant decrease in passenger volume during fiscal year 2020 is a direct result of the COVID-19 global pandemic. Domestic traffic decreased by 38.6% to 14,342,018, or 56.5% of the total traffic. International traffic accounted for 43.5% of the traffic or 11,040,366 passengers, a decrease of 50.8% over the prior fiscal year. In calendar year 2019, MIA was ranked third in the U.S. behind New York's John F. Kennedy Airport and Los Angeles International Airport for international passengers.

The Airport is American Airline's largest international hub operation, both for international passengers and international cargo. American Airlines accounted for approximately 60% of the enplaned passengers at the Airport during fiscal year 2020, and together with its affiliate, Envoy (previously known as American Eagle Airlines), approximately 67% of all enplaned passengers during such period. Delta Air Lines continues to be the third largest carrier at MIA, representing approximately 6.0% of the enplaned passenger traffic.

Cargo Activity

Cargo (mail and freight) tonnage totaled 2,301,051 tons in fiscal year 2020, resulting in a decrease of 1.9%. MIA remains the number one airport in the U.S. for international freight. Cargo activity generates different types of revenues for the Aviation Department including landing fees, cargo warehouse rentals, aircraft apron rentals, and ground rentals. Cargo carriers represented 33.3% of the landed weight in fiscal year 2020, which is an increase from the 22.8% in the prior fiscal year.

Airline Agreements

In August 2018, the County entered into separate but identical Airline Use Agreements (AUA) with the airlines using MIA. The Airline Use Agreement, which is a 15-year agreement expiring in 2033, provides that the County, acting through its Board of County Commissioners, has the right to calculate landing fees using an airport system residual cost methodology so that the revenues from landing fees, together with revenues from other sources, will be sufficient to meet the rate covenant and other requirements.

Under the 2018 AUA, there are two significant changes: (i) all fees associated with international arriving passengers will be charged under an International Facility Fee and will no longer be recovered through the base Concourse Use Fee, and (ii) preferential gate assignment and usage will be allowed for airlines that meet certain operational qualifications and all non-preferentially use gates will continue to be common use gates. The International Facility Fee and Preferential Gate Use Fee took effect on October 1, 2019 and October 1, 2020, respectively.

The County has entered into separate but substantially similar Terminal Building Lease Agreements with its airline tenants. Under these agreements, airlines have no obligations to make real property investments in tenant improvements to their premises and in personal property to support their operations.

Passenger Facility Charges (PFC)

The Federal Aviation Administration (FAA) authorized the Aviation Department to impose a Passenger Facility Charge (PFC) of $3 per passenger commencing November 1, 1994. Subsequently, on October 21, 2001, the FAA approved a revised PFC collection level of $4.50 with an effective date of January 1, 2002. In December 2002, the FAA approved a PFC application that enables the Aviation Department to use PFC revenues to pay debt service related to the bonds that were issued to finance the construction of the North and South Terminals at MIA.

Per FAA regulations, net receipts from PFCs are restricted to use only on these FAA approved capital projects and related financing costs. The Aviation Department has been authorized to collect PFCs in the estimated aggregate amount of approximately $2.6 billion including interest. The authorization is expected to expire October 1, 2037. The amount of PFC collections from inception through September 30, 2020 was approximately $1.49 billion and with interest, approximately $1.58 billion. Of this amount, the Aviation Department has expended $1.31 billion. As of September 30, 2020, the Aviation Department had a cash balance of $271.3 million in the PFC account.

Capital Projects

In fiscal year 2015, the Aviation Department created a near to mid-term Capital Improvement Program (CIP) that addressed facilities in need of renovations. The CIP started with an approved budget of $651 million through a

Majority-In-Interest (MII) review process (by a majority of the 11 Signatory Airlines that represent the MIA Signatory Airlines as members of the Miami Airport Affairs Committee) in July 2015. As a result of the Airport's changing needs, MDAD decided to increase the CIP to $1.4 billion through a second MII review process in September 2017. Today the CIP has grown to a long-term and bigger program with an approved budget of $4.5 billion, which addresses the Airport's current demands. The CIP includes projects and funding sources from fiscal year 2015 through fiscal year 2032. Concurrent with the development of the CIP, the Aviation Department is in the process of defining new projects and new funding sources in order to grow the program.

The CIP now consists of 17 subprograms that are: General Aviation Airports, MIA Airfield and Airside, MIA Cargo and non-Terminal Buildings, MIA Central Base Apron and Utilities, MIA Central Terminal, MIA Concourse E Rehabilitation, MIA Fuel Facilities, MIA Land Acquisition, MIA Landside and Roadways, MIA Miscellaneous Projects, MIA North Terminal, MIA Passenger Boarding Bridges, MIA Reserve Maintenance, MIA South Terminal Expansion, MIA South Terminal Improvements, MIA Support Projects, and MIA Terminal Wide. The program started with the renovation of Concourse E, which is now mostly complete and open to the public. The renovation work moved into the South Terminal, Taxiways, Apron, Central Terminal ticket counters, and Central Base Apron and Utilities.

The CIP intends to modernize the terminal facilities to accommodate larger aircraft and to provide capacity for increased passenger traffic. The terminal facilities renovation upgrades will improve aesthetics, meet current life-safety and security requirements, and meet maintenance needs. The CIP also includes apron improvements in the Central Base area that will improve drainage and add additional hardstands; a revamped Automated People Mover (APM) connecting Lower Concourse E with Satellite E, which opened for service, along with new gates including one Airbus A380 gate area, and new passenger boarding bridges; the renovation of Concourse E Federal Inspection Services (FIS) that improves vertical circulation and provides additional international passenger traffic processing capacity; Apron pavement and rehabilitation around Concourse E and E Satellite; and the rehabilitation of Taxiways R, S, & T. A major component for this program is the Baggage Handling System (BHS) Improvements which has a new automated Checked Baggage Inspection System (CBIS); the MIA Employee Parking Garage project which includes scope for a multi-level parking garage structure that will mostly benefit airline and other terminal employees; the construction of an integrated Airport Operations Center (AOC); the replacing of 40 passenger boarding bridges (PBBs) throughout the concourses; the renovation of ramp level restrooms; the terminal gates optimization; the MIA Runway Incursion Mitigation (RIM) Hot Spot 5 (Corral Area); the MIA Runway 9-27 Pavement; the terminal-wide roof system replacement and lightning systems upgrades and the maintenance of all airport facilities.

Two of the CIP subprograms which represents a major portion of the overall Capital Budget are the MIA Central Terminal Redevelopment and the MIA South Terminal Expansion, which will help to optimize aircraft parking plan, and will improve customer experience and enhance revenue generation. The subprograms involves interior renovations and modernization at Central Terminal, including roof replacement, new ticket counters, improved vertical circulation, and widening of concourses and hold rooms; new apron, drainage system and utilities for both South and Central Terminals; buildings demolition, new gates, construction of a new building structure as part of the South Terminal Expansion, as well as interior renovations in the existing terminal. Outside the Terminal buildings, the CIP also contemplates major improvements under the Cargo and Non-Terminal Buildings, the Fuel facilities, and the Landside/Roadways Subprograms, with projects including the demolition of buildings, tenant's relocation, apron and airside improvements; the GSE Facility for the North Terminal; the vehicle fueling and car wash facility and the 20th street modification Airport Operations Area (AOA); the construction of the MIA Perimeter Road Bridge over the Tamiami Canal changing the configuration from a single lane in each direction to a double lane in each direction; and the construction of one additional 95,600 gallons fuel tank at the fuel storage at the Miami International Airport.

The CIP also includes work on general aviation airports; Runway 9-27 rehabilitation including pavement reconstruction and airfield-lighting system renovation; the development of the Run Up Pad aircraft engine testing at OPF, which will help to ensure safety and effectiveness during routine aircraft maintenance activities; security upgrades at Miami-Homestead General Aviation (X51); and works at TMB such as the TMB Runway Incursion Mitigation (RIM) HS1 with Taxiway H West Extension to Threshold 9R, the south apron expansion (new taxi lane), and a new 130-foot high Air Traffic Control Tower (ATCT).

In addition to the renovation, expansion, maintenance at MIA Terminals, Airside, Landside and General Aviation Airports, the CIP anticipates setting money aside for the future purchase of land to expand Miami International Airport.

In June 2015, the Aviation Department issued $75.0 million in Aviation Revenue Bonds under the Trust Agreement to begin the bond financing portion (including financing costs) of the Capital Improvement Program (CIP), which is currently estimated at $4.5 billion. In March 2016, the Aviation Department issued $200 million in Aviation Commercial Paper Notes for the purpose of providing temporary funding for the CIP. In May 2019, the Aviation Department issued $282.18 million in Aviation Revenue Bonds to continue to fund the CIP. Most of the proceeds were used to pay off $170 million in outstanding Aviation Commercial Paper Notes. The Aviation Department has received additional authorization to issue bonds, which would allow for the completion of the CIP.

Tenant Financed Facilities

The Aviation Department has decided, as a matter of policy, to permit tenants of airside facilities to construct some buildings with private financing or private funding. Accordingly, certain hangars and cargo facilities (including those for Federal Express, UPS, LAN Airlines, and Centurion Air Cargo) have been constructed with private financing. Ownership to improvements constructed by a tenant is typically retained in the tenant's name for a stated period of time or until expiration of the lease agreement. If the tenant remains in possession following either of these dates, the tenant is obligated to pay building rent in addition to ground rent or depending on the condition of the improvements, MDAD reserves the right to require the tenant to demolish the improvement(s).

Major Initiatives and Long-Term Financial Planning

In 2019, the Aviation Department unveiled its proposed future CIP Program that ranges between $4 billion and $5 billion. The Board of County Commissioners approved this future CIP Program on June 4, 2019.

This CIP Program will fund five sub-programs that will be built during the period of 5-15 years through 2035 and beyond. To create these sub-programs, an in-depth assessment was conducted of the County's Airport System (including general aviation airports) by the Aviation Department staff that considered factors such as demand for growth, operational needs (airside, landside, cargo and terminal) and funding capacity. Based on the results of the evaluation, the Aviation Department combined MIA's previous capital program, referred to as the Terminal Optimization Program (TOP), with a series of additional projects to develop the proposed CIP Program.

This CIP Program has been structured to facilitate the "phasing in" and "phasing out" of capital projects in order to adjust to emerging airline needs or changing conditions, and to allow for the utilization of MIA during construction. Furthermore, it provides a path for responding to MIA's present and future growth needs. The CIP projects will be constructed through the implementation of the following five sub-programs: North Terminal (Gate Optimization Project, D60 Redevelopment), Central Terminal (Central Terminal Redevelopment, Concourse F Modernization, Concourse G Demolition and Apron), South Terminal (South Terminal Expansion, Apron Expansion), Cargo (Taxiway R, Fuel Tender, Ramp Expansion, Building 702 Extension and Apron, Fumigation Facility) and Miscellaneous (Roadway and Bridge Improvements, Bus Maintenance Facility, North Terminal GSE, South Terminal GSE and Auto Fueling Station, Park 6 Garage, New On-Airport Hotels). Additionally, a series of other capital projects will be constructed to improve and develop the general aviation airports.

MIA's current capital budget is $4.5 billion. The current CIP is for $1.69 billion, which includes $1.57 billion as approved through a Majority-In-Interest (MII) review process and an additional $123 million in capital projects planned for fiscal year 2021 that do not require an MII review. Future funding for the Department's capital program consists of Aviation Revenue Bonds, Commercial Paper, Federal and State Grants and Passenger Facility Charges. The Department maximizes the uses of the grants as an equity funding source in order to lessen the amount of Aviation Revenue Bonds (debt) required to fund the capital projects.

Independent Audit

The financial statements for fiscal year 2020 were audited by Cherry Bekaert LLP, and the opinion resulting from their audit is included in this Comprehensive Annual Financial Report. Their audit was made in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards.

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Department for its Comprehensive Annual Financial Report for the fiscal year ended September 30, 2019. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, the Department was required to publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This Comprehensive Annual Financial Report must satisfy both accounting principles generally accepted in the United States and applicable legal requirements.

A Certificate of Achievement is valid for one year only. The Department has received a Certificate of Achievement for the last 28 consecutive fiscal years (1992-2019). It believes the current report continues to conform to the Certificate of Achievement program requirements, and as such it is being submitted to GFOA.

Acknowledgements

This report could not have been presented without the efforts of the Finance and Strategy Division staff. We sincerely appreciate their time and thank them for their valuable contributions. The Department also thanks the County Mayor and the Board of County Commissioners for providing continued support to the Department, enabling the successful operation of the Airport System.

Respectfully submitted,

Lester Sola
Aviation Director & CEO

Sergio San Miguel, CPA
Chief Financial Officer

Miami-Dade County Officials

Daniella Levine Cava
Mayor

Board of County Commissioners

Jose "Pepe" Diaz, Chairman

Oliver G. Gilbert, III, Vice Chairman

Oliver G. Gilbert, III, District 1

Jean Monestime, District 2

Keon Hardemon, District 3

Sally A. Heyman, District 4

Eileen Higgins, District 5

Rebeca Sosa, District 6

Raquel A. Regalado, District 7

Danielle Cohen Higgins, District 8

Kionne L. McGhee, District 9

Senator Javier D. Souto, District 10

Joe A. Martinez, District 11

José "Pepe" Diaz, District 12

Senator René Garcia, District 13

Harvey Ruvin
Clerk of the Circuit and County Courts

Pedro J. Garcia
Property Appraiser

Geri Bonzon-Keenan
Successor County Attorney

www.miamidade.gov

Miami-Dade Aviation Department
Senior Staff

Lester Sola
Aviation Director
& Chief Executive Officer

Ken Pyatt
Deputy Director

Arlyn Rull
Chief of Staff &
Senior Policy Advisor

Patricia Hernandez
Senior Executive Assistant

Mark O. Hatfield, Jr.
Assistant Director,
Public Safety & Security

Daniel J. Agostino
Assistant Director,
Operations

Robert Warren
Assistant Director,
Business Retention Development

Pedro Hernandez
Assistant Director,
Facilities Development

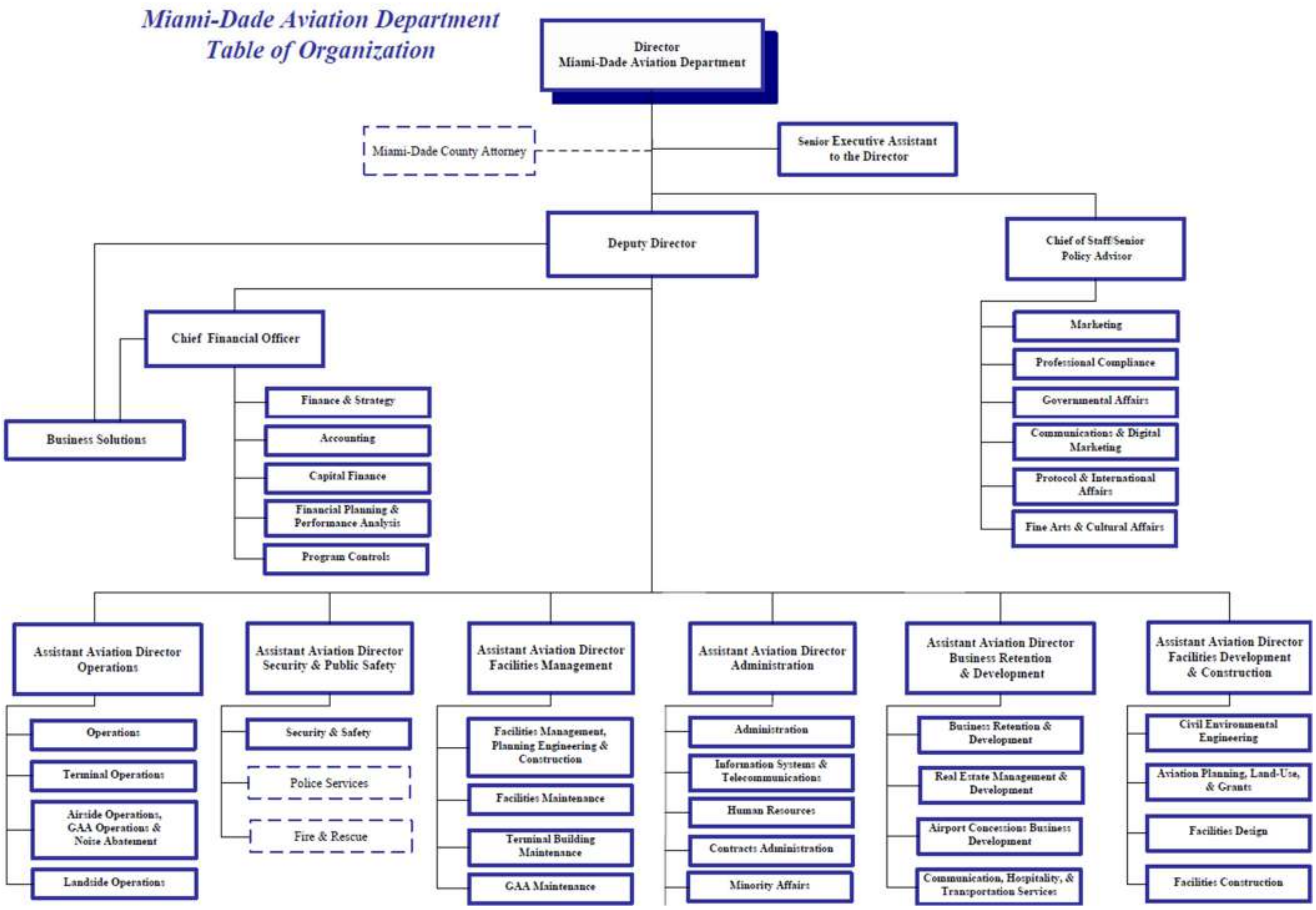
Ralph Cutié
Assistant Director,
Facilities Management &
Engineering

Barbara S. Jimenez
Assistant Director,
Administration

Sergio San Miguel
Chief Financial Officer

Tony Quintero
Associate Director,
Governmental Affairs

Miami-Dade Aviation Department
Organizational Chart



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Miami-Dade County Aviation Department
Florida

For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

September 30, 2019

Christopher P. Morrill

Executive Director/CEO

Financial Section

Independent Auditors' Report

Management Discussion & Analysis

Financial Statements

Miami-Dade Aviation Department
An Enterprise Fund of Miami-Dade County, Florida

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Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor

To the Honorable Mayor and Members
The Board of County Commissioners
Miami-Dade County
Miami, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Miami-Dade County Aviation Department ("Aviation Department"), an enterprise fund of Miami-Dade County, Florida, as of and for the years ended September 30, 2020 and 2019, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Aviation Department, an enterprise fund of Miami-Dade County, Florida, as of September 30, 2020 and 2019, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

As discussed in Note 1.a., the financial statements present only the Aviation Department and do not purport to, and do not present fairly, the financial position of Miami-Dade County, Florida, as of September 30, 2020 and 2019, the changes in its financial 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.

As discussed in Note 11.c., to the financial statements, in March 2020 the World Health Organization declared COVID-19 a global pandemic. Given the uncertainty of the situation and the duration of any business disruption, the related financial impact cannot be reasonably estimated at this time. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

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

Other Information

Our audits were conducted for the purpose of forming an opinion on the Aviation Department's basic financial statements. The introductory and statistical sections are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audits of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 26, 2021 on our consideration of the Aviation Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Aviation Department's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Aviation Department's internal control over financial reporting and compliance.

Cherry Bekaert LLP

Tampa, Florida
February 26, 2021

Introduction

The following discussion and analysis of the financial performance and activity of the Miami-Dade County Aviation Department (the Aviation Department) is to provide an introduction and understanding of the financial statements of the Aviation Department for the years ended September 30, 2020 and 2019. 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.

The Aviation Department operates an airport system consisting of Miami International Airport ("MIA"), four general aviation airports; Miami-Opa Locka Executive Airport, Miami Homestead General Aviation Airport, Miami Executive Airport; and the Dade-Collier Training and Transition Airport.

The Aviation Department operates as an enterprise fund of Miami-Dade County, Florida (the County). The Aviation Department is self-supporting, using aircraft landing fees, fees from terminal and other rentals, and revenue from concessions to fund operating expenses. The Capital Improvement Program ("CIP"), which is scheduled to be completed in fiscal year 2023, is primarily funded by bonds, federal and state grants, Passenger Facility Charges ("PFC"), and monies set aside from the Reserve Maintenance Fund and Improvement Fund. Additionally, the Board of County Commissioners approved a Capital Improvement Program (the "New CIP") on June 4, 2019. The New CIP will fund five sub-programs that will be built during the period of 5 to 15 years through 2035 and beyond. However, as a result of the impact of the Coronavirus (COVID-19) global pandemic the Aviation Department has deferred the start of several projects under the New CIP.

Required Financial Statements

The Aviation Department's financial report includes three financial statements: the statements of net position, statements of revenue, expenses, and changes in net position, and statements of cash flows. The financial statements are prepared in accordance with U.S. generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board ("GASB"). The Aviation Department is structured as a single enterprise fund with revenue recognized when earned and expenses recognized when incurred. Capital asset costs, with the exception of land and construction in progress, are capitalized and depreciated over their estimated useful lives. Certain net position balances are restricted for debt service, construction activities, and major maintenance-type activities.

The statements of net position include all of the Aviation Department's assets, deferred outflows of resources, liabilities, and deferred inflows of resources and provides information about the nature and amounts of investments in resources (assets) as well as obligations to creditors and investors (liabilities). These statements also provide the basis for evaluating the capital structure of the Aviation Department and assessing liquidity and financial flexibility.

The statements of revenue, expenses, and changes in net position report the operating revenue and expenses and nonoperating revenue and expenses of the Aviation Department for the fiscal year with the difference, net income or loss, being combined with any capital contributions to arrive at the change in net position for the fiscal year. These statements capture the amount of operating revenue that the Aviation Department earned for the fiscal year along with the amount of operating expenses that were incurred during the same period, thus determining whether the Aviation Department was able to cover its operating obligations with its operating income.

The statements of cash flows provide information about the Aviation Department's cash receipts and payments during the reporting period. These statements report cash receipts, cash payments, and net changes in cash resulting from operating, investing, and capital and noncapital financing activities and provide an insight regarding sources providing cash and activities using cash.

Activity Highlights

MIA experienced a 44.2% decrease in enplaned passenger traffic in fiscal year 2020, as compared to fiscal year 2019. There was a 2.1% increase in enplaned passenger traffic in fiscal year 2019 and an increase of 2.9% in fiscal year 2018. MIA experienced a decline in total passengers of 44.6% in fiscal year 2020 when compared to fiscal year 2019 and a growth of 1.9% in fiscal year 2019 when compared to fiscal year 2018. Landed weight, which represents the total weight of the commercial aircraft that landed at MIA, decreased by 26.9% in fiscal year 2020, increased by 1.1% in fiscal year 2019 and 1.3% in fiscal year 2018. The substantial decrease in enplaned passengers and landed weight experienced in fiscal year 2020, as compared to fiscal year 2019, is due the contraction of domestic and international air travel in response to the COVID-19 global pandemic. Enplaned cargo decreased by 1.5% in fiscal year 2020, as compared to fiscal year 2019. Enplaned cargo decreased by 2.4% in fiscal year 2019, as compared to fiscal year 2018, and increased by 4.9% in fiscal year 2018. Below is a comparison of these activities at MIA by fiscal year:

	2020	2019	2018
Enplanements	12,649,609	22,685,074	22,220,423
Landed weight (1,000 pounds)	27,681,745	37,858,233	37,457,108
Enplaned cargo (in tons)	961,435	976,073	999,894

Financial Highlights

- During fiscal year 2020, operating revenue was $553.8 million, a decrease of $266.8 million, or 32.5%, as compared to fiscal year 2019. The decrease in operating revenue is primarily attributable to the decrease across all primary revenue sources due to the significant decline in air travel because of the COVID-19 global pandemic.

- During fiscal year 2020, operating expenses before depreciation and amortization were $510.2 million, an increase of $9.8 million, or 1.96%, as compared to fiscal year 2019. The increase in operating expenses is primarily attributed to an increase in expenses for salaries, fringe benefits, and outside contracts.

The table below shows the composition of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position as of September 30, 2020, 2019, and 2018:

	2020 (In thousands)	2019 (In thousands)	2018 (In thousands)
Current Assets:			
Unrestricted assets	$ 365,125	$ 400,324	$ 395,993
Restricted assets	301,713	315,638	305,818
Total Current Assets	666,838	715,962	701,811
Noncurrent Assets:			
Restricted assets	746,894	846,203	693,395
Capital assets, net	5,811,183	5,952,697	6,062,007
Other assets	1,198	2,762	4,692
Total Assets	$ 7,226,113	$ 7,517,624	$ 7,461,905
Deferred Outflows of Resources:			
Deferred outflow - pension	$ 33,211	$ 28,365	$ 30,706
Deferred outflow - other postemployment benefit	8,605	3,327	-
Deferred loss on refunding	125,735	142,097	150,009
Total Deferred Outflows	$ 167,551	$ 173,789	$ 180,715
Current Liabilities:			
Current liabilities payable from unrestricted assets	$ 94,367	$ 85,774	$ 85,073
Current liabilities payable from restricted assets	301,464	278,052	271,612
Total Current Liabilities	395,831	363,826	356,685
Noncurrent liabilities	5,954,166	6,092,420	6,048,480
Total Liabilities	$ 6,349,997	$ 6,456,246	$ 6,405,165
Deferred Inflows of Resources:			
Deferred inflow - pension	$ 1,462	$ 5,744	$ 7,648
Deferred inflow - other postemployment benefit	2,250	1,105	1,241
Total Deferred Inflows	$ 3,712	$ 6,849	$ 8,889
Net Position:			
Net investment in capital assets	$ 212,137	$ 250,623	$ 327,993
Restricted	733,121	806,979	719,116
Unrestricted	94,697	170,716	181,457
Total Net Position	$ 1,039,955	$ 1,228,318	$ 1,228,566

Capital assets, net as of September 30, 2020 were $5.8 billion, $141.5 million lower than at September 30, 2019. Capital assets, net as of September 30, 2019 were $6.0 billion, $109.3 million lower than at September 30, 2018. The decreases were due primarily to current year depreciation expense exceeding capital asset additions.

As of September 30, 2020, the assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by approximately $1.04 billion, a decrease of approximately $188.4 million as compared to fiscal year 2019. As of September 30, 2019, the assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by approximately $1.23 billion, decrease of approximately $0.3 million as compared to fiscal year 2018.

Changes in net position can be determined by reviewing the following summary of revenue, expenses, and changes in net position for the years ended September 30, 2020, 2019, and 2018:

	2020	2019	2018
	(In thousands)	(In thousands)	(In thousands)
Operating Revenues:			
Aviation fees	$ 233,166	$ 390,299	$ 384,989
Rentals	144,074	147,198	149,111
Commercial operations	162,072	272,102	276,150
Other operating	14,450	10,963	11,259
Other – environmental remediation	-	-	-
Nonoperating Revenues:			
Passenger facility charges	52,655	96,785	82,242
Investment income	7,181	29,137	14,261
Other	189,094	3,062	2,956
Total Revenues	802,692	949,546	920,968
Operating Expenses:			
Operating expenses	354,244	334,198	318,363
Operating expenses – environmental remediation	10,433	10,842	2,621
Operating expenses – commercial operations	53,224	62,087	59,977
General and administrative expenses	92,287	93,236	93,387
Depreciation and amortization	270,973	264,935	262,821
Nonoperating Expenses:			
Interest expense	241,319	246,046	259,857
Total Expenses	1,022,480	1,011,344	997,026
Loss before capital contributions	(219,788)	(61,798)	(76,058)
Capital contributions	31,425	61,550	48,552
Change in accounting estimate	-	-	324,270
Change in net position	(188,363)	(248)	296,764
Net position at beginning of year	1,228,318	1,228,566	931,802
Net position at end of year	$ 1,039,955	$ 1,228,318	$ 1,228,566

Total revenue for fiscal year 2020 was $802.7 million, a decrease of $146.8 million, or 15.5%, as compared to fiscal year 2019. In fiscal year 2019, total revenue was $949.5 million, an increase of $28.5 million, or 3.1%, as compared to fiscal year 2018.

Operating revenue in fiscal year 2020 was $553.8 million, a decrease of $266.8 million, or 32.5%, as compared to fiscal year 2019. The decrease in operating revenue in fiscal year 2020 is primarily attributable to the decrease across all primary revenue sources due to the significant decline in air travel because of the COVID-19 global pandemic. Operating revenue in fiscal year 2019 was $820.6 million, a decrease of $0.9 million, or 0.12%, as compared to fiscal year 2018. The decrease in operating revenue in fiscal year 2019 is primarily attributable to the decrease in revenue from aircraft parking charges, land rent, passenger services charges, rental cars charges, and aeronautical services charges.

Total expenses, including depreciation and amortization, for fiscal year 2020 were $1.02 billion, an increase of $11.1 million, or 1.1%, as compared to fiscal year 2019. In fiscal year 2019, total expenses, including depreciation and amortization, were $1.01 billion, an increase of $14.3 million, or 1.4%, as compared to fiscal year 2018.

Operating expenses in fiscal year 2020, excluding depreciation and amortization, were $510.2 million, an increase of $9.8 million, or 1.96%, as compared to fiscal year 2019. The increase in operating expenses is primarily attributed to an increase in expenses for salaries, fringe benefits, and outside contracts. In fiscal year 2019, operating expenses, excluding depreciation and amortization, were $500.4 million, an increase of $26.0 million, or 5.48%, as compared to fiscal year 2018. The increase in operating expenses in fiscal year 2019 is primarily attributed to an increase in expenses for salaries and fringe benefits, utilities, repairs and maintenance, environmental remediation, and services provided by other County departments.

In accordance with the amended and restated Trust Agreement (the "Trust Agreement"), the Aviation Department is required to meet its rate covenant, which means the Aviation Department is required to maintain, charge, and collect rates and charges for the use of and for the services and facilities provided to all users of these facilities. In addition, these rates and charges are to provide revenue sufficient to pay current expenses: to make the required Reserve Maintenance Fund annual deposits as recommended by the Consulting Engineers and to make deposits to the Sinking Fund, which comprises the Bond Service Account, the Reserve Account, and the Redemption Account, of not less than 120% of the Principal and Interest Requirements of the Outstanding bonds, as defined in the Trust Agreement (all capitalized terms referenced in the last few sentences are defined terms in the Trust Agreement). The Aviation Department uses an airport system residual cost recovery methodology to set its landing fee rate. The manner in which the residual landing fee is calculated enables the Aviation Department to establish rates to meet its rate covenant.

Capital Assets and Debt Administration

Capital Assets

As of September 30, 2020, 2019, and 2018, the Aviation Department had $5.8 billion, $6.0 billion, and $6.1 billion, respectively, invested in capital assets, net of accumulated depreciation.

The following table summarizes the composition of capital assets, net of accumulated depreciation, as of September 30, 2020, 2019, and 2018:

	2020	2019	2018
	(In thousands)	(In thousands)	(In thousands)
Land	$ 132,026	$ 127,026	$ 127,026
Buildings, improvements, and systems	4,498,234	4,655,706	4,741,652
Infrastructure	506,205	547,392	585,418
Furniture, machinery, and equipment	546,881	396,897	429,605
	5,683,346	5,727,021	5,883,701
Construction in progress	127,837	225,676	178,306
Total capital assets, net	$ 5,811,183	$ 5,952,697	$ 6,062,007

The Aviation Department has grown its capital program to a long-term and bigger Capital Improvement Program ("CIP") with an approved budget of $4.3 billion. The CIP includes projects and funding sources from fiscal year 2015 through 2032. The program consists of 97 capital projects grouped in 16 subprograms plus the *Reserve Maintenance Projects* subprogram for $228.0 million to include miscellaneous environmental and maintenance projects under the Reserve Maintenance Division for a total of 17 subprograms. As of September 30, 2020, the status of the CIP can be described as follows:

- 46 projects in planning and design: $3.0 Billion

  These projects include: MIA Lower Cc E, E Satellite and DE Connector Stucco Replacement, Exterior Painting, Lightning Protection and VDGS, MIA Lower E and Satellite E Third Floor APM Platform Annunciation System, MIA Satellite E New Chiller Plant, MIA Concourse E to F Connector, MIA Cc H Gates and Internationalization, MIA Parking Garage Structural Repairs, MIA Airport Operations Center (AOC), MIA Taxi and Transportation Network Company (TNC) Parking Lot and Facilities, MIA Employee Parking Garage, MIA Central Terminal Redevelopment – Phase 1 (E-F Connector and Cc F Infill), MIA Central Terminal Redevelopment – Phase 1 (E-F Connector and Cc F Infill), MIA Central Terminal Redevelopment-Phase 2 (Checkpoint, Vertical Core, E-F TC, Roof Bump Up), MIA New Concourse F, MIA Cc E FIS Area Renovations – Phase 2, MIA Central Terminal Upper Drive Façade and Curbside (Design – Project Book only), MIA New Cc Enabling Up-Gauge and Down-gauge Project, MIA RCF D60 New Swing Doors, MIA American Airline North Terminal Restrooms Modifications, MIA North Terminal Gate Optimization – Phase 1, MIA Terminal wide Re-roofing and Lightning Systems Upgrades, MDAD Security Cameras Project, MIA North and Central Terminal Passenger Loading Bridges Phase II, MIA Tenant Relocation, MIA RIM Hot Spot 5 (Corral Area), MIA Runway 9-27 Rehabilitation, MIA Fuel Storage Facility Expansion, MIA Perimeter Road Bridge, MIA Demolition Bldgs. 703 and 703A, MIA Demo Bldg. 703 – MIA Environmental Assessment and Remediation, MIA Building 5A Tenants Relocation, MIA Demolition Building 5A, MIA Building 702 Apron and Airside Improvements, MIA GSE Facility for North Terminal, MIA Vehicle Fueling and Car Wash Facility, MIA Demolition Building 3039 and Fuel, MIA Temporary South Terminal GSE Facility and 20th Street Modification AOA, OPF Run Up Pad, TMB South Apron Expansion / New Taxi-lane, TMB New ATCT, OPF Runway 9-27 Rehabilitation, MIA Concourse H Glazing, Curtain Wall Assessment and Corrective Action, MIA South Terminal Apron Enabling – Demolition Building 3050, MIA South Terminal Apron and Utilities Relocation Phase 1, MIA South Terminal Expansion East (New Gates) Phase 1, MIA Central Terminal CCTV and Access Control, MIA Central Terminal Fire Protection Notice of Violation (A/E Services), and also included in this group is the Program Contingency for $131 million.

- 5 projects in Bid & Award: $32.0 Million

  These projects include: TMB RIM HS1 with Taxiway H West Extension to Threshold 9R, MIA Perimeter Protection, Biometric Enabled Common Use Passenger Processing System, OPF Customs Building Expansion-Remodeling, and MIA Advantaged Technology (AT) X-Ray Security Screening System.

- 28 projects under Construction: $1.1 Billion

  These Capital projects primarily consist of: MIA Central Base Apron and Utilities Modifications and Expansion, MIA Lower Cc E Passenger Loading Bridges, MIA Lower Cc E Third Level Sterile Corridor, MIA Lower Cc E Roofing, Mechanical, and Electrical Equipment Replacement, MIA Satellite E Renovation, MIA Airside Operation Break Room, MIA Satellite E Passenger Loading Bridges, MIA Satellite E Roofing, Mechanical, and Electrical Equipment Replacement, MIA South and Central Terminal BHS Improvements, MIA Rehabilitation of Taxiways R, S, T; Extend Taxiway R, Reconfigure Connector Taxiway M5, MIA Fuel Tender Facility, MIA Central Terminal E-H Ticket Counters, MIA North and Central Terminal Passenger Boarding Bridges (PBBs) – Phase 1, MIA Concourse D Mechanical Room Mildew Remediation, MIA EFSO IVP 14 (Emergency Fuel Shut Off), Miami Homestead General Aviation Security Enhancement, MIA LATAM Hangar, MIA Enterprise Land – Land Acquisition projects, MIA Checkpoint Queue Wait Time Analyzer, V144A MIA Credentialing and Identity Management System – COTS, MIA Airport Surface Management System (SMS), MIA Parking Access and Revenue Control System Replacement, MIA Central Terminal Fire Protection Notice of Violation (A/E Services), MIA Admiral's Club Infrastructure and New Stairs, MIA Cc H Restrooms Renovation, MIA Building 3030 Offices, and MIA Employee Pkg. Lot Road Improvements.

- 18 projects in Close Out: $184.2 Million

  These projects include: MIA Cc E Satellite Automated People Mover Replacement, MIA Lower Concourse E Renovations, MIA Lower Cc E Admirals Club Elevators, MIA Lower Cc E APM Station 4th Level, MIA Lower Cc E FIS Area Renovations – Phase I, MIA Satellite E New Generator, MIA Satellite E ICE Detention Center, MIA Satellite E 4th Level Demolition Work, MIA Satellite E Fire Pump Room, MIA Satellite E Pavement Rehabilitation, MIA Concourse H Roof Replacement, MIA Partial Demo Bldg. 704, FPL Vault Relocation and Wash Rack Relocation, MIA Bldg. 704 Tenants Relocation and Finish Out Building 701, MIA Fumigation Facility Temporary Relocation, MIA CC G Preconditioned Air Equipment, MIA Dolphin and Flaming Painting, MIA Fuel Farm Utilities Relocation, and TMB RIM Option 2 Phase 1.

Additional information on the Aviation Department's capital assets can be found in Note 5 to the financial statements of this report.

Debt Administration

As of September 30, 2020, 2019, and 2018, the Aviation Department had a total of $5.8 billion, $6.0 billion, and $6.0 billion, respectively, in long-term debt outstanding. The long-term debt consists of Aviation Revenue Bonds issued under the Trust Agreement, Double-Barreled Aviation Bonds issued by the County, and Commercial Paper Notes. Maturity dates range from 2021 to 2050, and the interest rates range from 1.183% to 5.750%.

Both principal and interest for the Aviation Revenue Bonds are payable solely from net revenue generated from the airport facilities constructed under the provisions of the Trust Agreement. These Aviation Revenue Bonds do not constitute debt of the County or a pledge of the full faith and credit of the County. In addition to net revenue, the Aviation Department used $82.0 million of PFC revenue to pay principal and interest due in fiscal year 2020. The Aviation Department did not issue or refinance bonds in fiscal year 2020.

Some issues of General Aviation Revenue Bonds are insured by various original monoline insurance companies whose credit ratings reflect the financial capacity of these companies. The purchase of insurance at the time the debt was issued elevated bond ratings by Standard & Poor's, Moody's Investor Service, and Fitch Ratings, respectively, to AAA, Aaa, and AAA and lowered the interest rate on the related debt. The Trust Agreement requires that insurers have certain minimum ratings in order to insure County bonds. The policies provide that insurers will make debt service payments in the unlikely event that the County is unable to do so. Since the insured bonds were issued, the ratings of the various monoline insurers have been lowered or withdrawn by the rating agencies. The rating downgrades do not necessarily affect the insurance companies' ability to pay claims, and the various insurance policies remain in effect. However, the Reserve Account was affected by the rating downgrades of the Surety policies that were purchased in lieu of cash funding the Debt Service Reserve Requirement. The Aviation Department funded the reserve requirement shortfall by funding the difference over a specified time period. As a result, the Aviation Department has a fully funded cash reserve along with potentially viable but unusable Surety policies unless the ratings of the Reserve Surety Providers are upgraded to "AA/Aa" or higher. The County's cash flow and its ability to pay its debt service obligation have not been affected.

As of September 30, 2020, the public underlying ratings for the Aviation Department's outstanding General Aviation Revenue Bonds were A- with a negative outlook, AA- with a negative outlook, and A with a negative outlook per Standard & Poor's, Kroll Bond Rating Agency, and Fitch Ratings, respectively.

Additional information on the Aviation Department's debt administration can be found in Note 6 of this report.

Economic Factors and Outlook

MIA passenger traffic has been significantly affected as noted in the passenger stats for FY 2020 due to the COVID-19 global pandemic. The pandemic has also affected the economy of the metropolitan area of Miami-Dade County, which principally serves MIA. Because the local residents in Miami-Dade County serve as a portion of the MIA passenger traffic, the health of the local economy affects the Airport's revenue. One of the local economic factors that affects MIA is the not seasonally adjusted unemployment rate, which increased from 2.3% to 13.0% from September 2019 to September 2020. One of the hardest hit local employment super-sectors is the leisure and hospitality sector; for the 12 months ending in September 2020 the decline was 24.0% for the Miami metropolitan area whereas it was 21.7% nationwide for the same period. Home prices, however, did increase 5.6% from September 2019 to September 2020 according to the Standard & Poors/Case-Shiller Home Price Index. In terms of overall aviation recovery, the Aviation Department's consultant firm of Traffic Engineers stated that the return to "normal" passenger volumes remains highly uncertain due to the complex interaction of variables affecting air travel demand, e.g., traveler comfort with new public health guidelines, economic dislocation, corporate reductions of business travel, and governmental barriers to international travel.

In terms of passenger activities at MIA, the numbers are noted in the following table.

Fiscal Year	Total Passengers	Percentage Change
2011	37,633,119	7.4%
2012	39,564,476	5.1%
2013	40,115,305	1.4%
2014	40,844,964	1.8%
2015	43,347,129	6.1%
2016	44,901,753	3.6%
2017	43,758,409	-2.5%
2018	44,938,486	2.7%
2019	45,811,583	1.9%
2020	25,382,384	-44.6%

The drop in passengers in FY2020 is due to the COVID-19 global pandemic, which significantly impacted the travel and airline industry across the globe, as travel restrictions were implemented domestically and internationally limiting potential passengers from participating in air travel. The decline in passenger volume in response to the pandemic was first experienced in March 2020. Over time, as travel restrictions are lifted and a vaccine is distributed and administered across the globe, air travel is expected to bounce back to pre-pandemic passenger counts. Additionally, the drop in passengers in FY2017 is due to Hurricane Irma in September 2017 in which MIA was closed for a number of days. This closure resulted in a significant number of cancelled flights during the Airport closure as well as the days prior to and just after the closure.

Since Concourse D was completed in 2010, American Airlines has been able to grow its hub operation at MIA. American Airlines along with its regional airline, Envoy, has significantly increased service to MIA, which is represented by its 23.1% enplaned passenger growth rate from fiscal years 2010 to 2019. Although due to the pandemic, American Airlines and its affiliates experienced a 31.6% decrease in FY 2020 at MIA.

The financial strength and stability of the airlines serving MIA may affect future airline passenger traffic. While passenger demand at the Airport is expected to increase in the future, there can be no assurance given as to the levels of aviation activity that will be achieved at the Airport in the future. Any financial or operational difficulties incurred by American Airlines or any other major air carriers at the Airport could have a material, adverse effect on the Airport as well as any natural disasters such as hurricanes or pandemics, although the Aviation Department would take measures to mitigate these potential effects as it has done for this pandemic.

Air cargo tonnage at MIA slightly decreased by 1.9% for fiscal year 2020, as compared to fiscal year 2019. As shown in the table below, air cargo tonnage at MIA tends to fluctuate on an annual basis. However, the carriage of cargo is a key source of operating revenue for many passenger airlines serving MIA, particularly the foreign-flag airlines, and an important contributor to the viability of their passenger flights. In addition, MIA benefits from its geographic location because MIA acts as a transshipment location with a major portion of the goods being shipped beyond MIA. During 2020, the Airport handled 79% of all air imports and 74% of all air exports between the United States and the Latin American/Caribbean region.

In terms of air cargo tonnage at MIA, the numbers are noted in the following table.

Fiscal Year	Total Cargo (Tons)	Percentage Change
2011	2,006,722	0.8%
2012	2,101,561	4.7%
2013	2,134,943	1.6%
2014	2,187,474	2.5%
2015	2,206,306	0.9%
2016	2,219,606	0.6%
2017	2,247,913	1.3%
2018	2,368,617	5.4%
2019	2,346,241	-0.9%
2020	2,301,051	-1.9%

Airline Rates and Charges – In previous years, airline rates and charges at MIA had significantly increased primarily due to the large amount of new money Aviation Revenue Bonds that was issued between 1994 and 2010. The additional debt translated into higher annual debt service costs and resulted in MIA becoming one of the more expensive U.S. airports from an airline rates and charges perspective. Under the Aviation Department's airline rates structure, these debt service costs are passed along to the MIA air carriers, mostly through aviation fees and terminal rental rates. The increase in the airline costs due to the higher annual debt service has been mitigated in prior years for the reasons noted below:

1) The higher than anticipated surplus revenue (i.e., realizing higher than budgeted revenue and spending less than budgeted expenses), which is used to offset the residual landing fee related costs in the subsequent fiscal year. In fact, the landing fee rate has stayed below fiscal year 2014 landing fee rate for the last seven years; $1.75 in fiscal year 2014 with the subsequent fiscal years being no higher than $1.68 and the current fiscal year (2021) being $1.62.

2) The refunding of the Aviation Revenue Bonds that were issued between 1994 and 2012. These refunding transactions have resulted in a net present value savings of $629.9 million based on a par amount of $5.5 billion for the refunded bonds; an overall net present value savings of 11.5%.

3) The Aviation Department has controlled its budgeted (and thereby the actual) operating expenses as shown by a moderate increase in operating expenses (excluding depreciation and amortization) over the last few years. The higher than anticipated nonairline revenue in various years has also offset the airline costs under the residual rate methodology. Due to the pandemic, the Aviation Department decreased its FY2021 operating budget by 4.0% in order to keep FY2021 rates and charges reasonable.

Request for Information

This financial report is designed to provide customers, creditors, and other interested parties with a general overview of the Aviation Department's finances. Questions concerning any of the information provided in the report or requests for additional financial information should be addressed in writing to the Chief Financial Officer, Miami-Dade County Aviation Department, 4200 N.W. 36th Street, Suite 300, Miami, Florida 33122.

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
STATEMENTS OF NET POSITION

SEPTEMBER 30, 2020 AND 2019 (IN THOUSANDS)

	2020	2019
ASSETS		
Current Assets:		
Cash and cash equivalents	$ 282,535	$ 299,720
Investments, including interest receivable	17,034	44,876
Accounts receivable, net of allowance for doubtful accounts of $3,249 and $868, respectively	55,698	45,689
Inventories, prepaid expenses, and other current assets	7,881	8,210
Due from County Agencies	1,977	1,829
Total Current Unrestricted Assets	365,125	400,324
Restricted Assets:		
Current Restricted Assets:		
Cash and cash equivalents	7,934	40,172
Investments, including interest receivable	280,764	234,821
Government grants receivable	8,666	32,748
Passenger facility charges receivable	4,349	7,897
Total Current Restricted Assets	301,713	315,638
Total Current Assets	666,838	715,962
Noncurrent Assets:		
Restricted Assets:		
Cash and cash equivalents	715,970	846,203
Investments, including interest receivable	30,924	-
Total Noncurrent Restricted Assets	746,894	846,203
Capital assets, net	5,811,183	5,952,697
Other noncurrent assets	1,198	1,311
Due from County Agencies	-	1,451
Total Noncurrent Assets	6,559,275	6,801,662
Total Assets	$ 7,226,113	$ 7,517,624
Deferred Outflows of Resources:		
Deferred outflows pension	$ 33,211	$ 28,365
Deferred outflows other postemployment benefit	8,605	3,327
Deferred loss on refundings	125,735	142,097
Total Deferred Outflows of Resources	$ 167,551	$ 173,789

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
STATEMENTS OF NET POSITION (CONTINUED)

SEPTEMBER 30, 2020 AND 2019 (IN THOUSANDS)

	2020	2019
LIABILITIES AND NET POSITION		
Current Liabilities Payable from Unrestricted Assets:		
Accounts payable and accrued expenses	$ 39,617	$ 29,559
Security deposits	21,947	21,662
Environmental remediation liability	9,560	6,520
Compensated absences	8,734	7,386
Rent advances	1,831	8,473
Capital lease liability	4,994	8,252
Due to County Agencies	7,684	3,922
Total Current Liabilities Payable from Unrestricted Assets	94,367	85,774
Current Liabilities Payable from Restricted Assets:		
Accounts and contracts payable and other liabilities	29,658	23,634
Bonds Payable within One Year:		
Bonds payable	153,000	140,520
Interest payable	118,806	113,898
Total Current Liabilities Payable from Restricted Assets	301,464	278,052
Total Current Liabilities Payable	395,831	363,826
Noncurrent Liabilities:		
Bonds and loans payable after one year	5,669,862	5,843,788
Environmental remediation liability, net of current portion	48,915	42,015
Compensated absences, net of current portion	22,196	18,484
Rent advances	2,326	3,516
Capital lease liability, net of current portion	63,947	68,941
Total other postemployment benefit liability	31,596	27,100
Net pension liability	115,324	88,576
Total Noncurrent Liabilities	5,954,166	6,092,420
Total Liabilities	$ 6,349,997	$ 6,456,246
Deferred Inflows of Resources:		
Deferred inflows pension	$ 1,462	$ 5,744
Deferred inflows other postemployment benefit	2,250	1,105
Total Deferred Inflows of Resources	$ 3,712	$ 6,849
Net Position:		
Net investment in capital assets	$ 212,137	$ 250,623
Restricted:		
Restricted for debt service	349,156	352,493
Restricted for reserve maintenance	57,983	71,401
Restricted for construction	325,982	383,085
Unrestricted	94,697	170,716
Total Net Position	$ 1,039,955	$ 1,228,318

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
STATEMENTS OF REVENUE, EXPENSES, AND CHANGES IN NET POSITION

YEARS ENDED SEPTEMBER 30, 2020 AND 2019 (IN THOUSANDS)

	2020	2019
Operating Revenue:		
Aviation fees	$ 233,166	$ 390,299
Rentals	144,074	147,198
Commercial Operations:		
Management agreements	41,409	72,147
Concessions	120,663	199,955
Other	14,450	10,963
Total Operating Revenue	553,762	820,562
Operating Expenses:		
Operating expenses	354,244	334,198
Operating expenses – environmental remediation	10,433	10,842
Operating expenses under management agreements	17,647	19,152
Operating expenses under operating agreements	35,577	42,935
General and administrative expenses	92,287	93,236
Total Operating Expenses Before Depreciation and Amortization	510,188	500,363
Operating income before depreciation and amortization	43,574	320,199
Depreciation and amortization	270,973	264,935
Operating Income (Loss)	(227,399)	55,264
Nonoperating Revenues (Expenses):		
Environmental cost recovery	12	22
Passenger facility charges	52,655	96,785
Interest expense	(241,319)	(246,046)
Investment income	7,181	29,137
Other revenue	189,082	3,040
Total Nonoperating Revenues (Expenses)	7,611	(117,062)
Loss before capital contributions	(219,788)	(61,798)
Capital contributions	31,425	61,550
Change in Net Position	(188,363)	(248)
Net position, beginning of year	1,228,318	1,228,566
Net position, end of year	$ 1,039,955	$ 1,228,318

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
STATEMENTS OF CASH FLOWS

YEARS ENDED SEPTEMBER 30, 2020 AND 2019 (IN THOUSANDS)

	2020	2019
Cash flows from operating activities:		
Cash received from customers and tenants	$ 537,584	$ 823,610
Cash paid to suppliers for goods and services	(320,496)	(351,427)
Cash paid to employees for services	(143,815)	(137,054)
Net cash from operating activities	73,273	335,129
Cash flows from capital and related financing activities:		
Proceeds from bonds issues and commercial paper	-	1,397,861
Principal paid on bonds, loans, and commercial paper	(140,520)	(1,332,549)
Interest paid on bonds, loans, and commercial paper	(240,862)	(258,317)
Purchase and construction of capital assets	(122,293)	(165,185)
Proceeds from sale of property	38	1,155
Capital contributed by federal and state governments	55,507	52,614
Passenger facility charges	56,203	96,673
Proceeds from environmental reimbursements	12	22
Capital lease payments	(8,252)	(3,490)
Net cash from capital and related financing activities	(400,167)	(211,216)
Cash flows from noncapital financing activity:		
Other reimbursements received	189,082	3,040
Net cash from noncapital financing activity	189,082	3,040
Cash flows from investing activities:		
Purchase of investments	(1,905,926)	(1,579,213)
Proceeds from sales and maturities of investments	1,848,497	1,729,974
Interest and dividends on investments	15,585	21,685
Net cash from investing activities	(41,844)	172,446
Net change in cash and cash equivalents	(179,656)	299,399
Cash and cash equivalents, beginning of year	1,186,095	886,696
Cash and cash equivalents, end of year	$ 1,006,439	$ 1,186,095
Cash and cash equivalents reconciliation:		
Unrestricted assets	$ 282,535	$ 299,720
Restricted assets	723,904	886,375
Cash and cash equivalents	$ 1,006,439	$ 1,186,095

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

YEARS ENDED SEPTEMBER 30, 2020 AND 2019 (IN THOUSANDS)

	2020	2019
Reconciliation of operating income (loss) to net cash from operating activities:		
Operating income (loss)	$ (227,399)	$ 55,264
Adjustments to reconcile operating income (loss) to net cash from operating activities:		
Depreciation and amortization	270,973	264,935
Provision for uncollectible accounts	2,381	(4,598)
Loss (gain) on sale of property	75	1
Changes in operating assets and liabilities:		
Accounts receivable	(12,390)	3,260
Inventories, prepaid expenses, and other assets	329	(320)
Due from County agencies	1,303	1,287
Deferred outflows related to pensions	(4,846)	2,341
Deferred outflows related to other postemployment benefits	(5,278)	(3,327)
Accounts and contracts payable and accrued expenses	8,803	(4,203)
Security deposits	285	4,337
Due to County agencies	3,762	(5,250)
Rent and contribution advances	(7,832)	(1,239)
Liability for compensated absences	5,060	1,093
Liability for other post-employment benefits	4,496	3,183
Net pension liability	26,748	10,225
Other liabilities	9,940	10,180
Deferred inflows related to pensions	(4,282)	(1,904)
Deferred inflows related to other postemployment benefits	1,145	(136)
Total adjustments	300,672	279,865
Net cash from operating activities	$ 73,273	$ 335,129
Noncash investing, capital, and financing activities:		
Increase (decrease) in fair value of investments	$ (3,346)	$ 6,527
Increase (decrease) in construction in progress accrual	7,279	(8,404)
Decrease in premium from bonds	(20,926)	(24,026)

Note 1—General

a. Description – Miami-Dade County, Florida (the County) is a chartered political subdivision of the state of Florida and is granted home rule county powers by the Constitution of the state of Florida and Florida Statutes. The Board of County Commissioners (the Board or the BCC) is the legislative and governing body of the County. The Miami-Dade County Aviation Department (the Aviation Department), established on February 6, 1973, is included as an enterprise fund in the County's comprehensive annual financial report as part of the County's reporting entity.

These financial statements present only the Aviation Department and do not purport to, and do not, present fairly the financial position of the County as of September 30, 2020 and 2019, and the changes in its financial position and its cash flows for the years then ended, in conformity with U.S. generally accepted accounting principles ("U.S. GAAP").

Pursuant to the general laws of Florida, the County owns Miami International Airport ("MIA"), three general aviation airports, and two training airports, one of which has been closed (collectively the "Airports"), all of which are operated by the Aviation Department.

b. Basis of Presentation – The Aviation Department operates as an enterprise fund of the County. An enterprise fund is used to account for the financing of services to the general public, since substantially all of the costs involved are paid in the form of charges by users of such services. Accordingly, the Aviation Department's financial statements have been prepared using the economic resources measurement focus and accrual basis of accounting. Revenue is recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place.

c. Authority to Fix Rates – Under the provisions of the Trust Agreement, amended and restated dated December 15, 2002 by the County, The Bank of New York, successor in interest to JP Morgan Chase Bank, New York, New York, as trustee (the Trustee), and U.S. Bank National Association (successor in interest to Wachovia Bank, National Association, Miami, Florida) as cotrustee (the "CoTrustee") (the "Trust Agreement"), which amended and restated the Trust Agreement dated as of October 1, 1954 with the Chase Manhattan Bank (predecessor-in-interest to the Trustee) and First Union National Bank of Miami (predecessor-in-interest to the CoTrustee), as amended and supplemented (the Original Trust Agreement), the Aviation Department is required to maintain, charge, and collect rates and charges for the use and services provided, which will provide revenue sufficient to:

- Pay current expenses, as defined in the Trust Agreement.
- Make the Reserve Maintenance Fund (the Reserve Maintenance Account) deposits recommended by the Consulting Engineers.
- Make deposits to the Interest and Sinking Fund (the Sinking Fund Account) comprising the Bond Service Account, the Reserve Account, and the Redemption Account of not less than 120% of the principal and interest requirements of the Trust Agreement Aviation Revenue Bonds, as defined in the Trust Agreement.

Any remaining balance in the Revenue Fund, after meeting the requirements noted above, is deposited to the Improvement Fund (the Improvement Account), as defined in the Trust Agreement.

Note 1—General (continued)

d. Agreements with Airlines – The Airline Use Agreement ("AUA") which was in effect since May 2002, was replaced with a new AUA, which became effective in August 2018. The AUA establishes an airport system residual landing fee such that all costs not recovered through other revenue will be recovered from the landing fee revenue. Pursuant to the requirements of the AUA, remaining money residing in the Improvement Fund at the end of the fiscal year in excess of $7.6 million, adjusted annually by the Consumer Price Index ("CPI"), is to be transferred to the Revenue Fund in the subsequent fiscal year, thus reducing the amounts otherwise to be paid by the MIA air carriers in that fiscal year. The $7.6 million annual contribution is deposited into a separate account that has a cumulative cap of $22.8 million also subject to a CPI adjustment and can be used for any discretionary airport-related purpose. As of September 30, 2020 and 2019, the excess deposit, which was transferred to the Revenue Fund annually by March, was approximately $97,591,000 and $91,293,000, respectively.

e. Relationship with County Departments – The Aviation Department reimburses the County's General Fund for its portion of the direct administrative service cost, such as audit and management services, the Board, Clerk of the Courts, computer services and information systems, fire, police, personnel, and others. In 1996, an internal study was conducted by the County to determine the appropriate method as a basis to establish the indirect administrative services cost reimbursement for the year ended September 30, 1996 and subsequent years. This study was updated in 2003. The General Fund Cost Allocation Study is performed by a consultant, approximately every two years, to establish the appropriate allocation to the General Fund. The study accords all administrative costs consistent treatment through the application of U.S. GAAP appropriate to the circumstances, and conforms to the accounting principles and standards prescribed by the Office of Management and Budget (OMB) Circular A-87, and Cost Principles for State, Local, and Indian Tribal Governments (2 CFR Part 225). The latest cost allocation study that is currently in use was completed in fiscal year 2017, using administrative costs for fiscal year 2015. For the years ended September 30, 2020 and 2019, the Aviation Department recorded an expense in the amount of approximately $2,927,000 and $2,789,000, respectively, for the indirect administrative services cost reimbursement in accordance with the formula developed as a result of the study.

As of September 30, 2020 and 2019, the Aviation Department owes the County approximately $7,684,000 and $3,922,000, respectively, for various services. For this same period, the Aviation Department has receivables due from the County in the amount of approximately $1,977,000 and $3,280,000, respectively.

On March 20, 2003, the U.S. Department of Transportation and Office of the Inspector General ("OIG") issued Report No. AV-2003-030 entitled Oversight of Airport Revenue in connection with their audit of amounts paid to the County by the Aviation Department. The OIG reported that the County diverted Aviation Department revenue of approximately $38 million from 1995 to 2000. On August 9, 2005, upon receiving additional information from the Aviation Department, the OIG agreed to adjust the finding to $8.1 million, plus interest. The Oversight of Airport Revenue report was updated to include the years 2001 through 2005, and the total diversion of revenue was increased to $12 million, plus interest of $2.3 million for a total of $14.3 million. The County repaid the Aviation Department $1,450,728 and $1,450,728 in fiscal years 2020 and 2019, respectively. The amount due from the County was approximately $1,451,000 and $2,901,000 at September 30, 2020 and 2019, respectively.

In addition, the Aviation Department pays other County departments directly for most services provided such as fire, police, legal, and general services administration. The total cost to the Aviation Department for these services was approximately $80,455,000 and $86,214,000 for the years ended September 30, 2020 and 2019, respectively.

Note 2—Summary of significant accounting policies

a. Basis of Accounting – The financial statements are presented on the accrual basis of accounting. Under this method, revenue is recorded when earned and expenses are recorded when incurred.

b. Cash and Cash Equivalents – Cash includes cash on hand, amounts in demand deposits, and positions in investment pools that can be deposited or withdrawn without notice or penalty. Cash equivalents are short-term highly liquid securities with known market values and maturities, when acquired, of less than three months.

c. Investments – Investments consist primarily of U.S. government securities and are carried at fair value based on quoted market prices.

d. Inventories – Inventories, consisting of building materials/supplies and spare parts, are valued at cost using the first-in, first-out method.

e. Capital Assets and Depreciation – Property acquired with an initial individual cost of $1,000 or more and an estimated useful life in excess of one year is capitalized at cost. Capital assets are recorded at cost, except for contributions by third parties, which are recorded at acquisition value at the date of contribution. Expenditures for maintenance, repairs, minor renewals, and betterments are expensed as incurred. When property is disposed of, the cost and related accumulated depreciation is eliminated from the accounts, and any gain or loss is reflected in the statements of revenue, expenses, and changes in net position.

The Aviation Department depreciates assets using the straight-line method of depreciation over the assets' estimated useful lives as follows:

	Years
Buildings, improvements, and systems	40
Infrastructure	20-30
Furniture, machinery, and equipment	5-16

Management evaluates whether there has been a significant unexpected decline in the utility of a capital asset that could indicate an impairment in the capital asset. If there is an indication that an asset may be impaired, the Aviation Department follows Governmental Accounting Standards Board ("GASB") Statement No. 42, *Accounting and Financial Reporting for Impairment of Capital Assets and for Insurance Recoveries*, to determine whether an impairment should be recognized. The Aviation Department concluded that no impairment exists as of September 30, 2020 and 2019.

f. Interest on Indebtedness – Interest is charged to expense as incurred, except for interest related to borrowings used for construction projects. The Aviation Department capitalizes interest costs as part of the cost of constructing specified qualifying assets. In situations involving qualifying assets financed with the proceeds of tax-exempt debt, the amount of interest capitalized is reduced by any interest income earned on the temporary investment of such moneys. Interest is capitalized throughout the construction period. Total interest costs incurred during the years ended September 30, 2020 and 2019 amounted to approximately $241,319,000 and $246,046,000, respectively. The Aviation Department early implemented for fiscal year 2019, GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*, resulting in no interest expense being capitalized for fiscal year 2020 and 2019.

Note 2—Summary of significant accounting policies (continued)

g. Restricted Assets – Assets required to be reserved for airport maintenance and debt service pursuant to the Trust Agreement are classified as restricted assets and are not available for payment of current expenses. In accordance with the terms of the Trust Agreement, assets of the Reserve Maintenance Account are restricted for unusual or extraordinary maintenance or repairs, renewals, and replacements, the cost of replacing equipment, and premiums on insurance required to be carried under the provisions of the Trust Agreement and are not available for the payment of current expenses.

Unexpended Passenger Facility Charges ("PFC") revenue and accumulated interest earnings are restricted to be used on Federal Aviation Administration ("FAA") approved capital projects and are classified as restricted assets.

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

h. Compensated Absences – The Aviation Department accounts for compensated absences by accruing a liability for employees' compensation of future absences in accordance with GASB Statement No. 16, *Accounting for Compensated Absences*. The Aviation Department's policy permits employees to accumulate unused vacation and sick pay benefits that will be paid to them upon separation from service. The Aviation Department recognizes a liability and expense in the period vacation and sick pay benefits are earned. As of September 30, 2020 and 2019, liabilities related to compensated absences were approximately $30,930,000 and $25,870,000, respectively.

i. Environmental Remediation – Both environmental remediation expenses that relate to current operations and environmental remediation expenses that relate to an existing condition caused by past operations, and which do not contribute to current or future revenue generation are expensed. Assets acquired for environmental remediation are capitalized as appropriate.

j. Deferred Outflows/Inflows of Resources – The statements of net position report a separate section for deferred outflows of resources in addition to assets. Deferred outflows of resources represent the consumption of net position that is applicable to a future reporting period. As of September 30, 2020 and 2019, the Aviation Department reported deferred outflows of resources for pension related items as discussed in Note 10, for other postemployment benefits ("OPEB") related items as discussed in Note 12, and for deferred losses on refundings. The deferred loss on refundings results from the difference in the carrying value of the refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or the refunding debt as a component of interest expense using the weighted-average method, since the results are not significantly different from the effective-interest method, over the remaining life of the old debt or the life of the new debt, whichever is shorter.

The statements of net position report a separate section for deferred inflows of resources in addition to liabilities. Deferred inflows of resources represent an acquisition of net position that is applicable to a future reporting period. As of September 30, 2020 and 2019, the Aviation Department reported deferred inflows of resources for pension related items as discussed in Note 10 and for OPEB related items as discussed in Note 12.

k. Bond Discount/Premium and Issuance Costs – Discount/premium on bonds are amortized over the life of the related bond using the effective interest method or the straight-line method if it does not differ materially from the effective interest method. Bond issuance costs are expensed as incurred, except any portion related to prepaid insurance costs, which are amortized.

Note 2—Summary of significant accounting policies (continued)

l. Pension Plan – The Aviation Department contributes to FRS, a cost-sharing multiemployer plan. The Aviation Department follows GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* – an amendment *to GASB No. 27,* GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date* and GASB Statement No. 82, *Pension Issues* – an amendment to *GASB Statements No. 67, 68, and 73*. For the purposes of measuring the net pension liability, deferred outflows of resources, and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of FRS and HIS, and additions to/deductions from FRS and HIS's fiduciary net position have been determined on the same basis as they are reported by FRS and HIS. 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.

m. Other Postemployment Benefits (OPEB) – The Aviation Department contributes to a single-employer defined-benefit healthcare plan administered by the County. The postretirement health benefits are funded on a pay-as-you go basis (i.e., the County funds on a cash basis as benefits are paid). The Aviation Department follows GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

n. Net Position Classifications – Net *position* is classified and displayed in three components:

Net Investment In Capital Assets – Consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, notes, or other borrowings and deferred outflows of resources that are attributable to the acquisition, construction, or improvement of those assets.

Restricted Net Position – Consists of net position with constraints placed on the use either by (1) external groups, such as creditors, grantors, contributors, or laws or regulations of other governments or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Position – All other net position that does not meet the definition of "restricted" or "net investment in capital assets".

o. Operating vs. Nonoperating Revenues and Expense – The Aviation Department distinguishes operating revenues and expenses from nonoperating items in its statements of revenues, expenses, and changes in net position. The Aviation Department defines operating revenues and expenses as revenues earned and expenses incurred from aviation operations and services provided to customers and tenants. Nonoperating revenues and expenses include investment earnings, interest expense, grants and contributions, and PFC collections.

The components of the major revenue captions are as follows:

Aviation Fees – Landing fees, concourse use charges, loading bridge use charges, baggage claim use charges, screening fees, airplane parking fees, and other similar facilities and service use fees and charges.

Rentals – Rentals of land, buildings, and machinery and equipment.

Management Agreements – Revenue from the automotive parking fees, special services lounges, the Airport Hotel, and the Fuel Farm.

Concessions – Revenue from the sale of duty-free merchandise, rental car companies, and various services provided by terminal complex concessionaires.

Note 2—Summary of significant accounting policies (continued)

p. Grants from Government Agencies – Grants received to cover costs for operating expenses and debt obligations are recorded as nonoperating other revenue, when earned. On May 11, 2020, the Aviation Department was awarded a FAA Airport grant of $207,225,557 under the Coronavirus Aid, Relief, and Economic Security Act ("CARES Act"). During fiscal year 2020, the Aviation Department recorded approximately $184,099,000 in grants under the FAA CARES Act program to aid with costs related to operating expenses and debt obligations. Grants received for the acquisition or construction of capital assets are recorded as capital contributions, when earned. Grants are earned when costs relating to such operating expenses, debt obligations, and capital assets, which are reimbursable under the terms of the grants, have been incurred. During fiscal years 2020 and 2019, the Aviation Department recorded approximately $31,425,000 and $61,550,000, respectively, in grants relating to contributions consisting of federal and state grants in aid of construction. Grants receivables relating to the contributions as of September 30, 2020 and 2019 were approximately $8,666,000 and $32,748,000, respectively.

q. Passenger Facility Charges – The FAA authorized the Aviation Department to impose a PFC of $3.00 per passenger commencing November 1, 1994. In October 2001, with an effective date of January 1, 2002, the FAA approved an increase in the PFC at MIA to $4.50. The net receipts from PFCs are restricted to be used for funding FAA-approved capital projects and debt service attributable to such approved capital projects.

PFC revenue is reported as nonoperating revenue. The Aviation Department has been authorized to collect PFCs on eligible enplaning, revenue-generating passengers in the aggregate amount not to exceed $2,597,130,503 including interest, of which $1,579,478,000 and $1,526,823,000 has been earned through September 30, 2020 and 2019, respectively.

r. Use of Estimates – The preparation of the financial statements requires management of the Aviation Department to make a number of estimates and assumptions relating to the reported amounts of assets and deferred outflows of resources and liabilities and deferred inflows of resources and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

s. Implementation of New Accounting Standards – In May 2020, GASB issued Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*, which is effective immediately. This statement postpones by one year the effective dates of Statement Nos. 83, 84, 88, 89, 90, 91, 92, 93; Implementation Guide Nos. 2017-3, 2018-1, 2019-1, 2019-2; and by 18 months Statement No. 87 and Implementation Guide 2019-3. The adoption of GASB 95 in fiscal year 2020 did not have a material effect on the Aviation Department's basic financial statement and related disclosures. The Aviation Department implemented Statement Nos. 83, 88, and 89 during fiscal year 2019.

t. Future Accounting Standards – In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*, which is effective for reporting periods beginning after December 15, 2019. This statement establishes the criteria for identifying fiduciary activities of all state and local governments. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In June 2017, GASB issued Statement No. 87, *Leases*, which is effective for reporting periods beginning after June 15, 2021. This statement establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. 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. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

Note 2—Summary of significant accounting policies (continued)

In August 2018, GASB issued Statement No. 90, *Majority Equity Interests*, which is effective for reporting periods beginning after December 15, 2019. This statement modifies previous guidance for reporting a government's majority equity interest in a legally separate organization and guidance for reporting a component unit if a government acquires 100% equity in that component unit. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*, which is effective for reporting periods beginning after December 15, 2021. This statement establishes the criteria for reporting conduit debt obligations for all state and local governments. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In January 2020, GASB issued Statement No. 92, *Omnibus 2020*, which is effective for reporting periods beginning after June 15, 2021. This statement addresses issues that have been identified during implementation of various GASB Statements. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In March 2020, GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*, which is effective for reporting periods beginning after June 15, 2021. This statement addresses accounting and financial reporting implications that result from the replacement of an interbank offered rate (IBOR). The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, which is effective for reporting periods beginning after June 15, 2022. This statement establishes the criteria for identifying and reporting public-private, public-public partnership arrangements, and available payment arrangements of all state and local governments. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*, which is effective for reporting periods beginning after June 15, 2022. This statement establishes a model for accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

In June 2020, GASB issued Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*, which is effective for reporting periods beginning after June 15, 2021. This statement establishes criteria for reporting component units and requires that Section 457 plans be classified as either a pension plan or an other employee benefit plan. The Aviation Department is still in the process of determining what effect, if any, the above statement will have on the basic financial statements and related disclosures.

Note 3—Cash, cash equivalents, and investments

The County is authorized through *Florida Statutes* Section 218.415, Ordinance No. 84-47, Resolution R-31-09 and its Investment Policy to make certain investments. The Investment Policy was updated and adopted on January 22, 2009 in response to current and possible uncertainties in the domestic and international financial markets. The County's overall investment objectives are, in order of priority, the safety of principal, liquidity of funds, and maximizing investment income.

As of September 30, 2020 and 2019, total unrestricted and restricted cash and cash equivalents and investments comprise the following (in thousands):

	2020	2019
Cash and cash equivalents	$ 1,006,439	$ 1,186,095
Investments, including interest receivable	328,722	279,697
	$ 1,335,161	$ 1,465,792

The carrying amounts of the Aviation Department's local deposits were approximately $28,926,000 and $37,074,000 as of September 30, 2020 and 2019, respectively. All deposits are fully insured by Federal Depository Insurance and are held in qualified public depositories pursuant to *Florida Statutes* Chapter 280, *Florida Security for Public Deposits Act* (the "Act"). Under the Act, all qualified public depositories are required to pledge eligible collateral having a market value equal to or greater than the average daily or monthly balance of all public deposits times the depository's collateral pledging level. The pledging level may range from 50% to 125% depending upon the depository's financial condition and establishment period. All collateral must be deposited with an approved financial institution. Any losses to public depositors are covered by applicable deposit insurance, sale of securities pledged as collateral, and, if necessary, assessments against other qualified public depositories of the same type as the depository in default.

As a rule, the Aviation Department intends to hold all purchased securities until their final maturity date. There may be occasional exceptions, including, but not limited to, the need to sell securities to meet unexpected liquidity needs.

Cash, cash equivalents, and investments as of September 30, 2020 and 2019 are summarized as follows (in thousands):

	2020	2019
Cash deposits	$ 28,926	$ 37,074
U.S. government securities	485,284	821,517
Treasury bills	728,926	143,750
Treasury notes	-	17,864
Commercial paper	31,816	402,435
Money market	60,209	43,152
Total cash equivalents and investments	1,306,235	1,428,718
Total cash, cash equivalents, and investments	$ 1,335,161	$ 1,465,792

Note 3—Cash, cash equivalents, and investments (continued)

At September 30, 2020 and 2019, the carrying value of cash equivalents and investments included the following (in thousands):

Investment Type	2020	2019
Federal Home Loan Mortgage Corporation	$ 82,084	$ 105,775
Federal Home Loan Bank	193,833	334,045
Federal Farm Credit Bank	180,967	158,257
Federal National Mortgage Association	28,400	223,440
Treasury bills	728,926	143,750
Treasury notes	-	17,864
Commercial paper	31,816	402,435
Money market	60,209	43,152
	$ 1,306,235	$ 1,428,718

a. Credit Risk – The Aviation Department's Investment Policy (the "Policy") minimizes credit risk by restricting authorized investments to: Local Government Surplus Funds Trust Fund or any intergovernmental investment pool authorized pursuant to the Florida Interlocal Cooperation Act; Securities and Exchange Commission ("SEC") registered money market funds with the highest credit quality rating from a nationally recognized rating agency; interest-bearing time deposits or savings accounts in qualified public depositories, pursuant to Florida Statutes Section 280.02, which are defined as banks, savings bank, or savings association organized under the laws of the United States with an office in this state that is authorized to receive deposits, and has deposit insurance under the provisions of the Federal Deposit Insurance Act; direct obligations of the U.S. Treasury; federal agencies and instrumentalities; securities of, or other interest in, any open-end or closed-end management-type investment company or investment trust registered under the Investment Company Act of 1940, provided that the portfolio is limited to the obligations of the U.S. government or any agency or instrumentality thereof and to repurchase agreements fully collateralized by such U.S. government obligations, and provided that such investment company or investment trust takes delivery of such collateral either directly or through an authorized custodian; commercial paper of prime quality with a stated maturity of 270 days or less from the date of its issuance, which has the highest letter and numerical rating as provided for by at least one nationally recognized rating service; banker acceptances that have a stated maturity of 180 days or less from the date of its issuance, and have the highest letter and numerical rating as provided for by at least one nationally recognized rating service, and are drawn on and accepted by commercial banks and that are eligible for purchase by the Federal Reserve Bank; and investments in Repurchase Agreements ("Repos") collateralized by securities authorized by this policy.

All Repos shall be governed by a standard SIFMA Master Repurchase Agreement; municipal securities issued by U.S. state or local governments, having at time of purchase, a stand-alone credit rating of AA or better assigned by two or more recognized credit rating agencies or a short-term credit rating of A1/P1 or equivalent from one or more recognized credit rating agencies.

Note 3—Cash, cash equivalents, and investments (continued)

The table below summarizes the investments by type and credit ratings as of September 30, 2020:

	Credit Rating		
Investment Type	**S&P**	**Moody's**	**Fitch**
Federal Home Loan Mortgage Corporation	AA+/A-1+	Aaa/P-1	AAA/F1+
Federal Home Loan Bank	AA+/A-1+	Aaa/P-1	N/A
Federal Farm Credit Bank	AA+/A-1+	Aaa/P-1	AAA/F1+
Federal National Mortgage Association	AA+/A-1+	Aaa/P-1	AAA/F1+
Treasury bills	AA+u/A-1+u	Aaa/P-1	AAA/F1+
Commercial paper	NA/A-1+	NA/P-1	NA/F1
Money market	AAAM	Aaa-mf	AAA mmf

The table below summarizes the investments by type and credit ratings as of September 30, 2019:

	Credit Rating		
Investment Type	**S&P**	**Moody's**	**Fitch**
Federal Home Loan Mortgage Corporation	AA+/A-1+	Aaa/P-1	AAA/F1+
Federal Home Loan Bank	AA+/A-1+	Aaa/P-1	N/A
Federal Farm Credit Bank	AA+/A-1+	Aaa/P-1	AAA/F1+
Federal National Mortgage Association	AA+/A-1+	Aaa/P-1	AAA/F1+
Treasury bills	AA+u/A-1+u	Aaa/P-1	AAA/F1+
Treasury notes	N/A	Aaa/P-1	N/A
Commercial paper	NA/A-1+	NA/P-1	NA/F1
Money market	AAAM	Aaa-mf	AAA mmf

b. Custodial Credit Risk – The Policy requires that bank deposits be secured per Chapter 280, Florida Statutes. This requires local governments to deposit funds only in financial institutions designated as qualified public depositories by the Chief Financial Officer of the state of Florida and creates the Public Deposits Trust Fund, a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a default or insolvency has occurred. As of September 30, 2020 and 2019, all of the County's bank deposits were in qualified public depositories.

The Policy requires the execution of a Custodial Safekeeping Agreement for all purchased securities and shall be held for the credit of the County in an account separate and apart from the assets of the financial institution.

c. Concentration of Credit Risk – The Policy establishes limitations on portfolio composition by investment type and by issuer to limit its exposure to concentration of credit risk. The Policy provides that a maximum of 50% of the portfolio may be invested in the state of Florida Local Government Surplus Trust Fund (the "Pool"); however, bond proceeds may be temporarily deposited in the Pool until other investments have been purchased. Prior to any investment in the Pool, approval must be received from the Board. A maximum of 30% of the portfolio may be invested in SEC-registered money market funds with no more than 10% to any single money market fund. A maximum of 20% of the portfolio may be invested in interest-bearing time deposits or demand accounts with no more than 5% deposited with any one issuer.

Note 3—Cash, cash equivalents, and investments (continued)

There is no limit on the percentage of the total portfolio that may be invested in direct obligations of the U.S. Treasury or federal agencies and instrumentalities, with no limits on individual issuers (investment in agencies containing call options shall be limited to a maximum of 25% of the total portfolio). A maximum of 5% of the portfolio may be invested in open-end or closed-end funds. A maximum of 50% of the portfolio may be in prime commercial paper with a maximum of 5% with any one issuer. A maximum of 25% of the portfolio may be invested in bankers' acceptances with a maximum of 10% with any one issuer, but a maximum of 60% of the portfolio may be invested in both commercial paper and bankers' acceptances. A maximum of 20% of the portfolio may be invested in repurchase agreements with the exception of one (1) business day agreement, with a maximum of 10% of the portfolio in any one institution or dealer with the exception of one (1) business day agreement. Investments in derivative products shall be prohibited by the County. A maximum of 25% of the portfolio may be directly invested in municipal obligations, up to 5% with any one municipal issuer.

As of September 30, 2020 and 2019, the following issuers held 5% or more of the investment portfolio:

Issuer	2020	2019
Federal Home Loan Mortgage Corporation	6.28%	7.40%
Federal Home Loan Bank	14.84	23.38
Federal Farm Credit Bank	13.85	11.08
Federal National Mortgage Association	2.17	15.64
Treasury bills	55.80	10.06
Commercial paper	2.44	28.17

d. Interest Rate Risk – The Policy limits interest rate risk by requiring the matching of known cash needs and anticipated net cash outflow requirements; following historical spread relationships between different security types and issuers; and evaluating both interest rate forecasts and maturity dates to consider short-term market expectations. The Policy requires that investments made with current operating funds shall maintain a weighted average of no longer than one year. Investments for bond reserves, construction funds, and other nonoperating funds shall have a term appropriate to the need for funds and in accordance with debt covenants. The Policy limits the maturity of an investment to a maximum of five years.

As of September 30, 2020 and 2019, the County had the following investments with the respective weighted average maturity in years:

Investment Type	2020	2019
Federal Home Loan Mortgage Corporation	0.593	0.930
Federal Home Loan Bank	0.100	0.145
Federal Farm Credit Bank	0.518	0.203
Federal National Mortgage Association	0.758	0.888
Treasury bills	0.109	0.056
Treasury notes	0.000	0.454
Commercial paper	0.328	0.059
Money market	0.532	0.003

Note 3—Cash, cash equivalents, and investments (continued)

e. Foreign Currency Risk – The Policy limits the Aviation Department's foreign currency risk by excluding foreign investments as an investment option.

f. Fair Value Measurement – The Aviation Department follows GASB Statement No. *72 Fair Value Measurement and Application*, issued in February 2015, by categorizing its investments according to 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 assets. 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. Level 1 assets are valued using quoted prices in an active market for identical assets that can be readily obtained, and Level 2 assets are valued using a matrix pricing technique of quoted prices for similar assets or liabilities in active markets. Money market funds are reported at amortized cost which approximates fair value.

At September 30, 2020, the carrying value of cash equivalents and investments included the following (in thousands):

Investments at Fair Value	Fair Value	Level 1	Level 2	Level 3
Federal Home Loan Mortgage Corporation	$ 82,084	$ -	$ 82,084	$ -
Federal Home Loan Bank	193,833	-	193,833	-
Federal Farm Credit Bank	180,967	-	180,967	-
Federal National Mortgage Association	28,400	-	28,400	-
Treasury bills	728,926	-	728,926	-
Treasury notes	31,816	-	31,816	-
Commercial paper	-	-	-	-
Total investments at fair value	1,246,026	$ -	$ 1,246,026	$ -
Money market at amortized cost	60,209			
Total investments and cash equivalents	$ 1,306,235			

At September 30, 2019, the carrying value of cash equivalents and investments included the following (in thousands):

Investments at Fair Value	Fair Value	Level 1	Level 2	Level 3
Federal Home Loan Mortgage Corporation	$ 105,775	$ -	$ 105,775	$ -
Federal Home Loan Bank	334,045	-	334,045	-
Federal Farm Credit Bank	158,257	-	158,257	-
Federal National Mortgage Association	223,440	-	223,440	-
Treasury bills	143,750	-	143,750	-
Treasury notes	17,864	-	17,864	-
Commercial paper	402,435	-	402,435	-
Total investments at fair value	1,385,566	$ -	$ 1,385,566	$ -
Money market at amortized cost	43,152			
Total investments and cash equivalents	$ 1,428,718			

Note 4—Disaggregation of receivables and payables

a. Receivables – As of September 30, 2020 and 2019, accounts receivable, net of the allowance for doubtful accounts, in the amount of $55,698,000 and $45,689,000, respectively, comprise accounts from customers (tenants, carriers, and business partners) representing 98.3% and 97.0%, respectively, and government agencies representing 1.7% and 3.0%, respectively. American Airlines represents $23,113,000 and $15,662,000, or 41.5% and 34.3%, respectively, of accounts receivable, net of the allowance for doubtful accounts. American Airlines also represents approximately $171,264,000 and $262,273,000, or 30.9% and 32.0%, of total operating revenue for the years ended September 30, 2020 and 2019, respectively.

b. Payables – As of September 30, 2020 and 2019, accounts payable and accrued expenses and contracts payables totaled $69,275,000 and $53,193,000, respectively. These amounts comprised 93% and 93% for amounts payable to vendors, 6% and 5% due to employees, and 1% and 2% due to government agencies, respectively.

Note 5—Capital assets and depreciation

A summary of capital asset activity and changes in accumulated depreciation for the year ended September 30, 2020 is as follows (in thousands):

	Balance at September 30, 2019	Additions/ Transfers	Deletions/ Transfers and Retirements	Balance at September 30, 2020
Capital assets not being depreciated:				
Land	$ 127,026	$ 5,000	$ -	$ 132,026
Construction in progress	225,676	119,040	(216,879)	127,837
Total capital assets not being depreciated	352,702	124,040	(216,879)	259,863
Capital assets being depreciated:				
Buildings, improvements, and systems	7,321,558	19,523	-	7,341,081
Infrastructure	1,516,563	1,186	-	1,517,749
Furniture, machinery, and equipment	884,031	201,703	(2,902)	1,082,832
Total capital assets being depreciated	9,722,152	222,412	(2,902)	9,941,662
Less accumulated depreciation for:				
Buildings, improvements, and systems	(2,665,852)	(176,995)	-	(2,842,847)
Infrastructure	(969,171)	(42,373)	-	(1,011,544)
Furniture, machinery, and equipment	(487,134)	(51,606)	2,789	(535,951)
Total accumulated depreciation	(4,122,157)	(270,974)	2,789	(4,390,342)
Depreciable capital assets, net	5,599,995	(48,562)	(113)	5,551,320
Net capital assets	$ 5,952,697	$ 75,478	$ (216,992)	$ 5,811,183

Note 5—Capital assets and depreciation (continued)

A summary of capital asset activity and changes in accumulated depreciation for the year ended September 30, 2019 is as follows (in thousands):

	Balance at September 30, 2018	Additions/ Transfers	Deletions/ Transfers and Retirements	Balance at September 30, 2019
Capital assets not being depreciated:				
Land	$ 127,026	$ -	$ -	$ 127,026
Construction in progress	178,306	145,598	(98,228)	225,676
Total capital assets not being depreciated	305,332	145,598	(98,228)	352,702
Capital assets being depreciated:				
Buildings, improvements, and systems	7,231,437	91,232	(1,111)	7,321,558
Infrastructure	1,511,767	4,796	-	1,516,563
Furniture, machinery, and equipment	871,214	13,384	(567)	884,031
Total capital assets being depreciated	9,614,418	109,412	(1,678)	9,722,152
Less accumulated depreciation for:				
Buildings, improvements, and systems	(2,489,785)	(176,067)	-	(2,665,852)
Infrastructure	(926,349)	(42,822)	-	(969,171)
Furniture, machinery, and equipment	(441,609)	(46,046)	521	(487,134)
Total accumulated depreciation	(3,857,743)	(264,935)	521	(4,122,157)
Depreciable capital assets, net	5,756,675	(155,523)	(1,157)	5,599,995
Net capital assets	$ 6,062,007	$ (9,925)	$ (99,385)	$ 5,952,697

Note 6—Debt

a. *Aviation Revenue Bonds* – Aviation Revenue Bonds are issued to finance the construction of facilities at the Airports pursuant to the Trust Agreement and are payable solely from and are collateralized by a pledge of net revenue, as defined in the Trust Agreement. The Aviation Revenue Bonds do not constitute a debt of the County or a pledge of the full faith and credit of the County.

Pursuant to Section 802 of the Trust Agreement, events of default resulting in finance-related consequences in respect to the Aviation Revenue Bonds include: 1) failure to pay principal when due and payable; 2) payment of interest installment not being made within 10 days after interest is due and payable; 3) if the amount deposited in any fiscal year in the Redemption Account and Reserve accounts do not meet the requirements of the Trust Agreement; 4) if the County is rendered incapable of fulfilling its obligations; 5) if final judgment for the payment of money shall be rendered against the County as a result of owning and controlling Port Authority Properties and the judgment is not discharged within 60 days from entry or an appeal is not taken; 6) if an order or decree is entered with or without the consent of the County, appointing a receiver or receivers of the Port Authority Properties or of the Revenue thereof, and the order shall not be vacated or discharged or stayed on appeal within 60 days after entry; 7) if any proceeding is instituted resulting from creditor claims that are payable out of Revenues as defined by the Trust Agreement, with consent or acquiescence of the County, affecting a composition between the County and its creditors, or adjusted creditor claims, pursuant to any federal or state statute now or hereafter enacted; 8) if the County defaults in the performance of any covenants, conditions, agreements, and provisions contained in the bonds or Trust Agreement, and such default continues 30 days after written notice is provided to the County by the Trustee.

Pursuant to Section 803 of the Trust Agreement, the finance-related consequences resulting from events of default specified in Section 802, is the acceleration of bond maturities. In each case of default, the Trustee may, and upon written request of not less than 20% of the bond holders, by a notice in writing to the County, declare the principal of all the bonds then Outstanding to be due and payable immediately. The Trust Agreement or Aviation Revenue Bond agreements do not call for termination events or subjective acceleration clauses; other than the acceleration clause mentioned above resulting from events of default (in thousands):

Miami-Dade County Aviation Department Debt Outstanding

Revenue Bonds	Issue Date	Rate	Maturity	2020	2019
Serial bonds:					
2015A	July 2015	5.000%	2022-2034	$ 27,690	$ 27,690
2010B	August 2010	3.625%-5.000%	2019-2031	86,155	97,865
2010A	January 2010	4.250%-5.250%	2019-2031	72,600	86,370
2009B	May 2009	4.125%-4.625%	2019-2023	-	4,725
2009A	May 2009	5.500%-5.750%	2019-2023	-	8,400
2002A	December 2002	5.050%	2037	15	15
				186,460	225,065
Term bonds:					
2019A	May 2019	4.000%–5.000%	2043-2050	282,180	282,180
2015A	July 2015	4.250%–5.000%	2037–2046	45,595	45,595
2010B	August 2010	5.000%	2036–2042	274,225	274,225
2008A	June 2008	5.500%	2042	15	15
				602,015	602,015

Note 6—Debt (continued)

Miami-Dade County Aviation Department Debt Outstanding (Refunding)

Revenue Bonds	Issue Date	Rate	Maturity	2020	2019
Serial bonds:					
2019E	August 2019	1.872%-2.649%	2021-2033	$ 360,500	$ 360,500
2019D	August 2019	5.000%	2021-2022	9,675	9,675
2019C	August 2019	5.000%	2021-2022	17,415	17,415
2019B	May 2019	2.569%-3.555%	2021-2035	212,745	212,745
2018C	August 2018	2.760%-4.162%	2020–2034	283,300	286,475
2018B	August 2018	4.000%-5.000%	2020–2042	2,760	4,185
2018A	August 2018	4.000%-5.000%	2020–2042	9,830	19,745
2017D	August 2017	1.580%-3.554%	2019–2033	129,420	131,735
2017B	August 2017	2.750%-5.000%	2019–2038	27,400	52,490
2016B	August 2016	1.183% - 3.756%	2019–2037	359,525	365,105
2016A	August 2016	5.000%	2023–2037	179,540	179,540
2015B	July 2015	5.000%	2026–2028	38,500	38,500
2015A	July 2015	5.000%	2019–2034	43,435	58,580
2014B	December 2014	5.000%	2019–2035	73,920	75,235
2014A	December 2014	4.000% – 5.000%	2019–2037	583,455	586,645
2014	March 2014	4.000% – 5.000%	2019–2035	293,010	301,260
2012B	December 2012	3.000% – 5.000%	2019–2030	56,395	58,885
2012A	December 2012	5.000%	2019–2033	199,935	218,585
				2,880,760	2,977,300
Term bonds:					
2018C	August 2018	4.280%	2042	480,340	480,340
2017D	August 2017	3.732%-3.982%	2038-2042	180,550	180,550
2017B	August 2017	5.000%	2041	302,485	302,485
2017A	March 2017	4.000%	2041	145,800	145,800
2016B	August 2016	3.856%	2042	52,560	52,560
2016A	August 2016	5.000%	2042	136,190	136,190
2015A	July 2015	4.250%-5.000%	2035–2039	324,985	324,985
2014B	December 2014	5.000%	2038	82,250	82,250
				1,705,160	1,705,160
		Grand total		$ 5,374,395	$ 5,509,540

Note 6—Debt (continued)

b. *Maturities of Bonds Payable* – The annual debt service requirements are as follows (in thousands):

Years Ending September 30,	Aviation Revenue Bonds Principal	Interest
2021	$ 147,410	$ 226,285
2022	148,590	220,555
2023	153,860	214,616
2024	158,290	208,210
2025	164,695	201,774
2026-2030	910,110	910,385
2031-2035	1,159,715	702,110
2036-2040	1,518,205	382,749
2041-2045	820,295	79,056
2046-2050	193,225	19,762
	5,374,395	$ 3,165,502
Plus unamortized premium	247,079	
	$ 5,621,474	

On September 19, 2019, the Aviation Department issued $360,500,000 of Refunding Bonds, Series 2019E with an interest rate of 1.872% to 2.649%. The net proceeds were placed in an irrevocable trust account to refund the 2012A and 2012B Bonds which will mature on October 1, 2022. Payments were scheduled to be made accordingly by the Trustees. As of September 30, 2020, the Irrevocable Escrow Account for the advanced refunding had approximately $351,318,000.

On May 30, 2019, the Aviation Department issued $212,745,000 of Refunding Bonds, Series 2019B with an interest rate of 2.569% to 3.555%. The net proceeds were placed in an irrevocable trust account to refund the 2009A Bonds which matured on October 1, 2019; 2010A Bonds which will mature on October 1, 2020; and 2010B Bonds which will mature on October 1, 2020. Payments were scheduled to be made accordingly by the Trustees. As of September 30, 2020, the Irrevocable Escrow Account for the advanced refunding had approximately $198,866,000.

On August 30, 2018, the Aviation Department issued $766,815,000 of Refunding Bonds, Series 2018C with an interest rate of 2.760% to 4.280%. The net proceeds were placed in an irrevocable trust account to refund the 2009A Bonds which matured on October 1, 2019; 2009B Bonds which will mature on October 1, 2019; and 2010A Bonds which will mature on October 1, 2020. Payments were scheduled to be made accordingly by the Trustees. As of September 30, 2020, the Irrevocable Escrow Account for the advanced refunding had approximately $368,933,000.

Note 6—Debt (continued)

On August 25, 2016, the Aviation Department issued $315,730,000 of Refunding Bonds, Series 2016A with an interest rate of 5.00%. The net proceeds were placed in an irrevocable trust account to refund the 2007B Bonds which matured on October 1, 2017; 2008B Bonds which matured on October 1, 2018; 2009B Bonds which matured on October 1, 2019; and the 2010A Bonds which will mature on October 1, 2020. Payments were scheduled to be made accordingly by the Trustees. As of September 30, 2020, the Irrevocable Escrow Account for the advanced refunding had approximately $21,602,000.

Bond premium is added, and bond discount is deducted from the face amount of bonds payable. Deferred loss on defeased debt is shown separately as a deferred outflow in the statements of net position in accordance with GASB Statement No. 65. Bond premium and discount are amortized as additional interest expense using the effective interest method or the straight-line method if it does not differ materially from the effective interest method. Amortization of bond discount or premium for Aviation Revenue Bonds and Double-Barreled Aviation Bonds was approximately $20,926,000 and $24,026,000 for years ended September 30, 2020 and 2019, respectively, and is included in interest expense in the accompanying statements of revenue, expenses, and changes in net position.

c. Double-Barreled Aviation Bond – On March 4, 2010, the County issued its Double-Barreled Aviation Bond (“General Obligation”), Series 2010, in the aggregate principal amount of $239,775,000. The Series 2010 Bonds are a General Obligation of the County, secured by the full faith, credit and taxing power of the County. The Series 2010 Bonds are payable from ad valorem taxes levied on all taxable property in the County, without limitation as to rate or amount, to the extent that Net Available Airport Revenues are insufficient to pay debt services on the Series 2010 Bonds. “Net Available Airport Revenues” is defined to mean any unencumbered funds held for the credit of the Improvement Fund created under the Trust Agreement after the payment of all obligations of the County pertaining to the County airports which are payable pursuant to, and subject to, the restrictions of (i) the Trust Agreement, (ii) any Airline Use Agreement then in effect, or (iii) any other indenture, trust agreement, or contract.

Sections 11.01 and 11.02 of the County Resolution 1364-09, provides events of default and remedies to the events of default in respect to the Series 2010 Bonds; however, there are no finance-related consequences that result from an event of default. The Resolution does not call for termination events or subjective acceleration clauses.

Series 2010 was issued to provide long-term financing for certain capital improvement comprising a part of the Capital Improvement Program for the Aviation Department. Proceeds of the Series 2010 Bonds will be used for financing or reimbursing the County for costs of the acquisition, construction, improvement, and/or installation by the Aviation Department of its MIA Mover Program and a portion of its North Terminal Program. The Series 2010 bonds bear stated interest ranging from 2.00% to 5.00%, with $129,995,000 serial bonds due July 1, 2012 to 2032 and $109,760,000 term bonds due July 1, 2033 to 2041.

Note 6—Debt (continued)

Miami-Dade County Aviation Department Debt Outstanding (In Thousands)
September 30, 2020 and 2019

	Issue Date	Rate	Maturity	2020	2019
Revenue serial:					
2010	March 2010	3.500%-5.000%	2019-2032	$ 88,700	$ 94,075
				88,700	94,075
Revenue term:					
2010	March 2010	4.750%–5.000%	2033–2041	109,760	109,760
				109,760	109,760
Total				$ 198,460	$ 203,835

d. Maturities of Double-Barreled Aviation Bonds Payable – The annual debt service requirements are as follows (in thousands):

Years Ending September 30,	General Obligation Bonds Principal	Interest
2021	$ 5,590	$ 9,844
2022	5,870	9,564
2023	6,160	9,271
2024	6,470	8,963
2025	6,765	8,665
2026-2030	39,260	37,900
2031-2035	50,020	27,143
2036-2040	63,630	13,529
2041	14,695	735
	198,460	$ 125,614
Plus unamortized premium	2,928	
	$ 201,388	

Note 6—Debt (continued)

e. *Capital Leases* – The Aviation Department has entered into various agreements with banks to provide capital to finance the lease/purchase of certain energy improvement equipment. The future minimum payments for principal and interest under these agreements are as follows (in thousands):

Years Ending September 30,	Principal	Interest
2021	$ 4,994	$ 2,022
2022	4,379	1,863
2023	4,690	1,734
2024	5,016	1,595
2025	5,356	1,448
2026-2030	30,365	4,773
2031-2034	14,141	971
	$ 68,941	$ 14,406

The capitalized cost related to the capital leases is $90.4 million, which has a carrying value of $76.2 million, net of accumulated depreciation of $14.2 million.

f. *Long-Term Liabilities* – Changes in long-term liabilities are as follows (in thousands):

	Balance at September 30, 2019	Additions	Reductions	Total at September 30, 2020	Due Within One Year
Revenue bonds	$ 5,509,540	$ -	$ (135,145)	$ 5,374,395	$ 147,410
Add amounts:					
For issuance premiums/ discounts, net	267,528	-	(20,449)	247,079	-
General obligation bonds	203,835	-	(5,375)	198,460	5,590
Add amounts:					
For issuance premium	3,405	-	(477)	2,928	-
Total bonds payable, net	5,984,308	-	(161,446)	5,822,862	153,000
Other liabilities:					
Environmental remediation	48,535	10,899	(959)	58,475	9,560
Compensated absences	25,870	14,082	(9,022)	30,930	8,734
Rent and contribution advances	11,989	1,831	(9,663)	4,157	1,831
Capital lease payable	77,193	-	(8,252)	68,941	4,994
Postemployment benefits	27,100	6,990	(2,494)	31,596	-
Net pension liability:					
FRS	70,292	23,883	-	94,175	-
HIS	18,284	2,865	-	21,149	-
Total long-term liabilities	$ 6,263,571	$ 60,550	$ (191,836)	$ 6,132,285	$ 178,119

Note 6—Debt (continued)

	Balance at September 30, 2018	Additions	Reductions	Total at September 30, 2019	Due Within One Year
Revenue bonds	$ 5,309,125	$ 882,515	$ (682,100)	$ 5,509,540	$ 135,145
Add amounts:					
For issuance premiums/ discounts, net	275,732	15,346	(23,550)	267,528	-
General obligation bonds	209,010	-	(5,175)	203,835	5,375
Add amounts:					
For issuance premium	3,881	-	(476)	3,405	-
State Infrastructure Bank loan	5,274	-	(5,274)	-	-
Total bonds and loans payable, net	5,803,022	897,861	(716,575)	5,984,308	140,520
Other liabilities:					
Commercial paper notes	140,168	501,781	(641,949)	-	-
Environmental remediation	38,355	11,404	(1,224)	48,535	6,520
Compensated absences	24,777	12,568	(11,475)	25,870	7,386
Rent and contribution advances	13,228	8,473	(9,712)	11,989	8,473
Capital lease payable	80,683	-	(3,490)	77,193	8,252
Postemployment benefits	23,917	4,573	(1,390)	27,100	-
Net pension liability:					
FRS	61,090	11,769	(2,567)	70,292	-
HIS	17,261	1,023	-	18,284	-
Total long-term liabilities	$ 6,202,501	$ 1,449,452	$ (1,388,382)	$ 6,263,571	$ 171,151

g. Commercial Paper Notes – As of September 30, 2020 and 2019, the County did not have any Commercial Paper Notes ("Notes") outstanding. On May 30, 2019, $170,000,000 from the proceeds of Series 2019A bonds were used to pay off the outstanding Notes.

The proceeds of the Notes were used to finance certain airport and airport-related improvements. The Notes and accrued interest are payable solely from proceeds of future Revenue Bonds and any unencumbered monies in the Improvement Fund. The Notes are secured and payable under an irrevocable transferrable direct-pay letter of credit. The letter of credit, in the amount of $200,000,000, was approved for the purpose of making funds readily available for the payment of principal and interest on the Notes. As of September 30, 2020 and 2019, there was $200,000,000 and $200,000,000, respectively, available on the letter of credit. The letter of credit expired on March 2, 2019, subject to earlier termination as provided therein and to extension or renewal as provided therein. On February 6, 2019, an amendment to the letter of credit agreement was executed, extending the expiration date to March 2, 2021.

Note 6—Debt (continued)

Pursuant to Section 6.01 of the Letter of Credit and Reimbursement Agreement securing the Notes, events of default resulting in finance-related consequences include: 1) if the County provides materially false or misleading information in respect to the agreement and its compliance; 2) if the County fails to pay principal and interest on any Drawing when due; 3) the County fails to pay amount due to the Bank 10 days after receipt of invoice from the Bank; 4) the County fails to perform or observe any term or covenant or agreement contained in this Agreement; 5) if a final, non-appealable judgment for the payment of money in excess of $10,000,000 in excess of applicable insurance coverage and the same is not satisfied per requirements of such judgment; 6) an occurrence of an event of default under the Trust Agreement; 7) if any material provision of any Related Document shall cease to be valid, be declared null and void, or the County contest its validity and enforceability; 8) if a voluntary or involuntary case or proceeding of bankruptcy, insolvency, or other relief against the County with respect to itself or its debts; 9) if a receiver, liquidator, custodian is appointed in an involuntary case or proceeding against the County, and the appointee takes change of a substantial part of its properties and such action is not promptly stayed, discharged, or vacated; 10) if the County fails to pay its debts when due or declares a moratorium with respect to its debts; 11) if the long-term credit rating for any Aviation Revenue Bonds is withdrawn, suspended, or downgraded by any Rating Agency below Baa3, or BBB- (or the equivalent).

Pursuant to Section 6.02 of the Letter of Credit and Reimbursement Agreement securing the Notes, the finance-related consequences resulting from events of default specified in Section 6.01 include: delivering a No-Issuance Notice to the Paying Agent; and all Unpaid drawings and other amounts owed to the Bank, plus an amount equal to the principal amount of all outstanding CP Notes plus interest will become immediately due and payable.

In accordance with Section 2.02(d) of the Letter of Credit and Reimbursement Agreement securing the Notes, if the letter of credit is terminated or the amount is permanently reduced prior to one year from the closing date, the County will be required to pay the bank an early termination fee equal to the Letter of Credit Fee, that would have been paid on the portion that was terminated or permanently reduced. The Letter of Credit and Reimbursement Agreement does not call for subjective acceleration clauses other than the acceleration clause stated in Section 6.02, resulting from the events of default under Section 6.01.

Following is a schedule of changes in Notes (in thousands):

Balance as of October 1, 2018	$	140,168
Additions		501,781
Deductions		(641,949)
Balance as of September 30, 2019		-
Additions		-
Deductions		-
Balance as of September 30, 2020	$	-

Note 7—Restricted assets

A summary of restricted assets at September 30, 2020 and 2019 is as follows (in thousands):

	2020	2019
Construction account	$ 512,443	$ 613,734
Bond service and reserve account	467,962	466,392
Reserve maintenance	68,202	81,715
	$ 1,048,607	$ 1,161,841

Note 8—Management, operating, concession, and lease agreements

a. Management Agreements – Certain properties are provided under management agreements with nationally recognized firms or local firms with expertise in their areas of service. Among these properties are public parking, special service lounges, Fuel Farm, and the Airport Hotel. The Aviation Department receives all revenue. These agreements provide for reimbursement of approved budgeted operating expenses and a fixed management fee or fees based on percentages of revenue or operating profits of the facilities. While the Aviation Department generally looks toward the management companies for recommendations relative to operation of the facilities, the Aviation Department does exercise complete budgetary control and establishes standards, guidelines, and goals for growth and performance. Such actions are taken within the rights reserved to the Aviation Department under these agreements to control all aspects of the businesses. These include such matters as pricing, staffing, employee benefits, operating hours, facilities maintenance requirements, service levels, market selections, personnel policies, and marketing strategies. In the event the management firm is not performing in accordance with the standards established by the Aviation Department, the Aviation Department has the authority to cancel such agreements.

b. Operating Agreements – Certain other services are provided under operating agreements with nationally recognized firms or local firms with expertise in their areas of service. These agreements provide necessary services of employee shuttle transportation and janitorial services to the Aviation Department. These agreements provide for reimbursement of approved, budgeted operating expenses and a fixed management fee. While the Aviation Department generally looks toward the operating companies for recommendations relative to these operations, the Aviation Department does exercise complete budgetary control and establishes standards, guidelines, and goals for service and performance. Such actions are taken within the rights reserved to the Aviation Department under these agreements to control all aspects of the businesses. These include such matters as personnel policies, staffing, employee benefits, facilities maintenance requirements, and service levels. In the event the operating firm is not performing in accordance with the standards established by the Aviation Department, the Aviation Department has the authority to cancel such operating agreements. The operating firms do not act as general agents on behalf of the County and, therefore, cannot obligate or commit the Aviation Department beyond the scope of what is required to run the day-to-day operations of managed properties as established by the budget approved by the Aviation Department. The expenses associated with the operation of these facilities and services are recorded as operating expenses under operating agreements in the accompanying statements of revenue, expenses, and changes in net position.

Note 8—Management, operating, concession, and lease agreements (continued)

c. Concession Agreements – The Aviation Department has entered into concession agreements with retail stores and newsstands, duty-free merchandise shops, food and beverage facilities, various rent-a-car companies, aeronautical service companies, and other passenger services through 2025. The agreements consist of both cancelable and noncancelable agreements and provide for a minimum annual rental and a franchise fee based on a percentage of the gross revenue, whichever is greater. These agreements generated revenue of approximately $120,663,000 and $199,955,000 during fiscal years 2020 and 2019, respectively. Minimum future fees under such noncancelable concession agreements as of September 30, 2020 are as follows (in thousands):

Years Ending September 30,		
2021	$	77,140
2022		71,700
2023		41,576
2024		39,662
2025		8,965
	$	239,043

d. Lease Agreements – The leasing operations of the Aviation Department consist principally of the leasing of land, buildings, and office space. The lease agreements consist of both cancelable and noncancelable agreements and permit the Aviation Department to periodically adjust rents and maximize operational flexibility. Minimum future rentals under such noncancelable lease agreements as of September 30, 2020 are as follows (in thousands):

Years Ending September 30,		
2021	$	9,529
2022		9,246
2023		9,246
2024		9,246
2025		8,179
2026-2030		20,005
2031-2035		12,195
2036-2040		7,932
2041-2045		2,719
2046-2050		2,617
2051-2055		2,443
	$	93,357

The Aviation Department recognized approximately $144,074,000 and $147,198,000 of rental income for the years ended September 30, 2020 and 2019, respectively.

Note 9—Insurance

The Aviation Department, along with most other County departments, participates in the self-insurance program of the County for workers' compensation, automobile, and general liability insurance covering employees and officials of the County. The program is administered by the Risk Management Division of the Internal Services Department. Allocations of the self-insurance programs are based on the Aviation Department's claims history and administrative costs to adjudicate the claims. The long-term estimated liability for claims payable, including incurred but not reported, is recorded and retained at the County level. Therefore, such long-term liability is not included in the accompanying financial statements. The Aviation Department's long-term liability for workers' compensation and general liability is estimated to be approximately $4,793,000 and $3,748,000 as of September 30, 2020 and 2019, respectively, based on an independent actuarial valuation. The short-term liability for claims payable in the amount of approximately $662,000 and $709,000 as of September 30, 2020 and 2019, respectively, is included in due to County Agencies in the accompanying statements of net position.

The Aviation Department also pays premiums to commercial insurance carriers for airport liability insurance and property insurance. The airport liability coverage provides comprehensive general liability, contractual liability, and personal injury liability at all airports. The limit of liability is $1 billion with a self-insured retention of $50,000 per occurrence and an annual aggregate retention of $500,000. The limit for personal injury is $50 million per occurrence.

The property of the Aviation Department is insured under a countywide master program that covers most County properties. The Aviation Department allocation is based on the value of the property of the Aviation Department as a percentage of the total value of the property insured. The limit is $350 million countywide with a $5 million deductible per occurrence for most perils and a $200 million deductible for Named Storms. The sublimit for flood is $50 million. Terrorism is included in the program with a limit of $195 million. The Business Interruption limit for the Aviation Department is $17.9 million.

There were no significant reductions in coverage in 2020. The amounts of insurance settlements during the past three fiscal years have not exceeded the Aviation Department's insurance coverage.

Note 10—Retirement benefits

Miami Dade County provides retirement benefits to its employees through the FRS and a Deferred Retirement Option Program (the "DROP"), as well as state approved OPEB in the form of subsidized health insurance premiums.

Florida Retirement System Overview – The County participates in the FRS. The FRS was created in Chapter 121, *Florida Statutes*, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the DROP under the defined benefit plan and amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective October 1, 2002. This integrated, defined contribution pension plan is the FRS Investment Plan. Chapter 112, *Florida Statutes*, established the Retiree HIS Program, a cost-sharing, multiple-employer, defined benefit pension plan, to assist retired members of any state-administered retirement system in paying the costs of health insurance.

Note 10—Retirement benefits (continued)

Essentially all regular employees of the County are eligible to enroll as members of the state-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, *Florida Statutes*; Chapter 112, Part IV, *Florida Statutes*; Chapter 238, *Florida Statutes*; and FRS Rules, Chapter 60S, *Florida Administrative Code*; wherein eligibility, contributions, and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature.

The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement, and consists of the two cost-sharing, multiple-employer defined benefit plans and other nonintegrated programs. A comprehensive annual financial report of the FRS, which includes its financial statements, required supplementary information, actuarial report, and other relevant information, is available from the Florida Department of Management Services' Website (http://www.dms.myflorida.com/workforce_operations/retirement/publications).

FRS Pension Plan

Plan Description – The FRS Pension Plan (the "FRS Plan") is a cost-sharing, multiple-employer defined benefit pension plan, with DROP for eligible employees. The general classes of membership are as follows:

- Regular Class – Members of the FRS who do not qualify for membership in the other classes.
- Elected County Officers Class – Members who hold specified elective offices in local government.
- Senior Management Service Class (SMSC) – Members in senior management level positions.
- Special Risk Class – Members who are employed as law enforcement officers and meet the criteria to qualify for this class.

Employees enrolled in the FRS Plan prior to July 1, 2011 vest at six years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011 vest at eight years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62 or at any age after 30 years of service (except for members classified as special risk who are eligible for normal retirement benefits at age 55 or at any age after 25 years of service). All members enrolled in the FRS Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service (except for members classified as special risk who are eligible for normal retirement benefits at age 60 or at any age after 30 years of service). Members of the FRS Plan may include up to four years of credit for military service toward creditable service.

The FRS Plan also includes an early retirement provision; however, there is a 5% benefit reduction for each year a member retires before his or her normal retirement date. The FRS Plan provides retirement, disability, death benefits, and annual cost-of-living adjustments to eligible participants.

Note 10—Retirement benefits (continued)

DROP, subject to provisions of Section 121.091, *Florida Statutes*, permits employees eligible for normal retirement under the FRS Plan to defer receipt of monthly benefit payments while continuing employment with an FRS employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

Benefits Provided – Benefits under the FRS Plan are computed on the basis of age and/or years of service, average final compensation, and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average final compensation is the average of the five highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the eight highest fiscal years' earnings. The total percentage value of the benefit received is determined by calculating the total value of all service, which is based on the retirement class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned:

Class, Initial Enrollment, and Retirement Age/Years of Service	% Value
Regular Class members initially enrolled before July 1, 2011	
Retirement up to age 62 or up to 30 years of service	1.60
Retirement at age 63 or with 31 years of service	1.63
Retirement at age 64 or with 32 years of service	1.65
Retirement at age 65 or with 33 or more years of service	1.68
Regular Class members initially enrolled on or after July 1, 2011	
Retirement up to age 65 or up to 33 years of service	1.60
Retirement at age 66 or with 34 years of service	1.63
Retirement at age 67 or with 35 years of service	1.65
Retirement at age 68 or with 36 or more years of service	1.68
Elected County Officers	
Service as Supreme Court Justice, district court of appeal judge, Circuit court judge, or county judge	3.33
Service as Governor, Lt. Governor, Cabinet Officer, Legislator, state attorney, public defender, elected county official, or elected official of a city or special district that chose EOC membership for its elected officials	3.00
Senior Management Service Class	2.00
Special Risk Regular	
Service from December 1, 1970 through September 30, 1974	2.00
Service on and after October 1, 1974	3.00

Note 10—Retirement benefits (continued)

As provided in Section 121.101, *Florida Statutes*, if the member is initially enrolled in the FRS before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of-living adjustment is 3% per year. If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%. FRS Plan members initially enrolled on or after July 1, 2011 will not have a cost-of-living adjustment after retirement.

Miami-Dade County Allocation – The County allocated the FRS Plan amounts to the different departments based on their proportionate share of contributions to total contributions made by the County to the FRS during fiscal years 2020 and 2019, (October 2018 through September 2020). The Aviation Department's proportionate share of the contributions was 2.74% and 2.57% of the total contributions made by the County to the FRS during fiscal years 2020 and 2019, respectively.

Contributions – The Florida Legislature establishes contribution rates for participating employers and employees. Contribution rates in effect from July 1, 2018 through June 30, 2019 were as follows:

	Percent of Gross Salary	
Class	**Employee**	**Employer[1]**
FRS, Regular	3.00	8.26
FRS, Elected County Officers	3.00	48.70
FRS, Senior Management Service	3.00	24.06
FRS, Special Risk Regular	3.00	24.50
DROP – Applicable to:		
Members from all of the above classes	0.00	14.03

Contribution rates in effect from July 1, 2019 through June 30, 2020 were as follows:

	Percent of Gross Salary	
Class	**Employee**	**Employer[1]**
FRS, Regular	3.00	8.47
FRS, Elected County Officers	3.00	48.82
FRS, Senior Management Service	3.00	25.41
FRS, Special Risk Regular	3.00	25.48
DROP – Applicable to:		
Members from all of the above classes	0.00	14.60

Note 10—Retirement benefits (continued)

Contribution rates in effect from July 1, 2020 through September 30, 2020 were as follows:

	Percent of Gross Salary	
Class	**Employee**	**Employer[1]**
FRS, Regular	3.00	10.00
FRS, Elected County Officers	3.00	49.18
FRS, Senior Management Service	3.00	27.29
FRS, Special Risk Regular	3.00	24.45
DROP – Applicable to:		
Members from all of the above classes	0.00	16.98

(1) Employer rates include 1.66% for the postemployment health insurance subsidy. Also, employer rates, other than for DROP participants, include 0.06% for administrative costs of the Investment Plan.

The Aviation Department's contributions for FRS totaled \$8.0 million and \$7.0 million and employee contributions totaled \$2.1 million and \$2.0 million for the fiscal years ended September 30, 2020 and 2019, respectively.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions – At September 30, 2020, the Aviation Department reported a liability of \$94.2 million for its proportionate share of the FRS Plan's net pension liability. The net pension liability was measured as of June 30, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The Aviation Department's proportionate share of the net pension liability was based on the Aviation Department's 2019-2020 fiscal year contributions relative to the 2019-2020 fiscal year contributions of all participating members of the FRS Plan. At June 30, 2020, the Aviation Department's proportionate share was 0.2173%, which was an increase of 0.0132% from its proportionate share of 0.2041% measured at June 30, 2019.

At September 30, 2019, the Aviation Department reported a liability of \$70.3 million for its proportionate share of the FRS Plan's net pension liability. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2019. The Aviation Department's proportionate share of the net pension liability was based on the Aviation Department's 2018-2019 fiscal year contribution relative to the 2018-2019 fiscal year contributions of all participating members of the FRS Plan. At June 30, 2019, the Aviation Department's proportionate share was 0.2041%, which was an increase of 0.0013% from its proportionate share of 0.2028% measured at June 30, 2018.

Note 10—Retirement benefits (continued)

For the fiscal years ended September 30, 2020 and 2019, the Aviation Department recognized pension expense of $19.9 million and $17.0 million, respectively, related to the FRS Plan. In addition, for the year ended September 30, 2020, the Aviation Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 3,604	$ -
Change of assumptions	17,050	-
Net difference between projected and actual earnings on FRS pension plan investments	5,607	-
Changes in proportion and differences between Aviation Department FRS contributions and proportionate share of contributions	990	88
Aviation Department FRS contributions subsequent to the measurement date	2,130	-
Total	$ 29,381	$ 88

For the year ended September 30, 2019, the Aviation Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 4,169	$ 44
Change of assumptions	18,054	-
Net difference between projected and actual earnings on FRS pension plan investments	-	3,888
Changes in proportion and differences between Aviation Department FRS contributions and proportionate share of contributions	1,281	225
Aviation Department FRS contributions subsequent to the measurement date	1,791	-
Total	$ 25,295	$ 4,157

Note 10—Retirement benefits (continued)

The deferred outflows of resources related to pensions, totaling $2.1 million, resulting from Aviation Department's contributions to the FRS Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ended September 30, 2021. Changes in the net pension liability arising from experience gains/losses, assumption changes, and differences between projected and actual earnings on investments must be recognized in expense over a period of years. Those amounts that are not recognized in expense during the current reporting period, are accounted for as deferred outflows and inflows of resources. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

Fiscal Years Ending September 30,	Deferred Outflows (Inflows), Net
2021	$ 5,754
2022	8,699
2023	7,326
2024	4,384
2025	1,000
Thereafter	-
	$ 27,163

Actuarial Assumptions – The FRS pension actuarial valuation was determined using the following actuarial assumptions, as of July 1, 2020, applied to all periods included in the measurement:

Inflation	2.40%
Salary Increases	3.25%, average, including inflation
Investment rate of return	6.80%, net of pension plan investment expense, including inflation
Discount rate	6.80%

Mortality rates were based on the PUB2010 base tables (varies by member category and sex). Projected generationally with scale MP-2018 details.

The actuarial assumptions used in the June 30, 2020 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

Note 10—Retirement benefits (continued)

Long-Term Expected Rate of Return – The long-term expected rate of return on pension plan investments was not based on historical returns, but instead is based on a forward-looking capital market economic model. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions, and includes an adjustment for the inflation assumption. The target allocation and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation [1]	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.00%	2.20%	2.20%	1.20%
Fixed income	19.00%	3.00%	2.90%	3.50%
Global equity	54.20%	8.00%	6.70%	17.10%
Real estate (property)	10.30%	6.40%	5.80%	11.70%
Private equity	11.10%	10.80%	8.10%	25.70%
Strategic investments	4.40%	5.50%	5.30%	6.90%
	100.00%			
Assumed inflation - Mean			2.40%	1.70%

Note: [1] As outlined in the Plan's investment policy

Discount Rate – The discount rate used to measure the total pension liability was 6.80%. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions will be made at the statutorily required rates. The FRS Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return. The FRS Actuarial Assumption Conference is responsible for setting the assumptions used in the valuations of the defined benefit pension plans pursuant to Section 216.136(10), Florida Statutes. The 6.80% rate of return assumption used in the June 30, 2020 calculations was determined by the FRS Plan's consulting actuary to be reasonable and appropriate per Actuarial Standard of Practice No. 27 (ASOP 27) for accounting purposes which differs from the rate used for funding purposes which is used to establish the contribution rates for the FRS Plan.

Note 10—Retirement benefits (continued)

Sensitivity of the Aviation Department's Proportionate Share of the Net Position Liability to Changes in the Discount Rate – The following presents the Aviation Department's proportionate share of the net pension liability calculated using the discount rate of 6.80%, as well as what the Aviation Department's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.80%) or 1-percentage-point higher (7.80%) than the current rate (in thousands):

	1% Decrease (5.80%)	Current Discount Rate (6.80%)	1% Increase (7.80%)
Aviation Department's proportionate share of the net pension liability	$ 150,382	$ 94,175	$ 47,231

Pension Plan Fiduciary Net Position – Detailed information about the Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Comprehensive Annual Financial Report.

Payables to the Pension Plan – At September 30, 2020 and 2019, the Aviation Department reported no payables for the outstanding amount of contributions to the FRS Plan.

The Retiree HIS Program

Plan Description – The Retiree Health Insurance Subsidy Program (the "HIS Plan") is a cost-sharing, multiple-employer defined benefit pension plan established under Section 112.363, *Florida Statutes*, and may be amended by the Florida Legislature at any time. The benefit is a monthly payment to assist retirees of the state-administered retirement systems in paying their health insurance costs and is administered by the Division of Retirement within the Florida Department of Management Services.

Benefits Provided – For the fiscal year ended September 30, 2020, eligible retirees and beneficiaries received a monthly HIS payment of $5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of $30 and a maximum HIS payment of $150 per month, pursuant to Section 112.363, *Florida Statutes*. To be eligible to receive a HIS Plan benefit, a retiree under a state-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

Miami-Dade County Allocation – The County allocated the HIS Plan amounts to the different departments based on their proportionate share of contributions to total contributions made by the County to the FRS during fiscal years 2020 and 2019, (October 2018 through September 2020). The Aviation Department's proportionate share of the contributions was 2.74% and 2.57% of the total contributions made by the County to the FRS during fiscal years 2020 and 2019, respectively.

Note 10—Retirement benefits (continued)

Contributions – The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended September 30, 2020, the HIS contribution for the period July 1, 2019 through June 30, 2020 and from July 1, 2020 through September 30, 2020 was 1.66%. The Aviation Department contributed 100% of its statutorily required contributions for the current fiscal year. The HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. The HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled.

The Aviation Department's contributions to the HIS Plan totaled $1.0 million and $0.9 million for the fiscal years ended September 30, 2020 and 2019, respectively.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions – At September 30, 2020, the Aviation Department reported a net pension liability of $21.1 million for its proportionate share of the HIS Plan's net pension liability. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The Aviation Department's proportionate share of the net pension liability was based on the Aviation Department's 2019-2020 fiscal year contributions relative to the total 2019-2020 fiscal year contributions of all participating members of the HIS Plan. At June 30, 2020, the Aviation Department's proportionate share was 0.1732%, which was an increase of 0.0098% from its proportionate share of 0.1634% measured as of June 30, 2019.

At September 30, 2019, the Aviation Department reported a liability of $18.3 million for its proportionate share of the HIS Plan's net pension liability. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019. The Aviation Department's proportionate share of the net pension liability was based on the Aviation Department's 2018-2019 fiscal year contribution relative to the 2018-2019 fiscal year contributions of all participating members of the HIS Plan. At June 30, 2019, the Aviation Department's proportionate share was 0.1634%, which was an increase of 0.0003% from its proportionate share of 0.1631% measured at June 30, 2018.

Note 10—Retirement benefits (continued)

For the fiscal years ended September 30, 2020 and 2019, the Aviation Department recognized pension expense of \$1.8 million and \$1.5 million, respectively, related to the HIS Plan. In addition, for the year ended September 30, 2020, the Aviation Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 865	$ 16
Change of assumptions	2,273	1,230
Net difference between projected and actual earnings on HIS pension plan investments	17	-
Changes in proportion and differences between Aviation Department HIS contributions and proportionate share of HIS contributions	400	128
Aviation Department contributions subsequent to the measurement date	275	-
Total	$ 3,830	$ 1,374

For the year ended September 30, 2019, the Aviation Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 222	$ 22
Change of assumptions	2,117	1,495
Net difference between projected and actual earnings on HIS pension plan investments	12	-
Changes in proportion and differences between Aviation Department HIS contributions and proportionate share of HIS contributions	472	70
Aviation Department contributions subsequent to the measurement date	247	-
Total	$ 3,070	$ 1,587

Note 10—Retirement benefits (continued)

The deferred outflows of resources related to pensions, totaling $0.3 million, resulting from the Aviation Department's contributions to the HIS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ended September 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

Fiscal Years Ending September 30,	Deferred Outflows (Inflows), Net
2021	$ 598
2022	459
2023	184
2024	303
2025	356
Thereafter	281
	$ 2,181

Actuarial Assumptions – The HIS pension as of July 1, 2020 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40%
Salary Increases	3.25%, average, including inflation
Municipal Bond Rate	2.21%, net of pension plan investment expense, including inflation

Mortality rates were based on the Generational PUB-2010 with Projection Scale MP-2018.

The actuarial assumptions used in the June 30, 2020 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

Discount Rate – The discount rate used to measure the total pension liability was 2.21%. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

Note 10—Retirement benefits (continued)

Sensitivity of the Aviation Department's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following presents the Aviation Department's proportionate share of the net pension liability calculated using the discount rate of 2.21%, as well as what the Aviation Department's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (1.21%) or 1-percentage-point higher (3.21%) than the current rate (in thousands):

	1% Decrease (1.21%)	Current Discount Rate (2.21%)	1% Increase (3.21%)
Aviation Department's proportionate share of the net pension liability	$ 24,448	$ 21,149	$ 18,450

Pension Plan Fiduciary Net Position – Detailed information about the HIS Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Comprehensive Annual Financial Report.

Payables to the Pension Plan – At September 30, 2020 and 2019, the Aviation Department reported no payables for the outstanding amount of contributions to the HIS Plan.

Aggregate Amount of Pension Expenses – The aggregate amount of net pension liabilities, related deferred outflows of resources and deferred inflow of resources, and pension expense for the Aviation Department FRS and HIS pension plans are summarized below (in thousands):

Pension Plans	Net Pension Liability	Deferred Outflows of Resources	Deferred Inflows of Resources	Pension Expense
FRS Pension Plan	$ 94,175	$ 29,381	$ 88	$ 15,728
HIS Plan	21,149	3,830	1,374	1,892
Total	$ 115,324	$ 33,211	$ 1,462	$ 17,620

FRS – Defined Contribution Pension Plan

The County contributes to the FRS Defined Contribution Investment Plan (the "Investment Plan"). The Investment Plan is administered by the State Board of Administration (SBA), and is reported in the SBA's annual financial statements and in the state of Florida Comprehensive Annual Financial Report.

Note 10—Retirement benefits (continued)

As provided in Section 121.4501, *Florida Statutes*, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined-benefit plan. County employees participating in the DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.) as the FRS defined benefit plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices.

Allocations to the investment members' accounts, as established by Section 121.72, *Florida Statutes*, during the 2019-2020 fiscal year were as follows:

Membership Class	Percent of Gross Compensation
FRS, Regular	6.30
FRS, Elected County Officers	11.34
FRS, Senior Management Service	7.67
FRS, Special Risk Regular	14.00

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. Costs of administering the Investment Plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.06% from July 1, 2018 through September 30, 2020 and by forfeited benefits of Investment Plan members. For the fiscal year ended September 30, 2020, the information for the amount of forfeitures was unavailable from the SBA; however, management believes these amounts, if any, would be immaterial to the County.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided under the Investment Plan if the member becomes permanently and totally disabled. The member must transfer the account balance to the FRS Trust Fund when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan.

The Aviation Department's Investment Plan pension contributions totaled approximately $741,500 and $639,900 and employee contributions totaled approximately $634,900 and $571,000 for the fiscal years ended September 30, 2020 and 2019, respectively.

Note 11—Commitments and contingencies

a. Environmental Matters – In August 1993, the Aviation Department and the Dade County Department of Environmental Resources Management (DERM) entered into a Consent Order. Under the Consent Order, the Aviation Department was required to correct environmental violations resulting from various tenants' failure to comply with their environmental obligations at the airport including those facilities previously occupied by Eastern Airlines (Eastern) and Pan Am Airlines (Pan Am). In addition, the Aviation Department had a preliminary study performed by an independent engineering firm to estimate the cost to correct the environmental violations noted in the Consent Order. This study was used as a basis to record the environmental remediation liability as of September 30, 1993.

In each subsequent year, the Aviation Department has received an updated study performed by an independent engineering firm to further update the estimated costs to correct the environmental violations noted in the Consent Order based on additional information and further refinement of estimated costs to be incurred.

As a result of the updated study and costs incurred in fiscal year 2020, the total cumulative estimate to correct such violations was approximately $210,689,000. This estimate allows for uncertainties as to the nature and extent of environmental reparations and the methods, which must be employed for the remediation. The cumulative amount of environmental expenditures spent through September 30, 2020 approximated $152,214,000. The Aviation Department has also spent approximately $56,314,000 in other environmental-related projects not part of any Consent Order.

During fiscal year 1998, a Consent Order ("FDEP Consent Order") was signed with the state of Florida Department of Environmental Protection ("FDEP"). The FDEP Consent Order encompasses and replaces the DERM agreement and includes additional locations. The FDEP Consent Order includes all locations at MIA that are contaminated as well as additional sites where contamination is suspected. The Aviation Department included other sites where contamination is suspected in the FDEP Consent Order under a Protective Filing. If contamination is documented at these sites, the State would be required to incur the costs of remediation. Because the State will be required to pay for remediation of sites filed in the Protective Filing and because the contamination at the sites is unknown, an accrual amount is not reflected in the Opinion of Cost report or in the accompanying financial statements.

Currently, the County has several pending lawsuits in State Court against the Potentially Responsible Parties ("PRP") and insurers to address recovery of past and future damages associated with the County's liability under the FDEP Consent Order. As of September 30, 2020, the Aviation Department has received approximately $60,365,000 from the State, insurance companies, and PRPs.

The outstanding liability amount at September 30, 2020 and 2019 was $58,475,000 and $48,535,000, respectively, representing the unexpended environmental remediation costs based on the Opinion of Cost performed by an independent engineering firm. At September 30, 2020 and 2019, the long-term liability was $48,915,000 and $42,015,000, respectively, and the short-term liability was $9,560,000 and $6,520,000, respectively. Management has allocated a portion of bond proceeds to fund this obligation and believes that the remaining amount can be funded from recoveries and the operations of the Aviation Department. The liability recorded by the Aviation Department does not include an estimate of any environmental violations at the three general aviation airports or at the two training airports. Management is not aware of any such liabilities, and the occurrence of any would not be material to the financial statements.

Note 11—Commitments and contingencies (continued)

In addition to the studies conducted to determine the environmental damage to the sites occupied by Eastern and Pan Am, the Aviation Department caused studies to be performed to determine the amount required to remove or otherwise contain the asbestos in certain buildings occupied by the airlines. The Aviation Department has also estimated the amount required to remove or otherwise contain the asbestos in buildings other than those formerly occupied by Eastern and Pan Am. The studies that estimate the cost to correct such damage related to all buildings were assessed at approximately $4.5 million. The Aviation Department has no intention of correcting all assessed damage related to asbestos in the near future as they pose no imminent danger to the public. Specific issues will be addressed when and if the Aviation Department decides to renovate or demolish related buildings. At such time, the Aviation Department will obligate itself to the cleanup or asbestos abatement. As emergencies or containment issues may arise from this condition, they will be isolated and handled on a case-by-case basis as repair and maintenance. Such amounts do not represent a liability of the Aviation Department until such time as a decision is made by the Aviation Department's management to make certain modifications to the buildings, which would require the Aviation Department to correct such matters. As such, no amounts are recorded as of September 30, 2020 and 2019.

The nature of ground and groundwater contamination at MIA can be divided into two categories: petroleum-related contamination and hazardous/nonhazardous contamination. The Opinion of Cost is divided in three large areas: the Inland Protection Trust Fund ("IPTF"), which was created by the state of Florida to deal with contamination related to petroleum products in sites that qualified for that program; the non-IPTF contamination relates to other sites that might include petroleum as well as hazardous/nonhazardous-related contamination; and the nonconsent items, which can be either of the two above but were not specifically listed in the Consent Order.

The table below summarizes the remediation liability by nature of contaminant as of September 30, 2020:

Nature of Contamination	IPTF	Non-IPTF	Nonconsent	Totals
Petroleum	$ 4,375,000	$ -	$ -	$ 4,375,000
Hazardous/nonhazardous	-	48,075,000	6,025,000	54,100,000
Total	$ 4,375,000	$ 48,075,000	$ 6,025,000	$ 58,475,000

The table below summarizes the remediation liability by nature of contaminant as of September 30, 2019:

Nature of Contamination	IPTF	Non-IPTF	Nonconsent	Totals
Petroleum	$ 4,435,000	$ -	$ -	$ 4,435,000
Hazardous/nonhazardous	-	38,575,000	5,525,000	44,100,000
Total	$ 4,435,000	$ 38,575,000	$ 5,525,000	$ 48,535,000

b. Other Commitments and Contingencies – As of September 30, 2020, the Aviation Department had approximately $194,356,000 of construction commitments outstanding.

Note 11—Commitments and contingencies (continued)

A number of claims and lawsuits are pending against the County relating to the Aviation Department resulting from the normal course of conducting its operations. However, in the opinion of management and the County Attorney, the ultimate outcome of such actions will not have a material, adverse effect on the financial position of the Aviation Department.

The Aviation Department receives grants from federal and state financial assistance programs, which are subject to audit and adjustment by the grantor agencies. It is the opinion of management that no material liabilities will result to the Aviation Department from any such audit.

In a quitclaim deed dated December 20, 2011, the Rental Car Facility ("RCF") at the Miami Intermodal Center (MIC) adjacent to the airport was conveyed to the County through its Aviation Department by FDOT. The conveyance was recorded in the amount of approximately $393,327,000 ($42,000,000 for the land and $351,327,000 for the building and improvements), which represented the acquisition value at the date of the conveyance. The quitclaim deed requires that the RCF be used as a rental car facility. In the event it ceases to be used as such, all property rights in it revert to FDOT.

The RCF was designed and constructed by FDOT, which borrowed $270 million from the United States Department of Transportation (USDOT) under the TIFIA loan program. The loan will be repaid through the collection of Customer Facility Charges ("CFC") and contingent rent, if needed, from car rental company customers using the RCF. The car rental companies remit these funds directly to the Fiscal Agent servicing the loan; the CFCs are not revenue of the Aviation Department. The County and the Aviation Department do not own nor do they have access to accounts held by the Fiscal Agent. The repayment of the TIFIA loan is not secured by any Aviation Department revenue and in no event will the Aviation Department be required to use any airport revenue for the payment of debt service on the RCF portion of the TIFIA loan or any additional RCF financing.

c. COVID-19 Effect and Managements Plans – In March 2020, the World Health Organization declared the outbreak of a novel coronavirus ("COVID-19") a global pandemic, which continues to spread throughout the world and has adversely impacted global commercial activity, global air travel, and contributed to significant declines and volatility in the financial markets. The COVID-19 outbreak and government responses are creating disruption to global supply chains and adversely impacting many industries. The travel restrictions imposed by governments both domestically and internationally have resulted in a decrease in passenger volume and air travel demand, resulting in loss revenues based on pre-pandemic projected revenues. There is unprecedented uncertainty surrounding the duration of the pandemic, its potential economic ramifications, and any government actions to mitigate them. To mitigate the financial impact and loss of revenues as a result of the pandemic, management immediately implemented cost savings measures, refinanced bonds resulting in debt service savings of approximately $120.3 million over the next three fiscal years (2021 – 2023), and deferred construction projects that will be reassessed and re-evaluated in the future.

Note 12—Postemployment benefits other than pensions

a. Plan Description – The County administers a single-employer defined-benefit healthcare plan (the Plan) that provides postretirement medical, hospital, pharmacy, and dental coverage to retirees as well as their eligible spouses and dependents. Benefits are provided through the County's group health insurance plan, which covers both active and retired members. Benefits are established and may be amended by the Miami-Dade County Board of County Commissioners (the "BCC"), who's powers derive from F.S. 125.01(3)(a). The Plan does not issue a publicly available financial report.

Participation in the Plan consisted of the following at September 30, 2020:

Actives	24,650
Retirees under age 65	2,321
Eligible spouses under age 65	666
Retirees age 65 and over	668
Eligible spouses age 65 and over	195
Total	28,500

Eligibility: To be eligible to receive retiree medical and dental benefits, participants must be eligible for retirement benefits under FRS and pay required contributions.

- Regular Class Employees (all employees not identified as members of the Special Risk Class) hired prior to July 1, 2011 are eligible for postemployment benefits at age 62 with six years of service, or with 30 years of service at any age. Eligibility for reduced retirement is six years of service at any age. Those hired after July 1, 2011 are eligible at age 65 with eight years of service, or 33 years of service at any age.
- Special Risk Employees (Police Officers, Firefighters, and Corrections Officers) that were hired prior to July 1, 2011 are eligible for postemployment benefits at age 55 with six years of service, or with 25 years of service at any age. Eligibility for reduced retirement is six years of service at any age. Those hired after July 1, 2011 are eligible at age 60 with eight years of service, or 30 years of service at any age.

Benefits: A number of plan changes to the pre-Medicare retiree plans were made effective January 1, 2017. The valuation reflects the impact of these changes.

Eligible pre-Medicare retirees receive healthcare coverage through one of the four self-funded medical plans:

- AvMed POS
- AvMed HMO High
- AvMed HMO Select
- Jackson First HMO

Note 12—Postemployment benefits other than pensions (continued)

Retirees may continue coverage beyond Medicare eligibility by enrolling in one of the County-sponsored, self-insured Medicare Supplemental plans provided by AvMed. The County only contributes to post-65 retirees electing one of these plans.

- AvMed Medicare Supplement Low Option with RX
- AvMed Medicare Supplement High Option with RX
- AvMed Medicare Supplement High Option without RX

b. Funding Policy – The County contributes to both the pre-65 and post-65 retiree medical coverage. Medical contributions vary based on plan and tier. Retirees pay the full cost of dental coverage. The postretirement medical is currently funded on a pay-as-you go basis (i.e., Miami-Dade County funds on a cash basis as benefits are paid). The County's contribution is the actual pay-as-you-go postemployment benefit payments less participant contributions for the period October 1, 2018 to September 30, 2020. No assets have been segregated and restricted to provide postretirement benefits.

Contributions are required for both retiree and dependent coverage. Retirees contribute a portion of the full active premium equivalent rates for health coverage. The full monthly premiums, retiree contribution amounts, and the County subsidies effective January 1, 2020 through December 31, 2020 and January 1, 2019 through December 31, 2019 are provided in the tables on the next page.

Note 12—Postemployment benefits other than pensions (continued)

PRE MEDICARE PREMIUM EQUIVALENT RATES

	January 1 through December 31, 2020			January 1 through December 31, 2019		
AvMed HMO High	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	896.50	204.36	692.14	826.67	204.36	622.31
Retiree + Spouse	1,881.58	360.38	1,521.20	1,735.05	360.38	1,374.67
Retiree + Child(ren)	1,742.82	339.47	1,403.35	1,607.10	339.47	1,267.63
Retiree + Family	2,294.72	418.43	1,876.29	2,116.01	418.43	1,697.58
AvMed POS	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	1,733.20	177.80	1,555.40	1,598.24	177.80	1,420.44
Retiree + Spouse	3,299.70	302.75	2,996.95	3,042.74	302.75	2,739.99
Retiree + Child(ren)	3,023.97	175.12	2,848.85	2,788.48	175.12	2,613.36
Retiree + Family	4,478.91	711.37	3,767.54	4,130.10	711.37	3,418.73
AvMed Select	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	833.71	204.36	629.35	768.80	204.36	564.44
Retiree + Spouse	1,749.91	360.38	1,389.53	1,613.63	360.38	1,253.25
Retiree + Child(ren)	1,620.80	339.47	1,281.33	1,494.57	339.47	1,155.10
Retiree + Family	2,134.10	418.43	1,715.67	1,967.90	418.43	1,549.47
Jackson First HMO	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	792.05	204.36	587.69	730.36	204.36	526.00
Retiree + Spouse	1,662.42	360.38	1,302.04	1,532.96	360.38	1,172.58
Retiree + Child(ren)	1,539.76	339.47	1,200.29	1,419.86	339.47	1,080.39
Retiree + Family	2,027.37	418.43	1,608.94	1,869.49	418.43	1,451.06

MEDICARE RETIREE PREMIUM EQUIVALENT RATES

	January 1 through December 31, 2020			January 1 through December 31, 2019		
Med Supp High	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	1,046.45	233.58	812.87	994.97	233.58	761.39
Retiree + Spouse 65+	1,792.75	260.15	1,532.60	1,704.55	260.15	1,444.40
Med Supp Low	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	934.49	208.59	725.90	888.52	208.59	679.93
Retiree + Spouse 65+	1,601.03	232.33	1,368.70	1,522.26	232.33	1,289.93
Med Supp High No Rx	Full Premium	County Subsidy	Retiree Contribution	Full Premium	County Subsidy	Retiree Contribution
Retiree Only	454.86	101.53	353.33	432.48	101.53	330.95
Retiree + Spouse 65+	779.27	113.08	666.19	740.93	113.08	627.85

Note 12—Postemployment benefits other than pensions (continued)

c. Total OPEB Liability – The Aviation Department's total OPEB liability of $31,596,000 and $27,100,000 was measured as of September 30, 2020 and 2019, respectively, and was determined by an actuarial valuation as of that date.

d. Actuarial Assumptions and Other Inputs – The total OPEB liability in the September 30, 2020 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement unless otherwise specified:

Valuation date	September 30, 2020
Measurement date	September 30, 2020
Discount rate	2.21% per annum
Salary increases rate	3.0% per annum
Medical consumer price index trend	2.0% per annum
Inflation rate	3.0% per annum
Actuarial cost method	Entry age normal based on level percentage of projected salary.
Amortization method	11.7 years
Healthcare cost trend rates	Medical/Rx 6.0% initial to 4.5% ultimate
Retirees' share of benefit-related costs	29.85%
Mortality tables	Pub-2010 mortality table with generational scale MP-19

The total OPEB liability in the September 30, 2019 actuarial valuation was determined using the following actuarial assumptions and other inputs applied to all periods included in the measurement unless otherwise specified:

Valuation date	September 30, 2019
Discount rate	2.66% per annum
Salary increases rate	3.5% per annum
Medical consumer price index trend	2.0% per annum
Inflation rate	3.0% per annum
Actuarial cost method	Entry age normal based on level percentage of projected salary.
Amortization method	11.4 years
Healthcare cost trend rates	Medical/Rx 6.5% initial to 4.5% ultimate
Retirees' share of benefit-related costs	41.1%
Mortality tables	Generational RP-2014, back-projected to 2006, projected forward using scale MP-18

Note 12—Postemployment benefits other than pensions (continued)

The discount rate was based on the Bond Buyer 20-Bond GO index.

The actuarial assumptions used in the September 30, 2020 valuation were based on FRS's valuation assumptions and the County's claim experience for the period of October 1, 2019 to September 30, 2020. The actuarial assumptions used in the September 30, 2019 valuation were based on FRS's valuation assumptions and the County's claim experience for the period of October 1, 2018 to September 30, 2019.

e. Changes in Total OPEB Liability – Changes in the Aviation Department's total OPEB liability for the years ended September 30, 2020 and 2019, respectively, are as follows (in thousands):

Balance at September 30, 2018	$ 23,917
Charges for the year:	
Service cost	417
Interest	884
Change in assumptions or other inputs	3,272
Benefits payments	(1,390)
Balance at September 30, 2019	27,100
Charges for the year:	
Service cost	452
Interest	678
Change in assumptions or other inputs	5,860
Difference between expected and actual experience	(1,325)
Benefits payments	(1,169)
Balance at September 30, 2020	$ 31,596

The increase in the total OPEB liability for the years ended September 30, 2020 and 2019 is mostly due to changes in actuarial assumptions and a reduction in the discount rate.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate – The following presents the total OPEB liability of the Aviation Department, as well as what the Aviation Department's total OPEB liability would be if it were calculated using a discount rate that are 1-percentage-point lower or 1-percentage-point higher than the current discount rate (in thousands):

	1% Decrease (1.21%)	Current Discount Rate (2.21%)	1% Increase (3.21%)
Total OPEB Liability	$ 34,674	$ 31,596	$ 28,874

Note 12—Postemployment benefits other than pensions (continued)

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend – The following presents the total OPEB liability of the Aviation Department, as well as what the Aviation Department's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare trend rates (in thousands):

	1% Decrease (5.0% initial to 3.5%)	Current Trend (6.0% initial to 4.5%)	1% Increase (7.0% initial to 5.5%)
Total OPEB Liability	$ 28,941	$ 31,596	$ 34,757

f. OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources – For the year ended September 30, 2020, the Aviation Department recognized OPEB expense of $1,734,000. At September 30, 2020, the Aviation Department reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes in assumptions or other inputs	$ 8,605	$ 979
Differences between expected and actual experience	-	1,271
Total	$ 8,605	$ 2,250

For the year ended September 30, 2019, the Aviation Department recognized OPEB expense of $1,538,000. At September 30, 2019, the Aviation Department reported deferred inflows of resources related to OPEB from the following sources (in thousands):

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes in assumptions or other inputs	$ 3,327	$ 1,105
Total	$ 3,327	$ 1,105

Note 12—Postemployment benefits other than pensions (continued)

Amounts reported as Deferred Outflows of Resources and Deferred Inflows of Resources related to OPEB will be recognized in OPEB Expense as follows (in thousands):

Fiscal Years Ending September 30,	Deferred Outflows (Inflows), Net
2021	$ 606
2022	606
2023	606
2024	606
2025	606
Thereafter	3,325
	$ 6,355

Note 13—Subsequent Events

a. Issuance of Double-Barreled Aviation Refunding Bonds (General Obligation), Series 2020 – On October 22, 2020, the Aviation Department closed on $177,670,000 Double-Barreled Aviation Refunding Bonds (General Obligation), Series 2020, at an all-inclusive true interest cost of 2.13% and a final maturity of July 1, 2041. The principal/par value of the refunded bonds was $198,460,000. The gross debt service savings over the life of the bonds is $74,469,152, and the net present value savings is $59,087,291, a percentage savings of 29.77%.

b. Issuance of Aviation Revenue Refunding Bonds Series 2020A (Non-AMT) and Aviation Revenue Refunding Bonds Series 2020B (Taxable) – On December 17, 2020, the Aviation Department closed on $415,730,000 Aviation Revenue Refunding Bonds, Series 2020A (Non-AMT) and Series 2020B (Taxable), at an all-inclusive true interest cost of 2.50% and a final maturity of October 1, 2041. The principal/par value of the refunded bonds was $465,060,000. The gross debt service savings over the life of the bonds is $101,845,483 and the net present value savings is $98,102,349, a percentage savings of 21.09%.

REQUIRED SUPPLEMENTARY INFORMATION

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
FLORIDA RETIREMENT SYSTEM – SCHEDULES OF EMPLOYER CONTRIBUTIONS (UNAUDITED)

SEPTEMBER 30, 2020 (IN THOUSANDS)

	2020	2019	2018	2017	2016	2015	2014
Contractually required FRS contribution	$ 8,008	$ 6,978	$ 6,363	$ 5,846	$ 5,609	$ 5,229	$ 4,759
FRS contribution in relation to the contractually required contribution	8,008	6,978	6,363	5,846	5,609	5,229	4,759
FRS contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Miami-Dade County Aviation Department's covered payroll	$ 101,453	$ 93,698	$ 90,624	$ 89,272	$ 87,034	$ 81,844	$ 78,639
FRS contribution as a percentage of covered payroll	7.89%	7.45%	7.02%	6.55%	6.44%	6.39%	6.05%

Note: The amounts presented for each fiscal year were determined as of the fiscal year-end date, September 30th.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Unaudited - see accompanying report of independent auditor.

FLORIDA RETIREMENT SYSTEM – SCHEDULES OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY AND RELATED RATIOS (UNAUDITED)

SEPTEMBER 30, 2020 (IN THOUSANDS)

	2020	2019	2018	2017	2016	2015	2014
Miami-Dade County Aviation Department's proportion of the FRS net pension liability	0.2173%	0.2041%	0.2028%	0.2201%	0.2198%	0.2145%	0.2172%
Miami-Dade County Aviation Department's proportionate share of the FRS net pension liability	$ 94,175	$ 70,292	$ 61,090	$ 65,109	$ 55,498	$ 27,704	$ 13,255
Miami-Dade County Aviation Department's covered payroll	$ 99,876	$ 92,633	$ 90,784	$ 86,951	$ 83,925	$ 81,195	$ 77,815
Miami-Dade County Aviation Department's proportionate share of the net pension liability as a percentage of its covered payroll	94.29%	75.88%	67.29%	74.88%	66.13%	34.12%	17.03%
FRS Plan fiduciary net position as a percentage of the total pension liability	78.85%	82.61%	84.26%	83.89%	84.88%	92.00%	96.09%

Note: The amounts presented for each fiscal year were determined as of the measurement date, June 30th.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Unaudited - see accompanying report of independent auditor.

MIAMI-DADE COUNTY AVIATION DEPARTMENT
AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA
SUPPLEMENTAL HEALTH INSURANCE SUBSIDY PENSION INFORMATION – SCHEDULE OF EMPLOYER CONTRIBUTIONS (UNAUDITED)

SEPTEMBER 30, 2020 (IN THOUSANDS)

	2020	2019	2018	2017	2016	2015	2014
Contractually required HIS contribution	$ 1,010	$ 913	$ 891	$ 948	$ 928	$ 682	$ 608
HIS contribution in relation to the contractually required contribution	1,010	913	891	948	928	682	608
HIS contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Miami-Dade County Aviation Department's covered payroll	$ 80,273	$ 74,646	$ 71,907	$ 70,477	$ 68,821	$ 65,131	$ 63,806
HIS contribution as a percentage of covered payroll	1.26%	1.22%	1.24%	1.35%	1.35%	1.05%	0.95%

Note: The amounts presented for each fiscal year were determined as of the fiscal year-end date, September 30th.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Unaudited - see accompanying report of independent auditor.

SUPPLEMENTAL HEALTH INSURANCE SUBSIDY PENSION INFORMATION – SCHEDULES OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY AND RELATED RATIOS (UNAUDITED)

SEPTEMBER 30, 2020 (IN THOUSANDS)

	2020	2019	2018	2017	2016	2015	2014
Miami-Dade County Aviation Department proportion of the HIS net pension liability	0.1732%	0.1634%	0.1631%	0.1756%	0.1769%	0.1784%	0.1776%
Miami-Dade County Aviation Department's proportionate share of the HIS net pension liability	$ 21,149	$ 18,284	$ 17,261	$ 18,776	$ 20,618	$ 18,194	$ 16,608
Miami-Dade County Aviation Department's covered payroll	$ 79,234	$ 73,746	$ 72,088	$ 68,481	$ 66,497	$ 64,806	$ 63,306
Miami-Dade County Aviation Department's proportionate share of the net pension liability as a percentage of its covered payroll	26.69%	24.79%	23.94%	27.42%	31.01%	28.07%	26.23%
HIS Plan fiduciary net position as a percentage of the total pension liability	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

Note: The amounts presented for each fiscal year were determined as of the measurement date, June 30th.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Unaudited - see accompanying report of independent auditor

POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS – SCHEDULES OF CHANGES IN TOTAL LIABILITY AND RELATED RATIOS (UNAUDITED)

SEPTEMBER 30, 2020 (IN THOUSANDS)

	2020	2019	2018
Total OPEB liability:			
Service cost	$ 452	$ 417	$ 454
Interest	678	884	909
Change of assumptions or other inputs	5,860	3,272	(1,361)
Difference between expected and actual experience	(1,325)	-	-
Benefit payments	(1,169)	(1,390)	(1,365)
Net change in total OPEB liability	4,496	3,183	(1,363)
Total OPEB liability - beginning	27,100	23,917	25,280
Total OPEB liability - ending	$ 31,596	$ 27,100	$ 23,917
Covered payroll	$ 95,625	$ 102,283	$ 85,430
Total OPEB liability as a percentage of covered payroll	33.04%	26.50%	28.00%

There are no assets accumulated in a trust to pay related benefits.

Note: Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Unaudited - see accompanying report of independent auditor.

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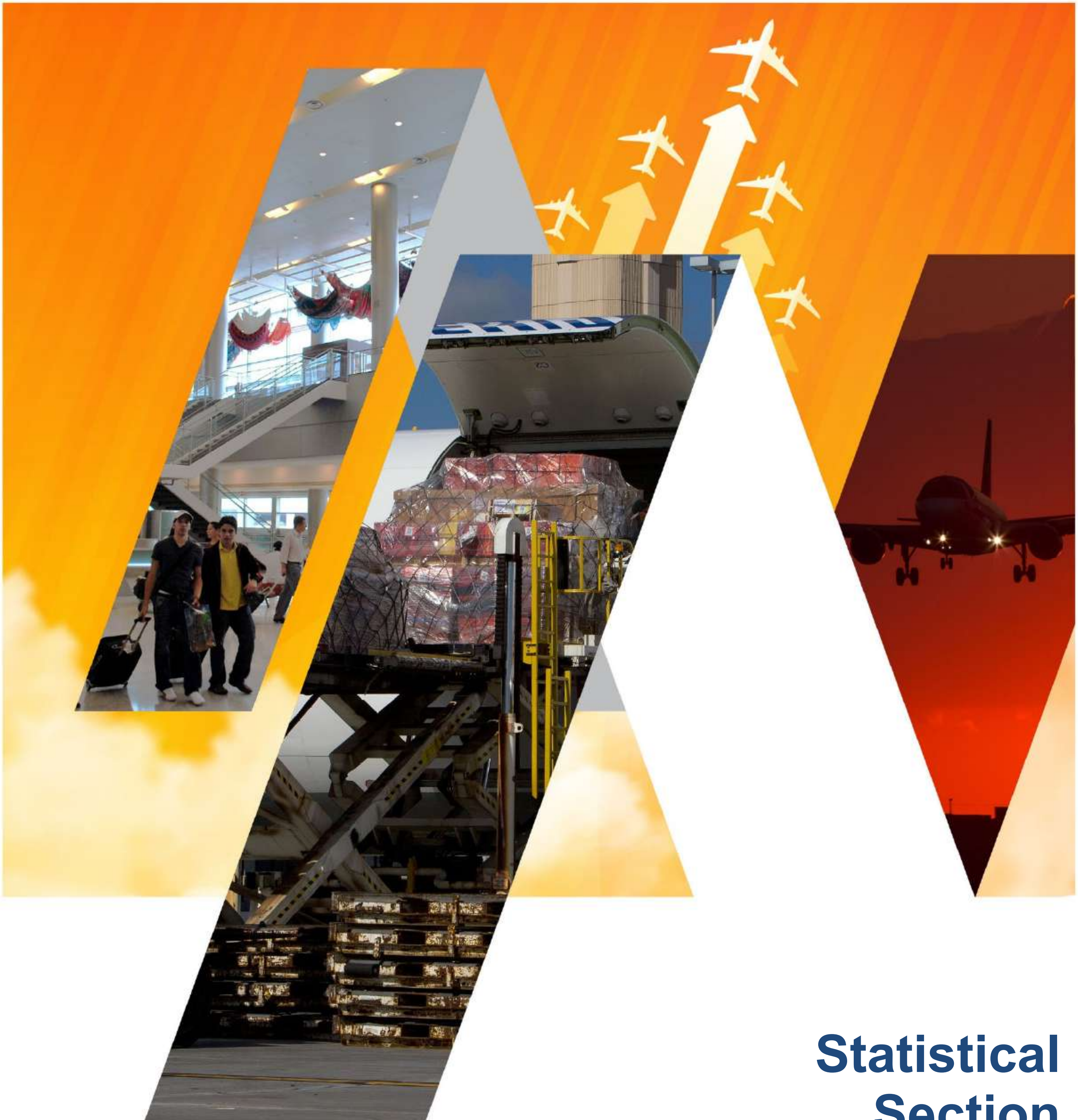

Statistical Section

(Unaudited)

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Overview

The Statistical Section is divided into five areas: financial trend data; revenue capacity data; operating information; demographic and economic information; and debt capacity data. The source of all non-accounting data presented in the statistical section is Miami-Dade Aviation (Department) unless otherwise stated.

Financial Trend data shows changes in the Department's financial position:

Department Schedules of Revenues and Expenses
Department Statements of Net Position
Department Changes in Cash and Cash Equivalents
Department's Largest Sources of Revenue

Revenue Capacity data shows MIA's major revenue sources and changes in key rates and charges:

Key Usage Fees and Charges
Concession Revenue per Enplaned Passenger
Parking Revenue per Enplaned Passenger
Rental Car Revenue per Enplaned Passenger
Terminal Rent Revenue per Enplaned Passenger
Food and Beverage Revenues per Enplaned Passenger

Operating Information shows how the Airport has performed on an annual basis and within the airport market sector:

Department Employee Strength
Aircraft Operations
Aircraft Landed Weight
Passenger Enplanements
Passenger Deplanements
Enplanement Market Share by Airline by Fiscal Year
Air Cargo Activity

Demographic and Economic Information shows the major drivers of usage and how the Airport service area is performing compared to the region and the nation:

Miami-Dade County Population and Per Capita Personal Income
Principal Employers in Miami-Dade County

Debt Capacity Information shows how the Airport is meeting its debt obligations and the relative level of debt:

Revenue Bond Debt Service Coverage
Outstanding Debt
Long Term Debt per Enplaned Passenger
Capital Assets

2020

Comprehensive Annual Financial Report

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Department Schedules of Revenues and Expenses

Fiscal Years Ended September 30, 2011 to 2020

(In Thousands)
(Unaudited)

	2011	2012	2013	2014	2015 (1)	2016	2017	2018 (2)	2019	2020
OPERATING REVENUES:										
Aviation Fees	$320,790	$345,491	$357,116	$374,929	$381,872	$395,586	$372,977	$384,989	$390,299	$233,166
Rentals	111,156	126,351	127,817	130,597	133,394	140,482	144,046	149,111	147,198	144,074
Commercial Operations:										
Management Agreements	72,717	82,692	81,481	80,325	79,925	78,010	73,624	73,595	72,147	41,409
Concessions	149,817	167,596	187,223	187,635	191,236	187,187	196,698	202,555	199,955	120,663
Other	4,378	5,642	8,562	5,003	4,850	16,128	12,229	11,259	10,963	14,450
Other Environmental Remediation	2,758	8,946	2,259	17,397	3,106	13,310	5,150	-	-	-
Total Operating Revenue	**661,616**	**736,718**	**764,458**	**795,886**	**794,383**	**830,703**	**804,724**	**821,509**	**820,562**	**553,762**
OPERATING EXPENSES:										
Operating Expenses	269,047	254,066	255,153	265,449	281,029	273,180	292,639	318,363	334,198	354,244
Operating Expenses for Environmental Remediation	3,090	6,130	3,155	993	504	889	368	2,621	10,842	10,433
Operating Expenses Under Management Agreements	35,223	22,200	20,655	19,691	18,547	16,753	15,964	18,041	19,152	17,647
Operating Expenses Under Operating Agreements	33,287	36,166	36,684	37,488	37,756	39,205	40,614	41,936	42,935	35,577
General and Administrative Expenses	63,496	57,924	69,027	83,693	88,143	82,769	87,773	93,387	93,236	92,287
Depreciation and Amortization	206,907	220,180	263,724	245,619	261,801	259,523	259,280	262,821	264,935	270,973
Total Operating Expenses	**611,050**	**596,666**	**648,398**	**652,933**	**687,780**	**672,319**	**696,638**	**737,169**	**765,298**	**781,161**
Operating Income (Loss)	50,566	140,052	116,060	142,953	106,603	158,384	108,086	84,340	55,264	(227,399)
NON-OPERATING REVENUES (EXPENSES):										
Interest Expense	(276,585)	(289,012)	(307,177)	(299,252)	(302,642)	(279,178)	(268,118)	(259,857)	(246,046)	(241,319)
Investment Income:										
Current Investments	614	1,393	918	1,701	1,936	2,213	2,318	5,735	8,781	2,456
Restricted Investments	2,996	3,430	(909)	3,784	3,807	3,684	3,478	8,526	20,356	4,725
Passenger Facility Charges	71,483	70,729	72,650	72,630	79,799	77,431	88,914	82,242	96,785	52,655
Environmental Cost Recovery	-	-	-	-	-	-	175	21	22	12
Other Non-operating Revenue	25,361	17,541	25,708	10,366	3,180	7,556	2,314	2,935	3,040	189,082
Total Non-operating (Expenses) Revenues	**(176,131)**	**(195,919)**	**(208,810)**	**(210,771)**	**(213,920)**	**(188,294)**	**(170,919)**	**(160,398)**	**(117,062)**	**7,611**
(Loss) Income before Capital Contribution	**(125,565)**	**(55,867)**	**(92,750)**	**(67,818)**	**(107,317)**	**(29,910)**	**(62,833)**	**(76,058)**	**(61,798)**	**(219,788)**
Capital Contributions	58,697	27,665	42,272	34,716	91,444	44,022	48,525	372,822	61,550	31,425
Change in Net Position	**($66,868)**	**($28,202)**	**($50,478)**	**($33,102)**	**($15,873)**	**$14,112**	**($14,308)**	**$296,764**	**($248)**	**($188,363)**

(1) Amounts prior to fiscal year 2015 do not reflect the adoption of GASB Statement No. 68 and 71.

(2) Amounts prior to fiscal year 2018 do not reflect the adoption of GASB Statement No. 75.

Department Statements of Net Position

Fiscal Years Ended September 30, 2011 to 2020

(In Thousands)

(Unaudited)

	2011	2012 (1)	2013 (1)	2014	2015 (2)	2016	2017	2018 (3)	2019	2020
Current Assets	$601,213	$562,988	$591,056	$626,584	$641,876	$653,195	$667,853	$701,811	$715,962	$666,838
Noncurrent assets:										
Restricted assets	683,738	573,576	559,958	533,576	629,950	602,259	632,401	693,395	846,203	746,894
Capital assets, net	6,508,844	6,901,704	6,715,326	6,548,281	6,420,564	6,327,890	6,178,268	6,062,007	5,952,697	5,811,183
Other assets	71,571	62,727	58,659	53,663	34,567	19,466	7,372	4,692	2,762	1,198
Total assets	7,865,366	8,100,995	7,924,999	7,762,104	7,726,957	7,602,810	7,485,894	7,461,905	7,517,624	7,226,113
Deferred outflows of resources:										
Deferred outflows pension	-	-	-	-	7,703	27,710	33,835	30,706	28,365	33,211
Deferred outflows other post-employment benefit	-	-	-	-	-	-	-	-	3,327	8,605
Deferred loss on refundings	-	21,670	31,258	28,624	45,860	119,042	125,275	150,009	142,097	125,735
Total deferred outflows of resources	-	21,670	31,258	28,624	53,563	146,752	159,110	180,715	173,789	167,551
Current liabilities	62,706	83,818	81,976	77,882	89,178	80,850	88,462	85,073	85,774	94,367
Current liabilities payable from restricted assets	313,667	265,498	251,651	255,285	249,627	248,820	265,193	271,612	278,052	301,464
Noncurrent liabilities	6,339,559	6,668,619	6,568,378	6,436,411	6,477,934	6,449,246	6,332,650	6,048,480	6,092,420	5,954,166
Total liabilities	6,715,932	7,017,935	6,902,005	6,769,578	6,816,739	6,778,916	6,686,305	6,405,165	6,456,246	6,349,997
Deferred inflows of resources:										
Deferred inflows pension	-	-	-	-	10,136	2,889	5,250	7,648	5,744	1,462
Deferred inflows other post-employment benefit	-	-	-	-	-	-	-	1,241	1,105	2,250
Total deferred inflows of resources	-	-	-	-	10,136	2,889	5,250	8,889	6,849	3,712
Net Position:										
Net investment in capital assets	561,163	478,803	365,060	257,124	181,930	32,462	65,879	327,993	250,623	212,137
Restricted	418,747	460,530	479,191	507,721	614,006	750,114	683,147	719,116	806,979	733,121
Unrestricted net Position	169,524	165,397	210,001	256,305	157,709	185,181	204,423	181,457	170,716	94,697
Total net Position	$1,149,434	$1,104,730	$1,054,252	$1,021,150	$953,645	$967,757	$953,449	$1,228,566	$1,228,318	$1,039,955

(1) Amounts for fiscal years 2012 and 2013 have been restated for the adoption of GASB Statement No. 65.

(2) Amounts prior to fiscal year 2015 do not reflect the adoption of GASB Statement No. 68 and 71.

(3) Amounts prior to fiscal year 2018 do not reflect the adoption of GASB Statement No. 75.

Department Changes in Cash and Cash Equivalents

Fiscal Years Ended September 30, 2011 to 2020

(In Thousands)

(Unaudited)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Cash flows from operating activities:										
Cash received from customers and tenants	$669,930	$735,272	$768,338	$786,730	$825,000	$819,150	$805,628	$814,284	$823,610	$537,584
Cash paid to suppliers for goods and services	(326,362)	(303,037)	(309,274)	(311,578)	(301,459)	(289,935)	(301,698)	(332,063)	(351,427)	(320,496)
Cash paid to employees for services	(106,170)	(97,304)	(96,197)	(102,465)	(113,317)	(119,920)	(125,350)	(130,011)	(137,054)	(143,815)
Net cash provided by operating activities	237,398	334,931	362,867	372,687	410,224	409,295	378,580	352,210	335,129	73,273
Cash flows from capital and related financing activities:										
Proceeds from bonds issues and commercial paper	-	-	901,110	347,070	1,424,188	849,023	1,097,858	1,368,311	1,397,861	-
Principal paid on bonds, loans, and commercial paper	(68,587)	(67,803)	(975,284)	(432,668)	(1,417,092)	(864,907)	(1,157,755)	(1,372,429)	(1,332,549)	(140,520)
Interest paid on bonds, loans, and commercial paper	(320,783)	(322,073)	(322,661)	(308,048)	(328,150)	(371,986)	(297,890)	(315,369)	(258,317)	(240,862)
Purchase and construction of capital assets, net	(343,740)	(205,918)	(82,604)	(74,324)	(98,453)	(156,494)	(98,040)	(141,693)	(165,185)	(122,293)
Proceeds from sale of property	-	-	3,810	(458)	-	3,400	72	1,099	1,155	38
Capital contributed by federal and state governments	60,327	27,184	25,737	21,911	40,914	20,438	40,448	35,408	52,614	55,507
Passenger facility charges	67,653	71,255	75,345	69,482	82,593	82,353	81,145	85,373	96,673	56,203
Proceeds from environmental reimbursements	3,406	22	3	6	-	-	175	21	22	12
Proceeds from North Terminal Program Claims	10,000	10,000	7,500	7,500	-	-	-	-	-	-
Capital lease (payments) proceeds	-	-	(2,409)	(2,284)	(2,199)	(1,535)	(5,882)	47,602	(3,490)	(8,252)
Net cash (used in) provided by capital and related financing activities	(591,724)	(487,333)	(369,453)	(371,813)	(298,199)	(439,708)	(339,869)	(291,677)	(211,216)	(400,167)
Cash flows from non capital financing activities:										
Other reimbursements received	11,955	7,519	18,205	2,860	3,180	1,317	2,314	2,935	3,040	189,082
Net cash provided by non capital financing activities	11,955	7,519	18,205	2,860	3,180	1,317	2,314	2,935	3,040	189,082
Cash flows from investing activities:										
Purchase of investments	(1,466,359)	(1,053,297)	(1,061,649)	(1,231,766)	(1,492,564)	(1,596,087)	(1,419,627)	(1,152,098)	(1,579,213)	(1,905,926)
Proceeds from sales and maturities of investments	1,421,312	1,056,038	1,015,801	1,153,302	1,495,548	1,494,721	1,436,653	1,252,064	1,729,974	1,848,497
Interest and dividends on investments	3,610	4,823	9	5,485	5,743	4,605	6,872	12,999	21,685	15,585
Net cash provided by (used in) investing activities	(41,437)	7,564	(45,839)	(72,979)	8,727	(96,761)	23,898	112,965	172,446	(41,844)
Net increase (decrease) in cash and cash equivalents	(383,808)	(137,319)	(34,220)	(69,245)	123,932	(125,857)	64,923	176,433	299,399	(179,656)
Cash and cash equivalents, beginning of year	1,271,857	888,049	750,730	716,510	647,265	771,197	645,340	710,263	886,696	1,186,095
Cash and cash equivalents, end of year	$888,049	$750,730	$716,510	$647,265	$771,197	$645,340	$710,263	$886,696	$1,186,095	$1,006,439

Department's Largest Sources of Revenue

Ten Largest Sources of Revenue

Fiscal Years Ended September 30, 2011 to 2020

Ranked by the Last Fiscal Year

(Unaudited)

Ranking 2020	Firm	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
1	American Airlines Inc.	$ 207,461,767	$ 320,049,574	$ 311,998,697	$ 306,455,379	$ 316,764,220	$ 301,972,927	$ 303,256,539	$ 299,240,490	$ 286,571,670	$ 262,398,752
2	Airport Parking Associates	23,908,218	45,861,739	46,146,465	47,382,080	50,777,712	49,926,040	50,199,714	47,957,157	46,879,842	40,537,230
3	Delta Air Lines Inc.	18,614,727	31,305,647	31,118,057	29,977,612	29,769,670	27,558,470	26,612,576	24,931,875	26,828,302	27,089,403
4	Duty Free Americas Miami, LLC	15,847,056	32,961,387	32,057,358	32,441,717	33,038,604	31,500,414	35,772,074	35,534,211	33,984,998	27,758,075
5	Allied Aviation Services	12,706,850	18,437,746	17,681,060	16,631,524	15,147,553	19,614,717	18,261,890	21,524,823	19,904,939	18,441,995
6	Envoy (1)	12,583,031	25,478,151	24,875,529	22,579,157	20,400,396	17,909,684	16,030,840	16,003,062	17,429,275	17,357,757
7	LATAM	11,071,798	12,217,977	12,725,421	12,779,703	12,424,767	11,221,371	10,553,849	5,538,613	-	-
8	United Airlines	9,777,958	13,745,771	14,568,967	14,210,867	12,887,864	10,637,751	10,547,045	5,133,236	4,293,806	2,759,978
9	Swift Air	7,587,840	10,870,357	7,863,782	1,983,487	1,780,590	1,623,244	675,954	-	-	-
10	Avianca - Aerovias Nacionales de Colombia SA Totals	7,095,997	12,402,836	9,816,973	11,225,335	9,503,318	8,149,365	7,278,407	7,335,438	6,940,632	6,732,744

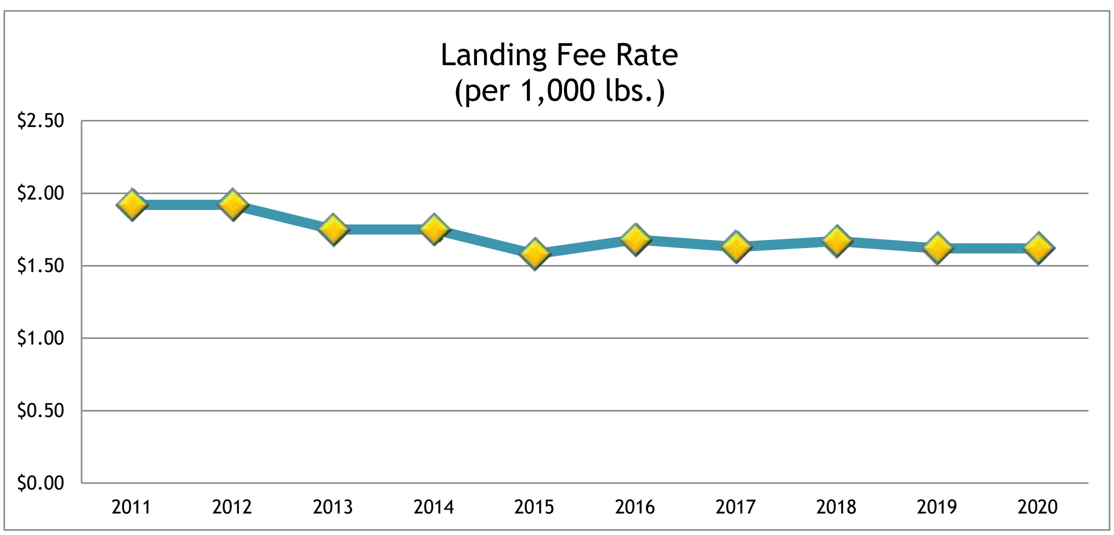
Legend: **(1) Previously Executive Airlines dba American Eagle Airlines Inc.**

Key Usage Fees and Charges

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal Year	Landing Fees/ 1,000 lbs.	Percent Change	Terminal Rental Rates (average cost per sq. foot) (Class III)	Percent Change	Concourse Use Fee	Percent Change	Int'l Facilities Fee	Percent Change	Domestic Baggage Claim Charge	Percent Change	Outbound Baggage Makeup Charge	Percent Change	Security Screening Fee	Percent Change
2011	$1.92	0.0%	$67.26	-5.4%	$3.97	22.5%	$ 1.38	-46.5%	$2.16	38.5%	$1.09	9.0%	$0.35	0.0%
2012	$1.92	0.0%	$73.68	9.5%	$4.09	3.0%	$ 1.51	9.4%	$2.14	-0.9%	$0.99	-9.2%	$0.47	34.3%
2013	$1.75	-8.9%	$76.77	4.2%	$4.15	1.5%	$ 1.62	7.3%	$1.49	-30.4%	$1.25	26.3%	$0.50	6.4%
2014	$1.75	0.0%	$79.92	4.1%	$4.32	4.1%	$ 1.90	17.3%	$1.47	-1.3%	$1.13	-9.6%	$0.49	-2.0%
2015	$1.58	-9.7%	$83.05	3.9%	$4.32	0.0%	$ 1.87	-1.6%	$1.47	0.0%	$1.13	0.0%	$0.46	-6.1%
2016	$1.68	6.3%	$84.90	2.2%	$4.27	-1.2%	$ 2.20	17.6%	$1.49	1.4%	$1.06	-6.2%	$0.43	-6.5%
2017	$1.63	-3.0%	$86.94	2.4%	$4.09	-4.2%	$ 2.16	-1.8%	$1.42	-4.7%	$1.13	6.6%	$0.43	0.0%
2018	$1.67	2.5%	$88.18	1.4%	$4.18	2.2%	$ 2.16	0.0%	$1.53	7.7%	$1.18	4.4%	$0.47	9.3%
2019	$1.62	-3.0%	$89.88	1.9%	$4.26	1.9%	$ 2.36	9.3%	$1.56	2.0%	$1.20	1.7%	$0.49	4.3%
2020	$1.62	0.0%	$95.00	5.7%	$2.40	-43.7%	$10.66	351.7%	$0.87	-44.2%	$1.15	-4.2%	$0.85	73.5%

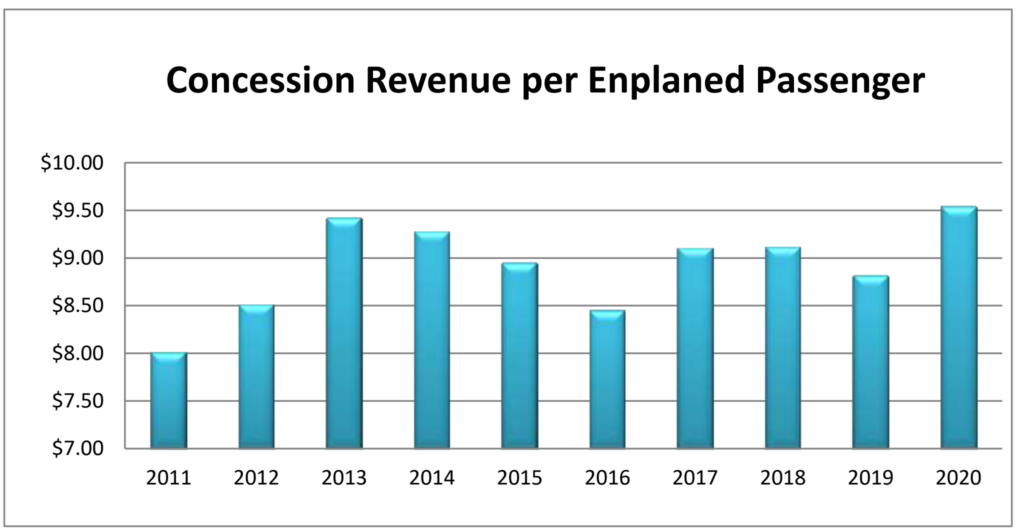


Concession Revenue per Enplaned Passenger

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Concession Revenue		Enplaned Passengers		Revenue per Enplaned Passenger	
Year	Amount	% Change	Number	% Change	Amount	% Change
2011	$149,817,278	33.6%	18,701,120	7.4%	$8.01	24.3%
2012	$167,596,507	11.9%	19,683,678	5.3%	$8.51	6.2%
2013	$187,223,261	11.7%	19,877,691	1.0%	$9.42	10.7%
2014	$187,635,428	0.2%	20,219,931	1.7%	$9.28	-1.5%
2015	$191,235,889	1.9%	21,375,095	5.7%	$8.95	-3.6%
2016	$187,186,622	-2.1%	22,154,289	3.6%	$8.45	-5.6%
2017	$196,698,037	5.1%	21,602,794	-2.5%	$9.11	7.8%
2018	$202,555,196	3.0%	22,220,423	2.9%	$9.12	0.1%
2019	$199,955,318	-1.3%	22,685,074	2.1%	$8.81	-3.4%
2020	$120,663,237	-39.7%	12,649,609	-44.2%	$9.54	8.3%

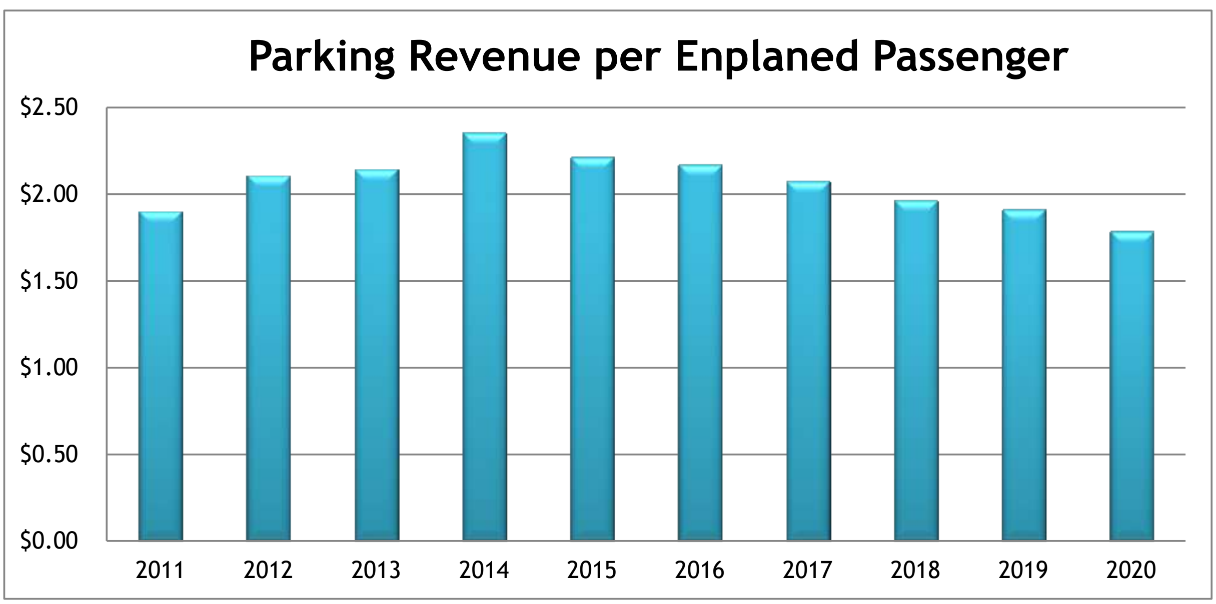


Parking Revenue per Enplaned Passenger

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Parking Revenue		Enplaned Passengers		Revenue per Enplaned Passenger	
Year	Amount	% Change	Number	% Change	Amount	% Change
2011	$35,542,294	7.2%	18,701,120	7.4%	$1.90	0.0%
2012	$41,474,741	16.7%	19,683,678	5.3%	$2.11	11.0%
2013	$42,571,213	2.6%	19,877,691	1.0%	$2.14	1.4%
2014	$47,563,451	11.7%	20,219,931	1.7%	$2.35	9.8%
2015	$47,263,378	-0.6%	21,375,095	5.7%	$2.21	-6.0%
2016	$48,024,900	1.6%	22,154,289	3.6%	$2.17	-1.8%
2017	$44,783,394	-6.7%	21,602,794	-2.5%	$2.07	-4.6%
2018	$43,607,001	-2.6%	22,220,423	2.9%	$1.96	-5.3%
2019	$43,317,243	-0.7%	22,685,074	2.1%	$1.91	-2.6%
2020	$22,558,052	-47.9%	12,649,609	-44.2%	$1.78	-6.8%

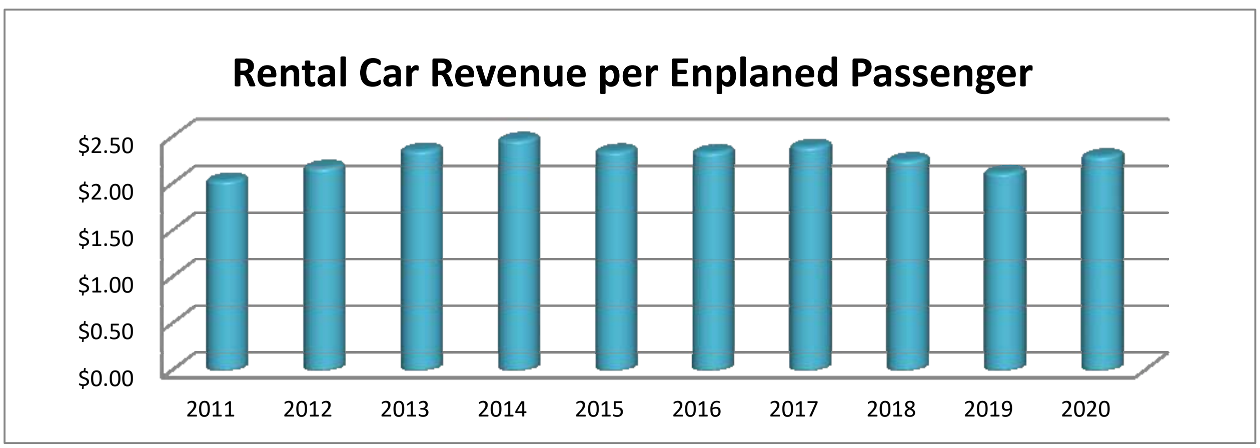


Rental Car Revenue per Enplaned Passenger

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Rental Car Revenue		Enplaned Passengers		Revenue per Enplaned Passenger	
Year	Amount	% Change	Number	% Change	Amount	% Change
2011	$37,878,579	31.2%	18,701,120	7.4%	$2.03	22.3%
2012	$42,581,841	12.4%	19,683,678	5.3%	$2.16	6.4%
2013	$46,692,386	9.7%	19,877,691	1.0%	$2.35	8.8%
2014	$49,790,648	6.6%	20,219,931	1.7%	$2.46	4.7%
2015	$49,978,275	0.4%	21,375,095	5.7%	$2.34	-4.9%
2016	$51,642,482	3.3%	22,154,289	3.6%	$2.33	-0.4%
2017	$51,630,646	0.0%	21,602,794	-2.5%	$2.39	2.6%
2018	$49,883,484	-3.4%	22,220,423	2.9%	$2.24	-6.3%
2019	$47,866,708	-4.0%	22,685,074	2.1%	$2.11	-5.8%
2020	$28,930,370	-39.6%	12,649,609	-44.2%	$2.29	8.5%

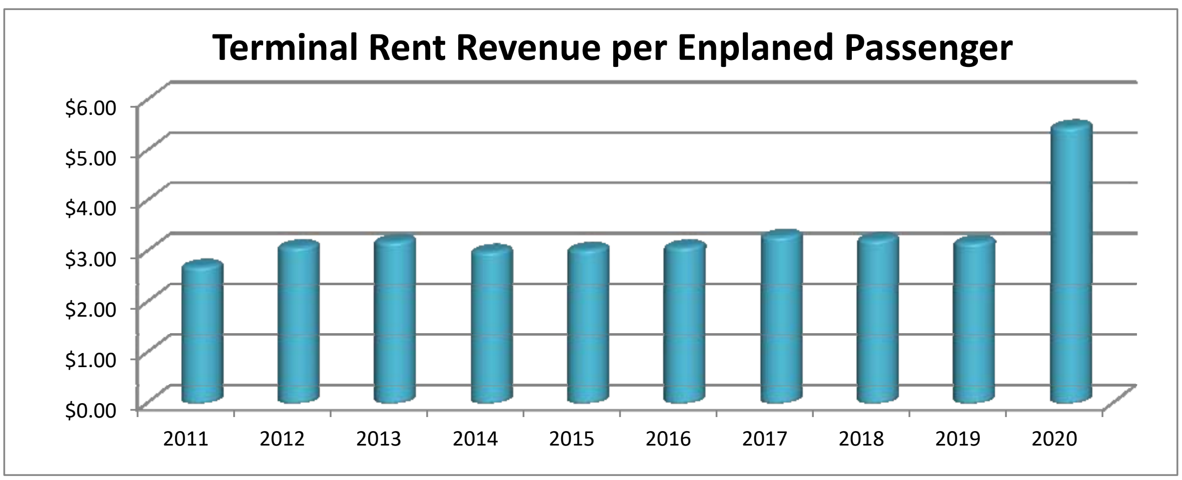


Terminal Rent Revenue per Enplaned Passenger

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Terminal Rent Revenue		Enplaned Passengers		Revenue per Enplaned Passenger	
Year	Amount	% Change	Number	% Change	Amount	% Change
2011	$50,053,445	2.4%	18,701,120	7.4%	$2.68	-4.8%
2012	$60,315,364	20.5%	19,683,678	5.3%	$3.06	14.2%
2013	$62,986,765	4.4%	19,877,691	1.0%	$3.17	3.6%
2014	$60,137,518	-4.5%	20,219,931	1.7%	$2.97	-6.3%
2015	$64,398,023	7.1%	21,375,095	5.7%	$3.01	1.3%
2016	$67,843,941	5.3%	22,154,289	3.6%	$3.06	1.6%
2017	$70,705,323	4.2%	21,602,794	-2.5%	$3.27	6.9%
2018	$71,249,445	0.8%	22,220,423	2.9%	$3.21	-1.8%
2019	$71,433,297	0.3%	22,685,074	2.1%	$3.15	-1.9%
2020	$68,868,294	-3.6%	12,649,609	-44.2%	$5.44	72.7%

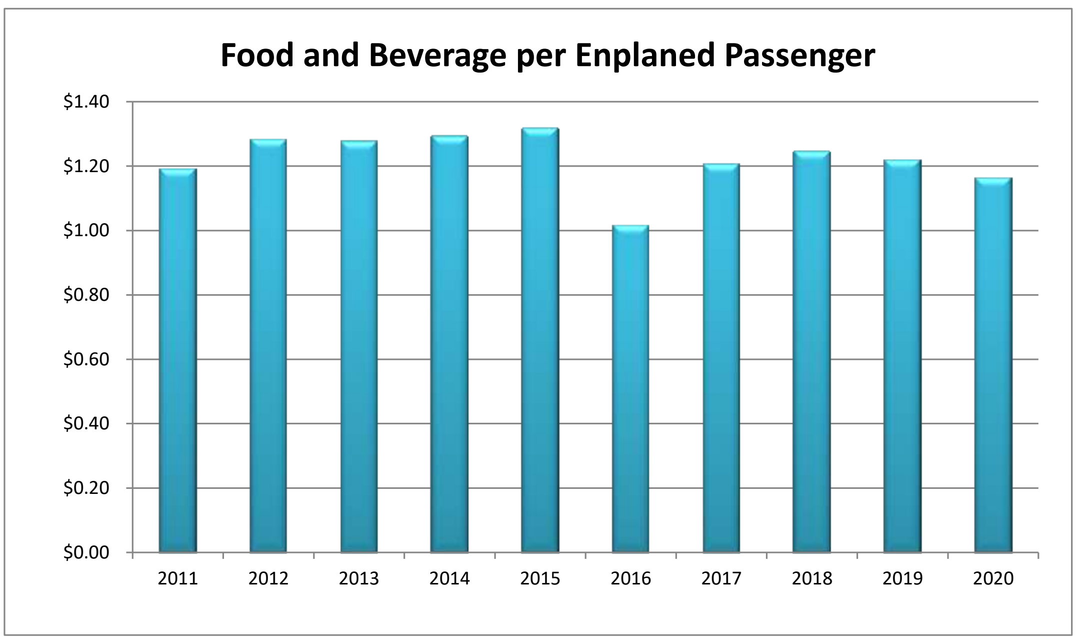


Food and Beverage Revenues per Enplaned Passenger

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal Year	Food & Beverage Revenues Amount	Food & Beverage Revenues % Change	Enplaned Passengers Number	Enplaned Passengers % Change	Revenue per Enplaned Passenger Amount	Revenue per Enplaned Passenger % Change
2011	$22,297,623	12.0%	18,701,120	7.4%	$1.19	4.4%
2012	$25,276,206	13.3%	19,683,678	5.3%	$1.28	7.5%
2013	$25,394,843	0.5%	19,877,691	1.0%	$1.28	0.0%
2014	$26,156,735	3.0%	20,219,931	1.7%	$1.29	0.8%
2015	$28,181,765	7.7%	21,375,095	5.7%	$1.32	2.3%
2016	$22,551,928	-19.9%	22,154,289	3.6%	$1.02	-22.7%
2017	$26,090,995	15.6%	21,602,794	-2.5%	$1.21	18.6%
2018	$27,698,314	6.2%	22,220,423	2.9%	$1.25	3.3%
2019	$27,675,420	-0.1%	22,685,074	2.1%	$1.22	-2.4%
2020	$14,731,503	-46.8%	12,649,609	-44.2%	$1.16	-4.9%



Department Employee Strength

Full-Time Equivalent Employees (FTE)

Fiscal Years 2011 to 2020

(Unaudited)

Fiscal Year	FTEs as of September 30	% Change	Enplaned Passengers	Enplaned Passengers per FTEs
2011	1,255	-12.5%	18,701,120	14,901
2012	1,206	-3.9%	19,683,678	16,321
2013	1,175	-2.6%	19,877,691	16,917
2014	1,184	0.8%	20,219,931	17,078
2015	1,192	0.7%	21,375,095	17,932
2016	1,196	0.3%	22,154,289	18,524
2017	1,255	4.9%	21,602,794	17,213
2018	1,285	2.4%	22,220,423	17,292
2019	1,318	2.6%	22,685,074	17,212
2020	1,318	0.0%	12,649,609	9,598

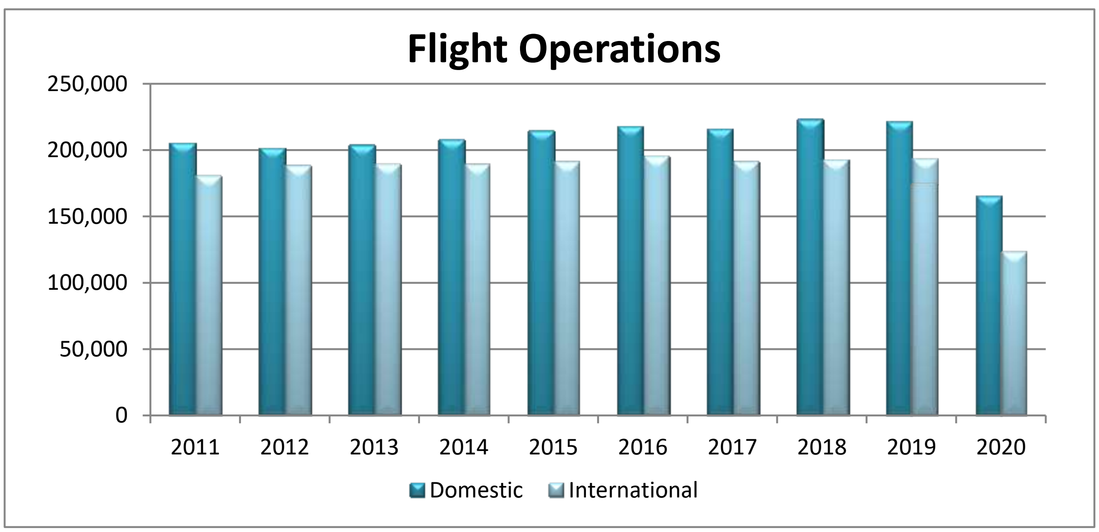
Aircraft Operations

Flight Operations

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Domestic		International		Total	
Year	Operations	% Change	Operations	% Change	Operations	% Change
2011	205,462	8.9%	180,771	3.5%	386,233	6.3%
2012	201,638	-1.8%	188,281	4.1%	389,919	0.9%
2013	203,797	1.1%	189,558	0.7%	393,355	0.9%
2014	207,967	2.0%	189,294	-0.1%	397,261	1.0%
2015	214,609	3.2%	191,287	1.1%	405,896	2.2%
2016	217,950	1.5%	195,451	2.1%	413,401	1.8%
2017	215,928	-0.9%	191,232	-2.1%	407,160	-1.5%
2018	223,070	3.3%	192,711	0.8%	415,781	2.1%
2019	221,436	-0.7%	193,596	0.5%	415,032	-0.2%
2020	165,508	-25.3%	123,246	-36.3%	288,754	-30.4%

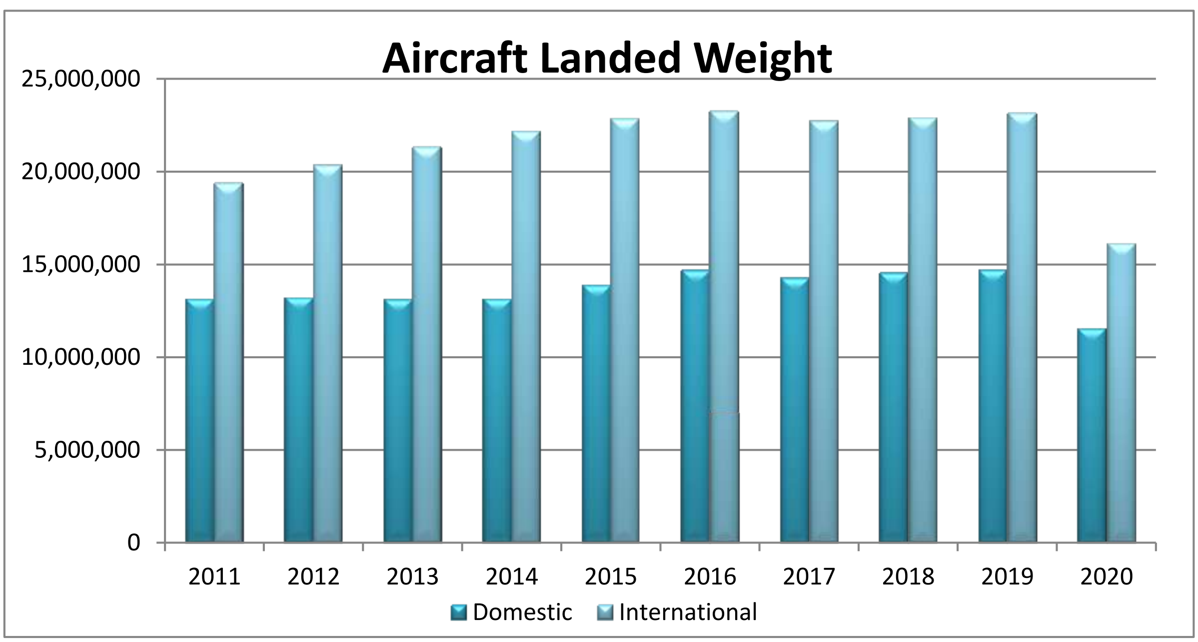


Aircraft Landed Weight

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Domestic		International		Total	
Year	1,000 lbs.	% Change	1,000 lbs.	% Change	1,000 lbs.	% Change
2011	13,137,884	5.3%	19,378,648	3.8%	32,516,532	4.4%
2012	13,213,922	0.5%	20,334,264	4.9%	33,548,186	3.2%
2013	13,115,308	-0.7%	21,323,070	4.9%	34,438,378	2.7%
2014	13,141,290	0.2%	22,157,206	3.9%	35,298,496	2.5%
2015	13,886,215	5.7%	22,835,492	3.1%	36,721,707	4.0%
2016	14,683,385	5.7%	23,243,509	1.7%	37,926,894	3.2%
2017	14,266,146	-2.8%	22,723,364	-2.2%	36,989,510	-2.5%
2018	14,549,871	2.0%	22,907,237	0.8%	37,457,108	1.3%
2019	14,710,443	1.1%	23,147,790	1.1%	37,858,233	1.1%
2020	11,546,694	-21.5%	16,135,051	-30.3%	27,681,745	-26.9%

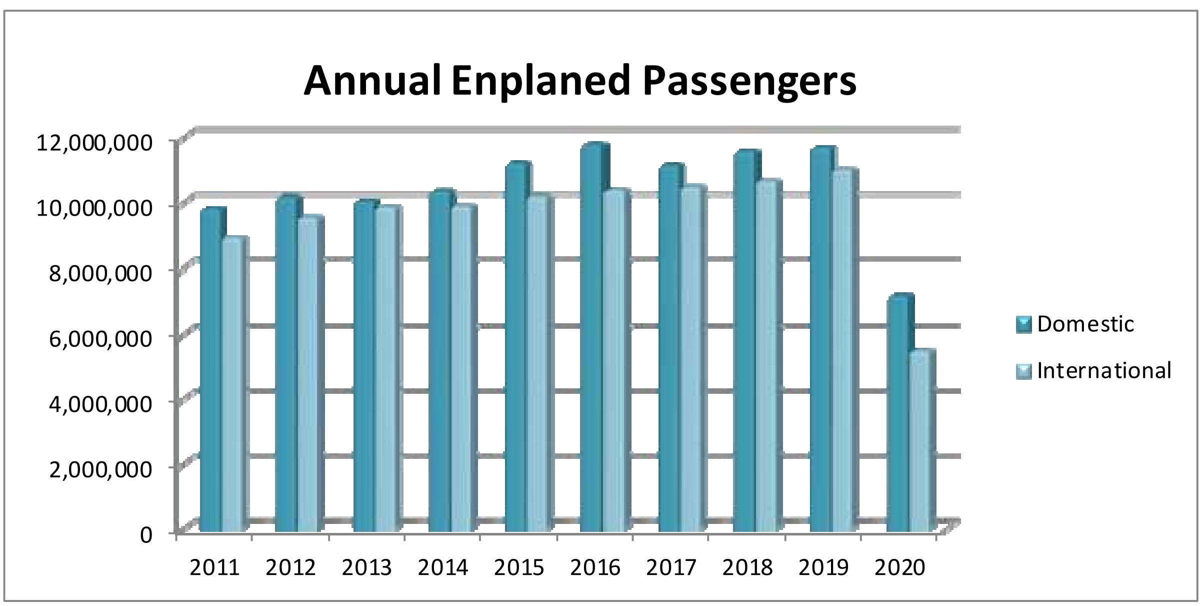


Passenger Enplanements

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Domestic		International		Total	
Year	Passengers	% Change	Passengers	% Change	Passengers	% Change
2011	9,796,191	6.7%	8,904,929	8.3%	18,701,120	7.4%
2012	10,155,305	3.7%	9,528,373	7.0%	19,683,678	5.3%
2013	10,033,126	-1.2%	9,844,565	3.3%	19,877,691	1.0%
2014	10,342,784	3.1%	9,877,147	0.3%	20,219,931	1.7%
2015	11,197,406	8.3%	10,177,689	3.0%	21,375,095	5.7%
2016	11,774,663	5.1%	10,379,626	1.9%	22,154,289	3.6%
2017	11,132,819	-5.4%	10,469,975	0.8%	21,602,794	-2.5%
2018	11,571,473	3.9%	10,648,950	1.7%	22,220,423	2.9%
2019	11,680,797	0.9%	11,004,277	3.3%	22,685,074	2.1%
2020	7,175,682	-38.6%	5,473,927	-50.3%	12,649,609	-44.2%

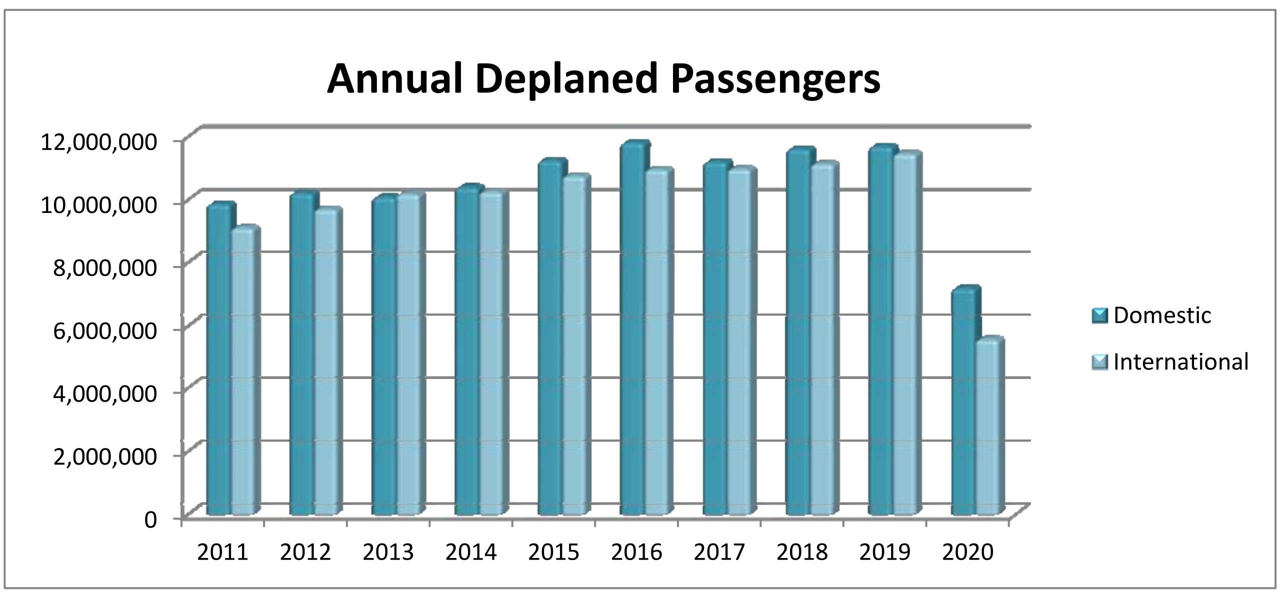


Passenger Deplanements

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal	Domestic		International		Total	
Year	Passengers	% Change	Passengers	% Change	Passengers	% Change
2011	9,847,044	6.7%	9,084,955	8.2%	18,931,999	7.4%
2012	10,195,289	3.5%	9,685,509	6.6%	19,880,798	5.0%
2013	10,066,662	-1.3%	10,170,952	5.0%	20,237,614	1.8%
2014	10,386,247	3.2%	10,238,786	0.7%	20,625,033	1.9%
2015	11,234,660	8.2%	10,737,374	4.9%	21,972,034	6.5%
2016	11,802,705	5.0%	10,944,759	1.9%	22,747,464	3.5%
2017	11,190,241	-5.1%	10,965,374	0.1%	22,155,615	-2.6%
2018	11,596,475	3.6%	11,121,588	1.4%	22,718,063	2.5%
2019	11,679,065	0.7%	11,447,444	2.9%	23,126,509	1.8%
2020	7,166,336	-38.6%	5,566,439	-51.4%	12,732,775	-44.9%



Enplanement Market Share by Airline by Fiscal Year

Fiscal Years Ended September 30, 2011 to 2020

(In Thousands)

(Unaudited)

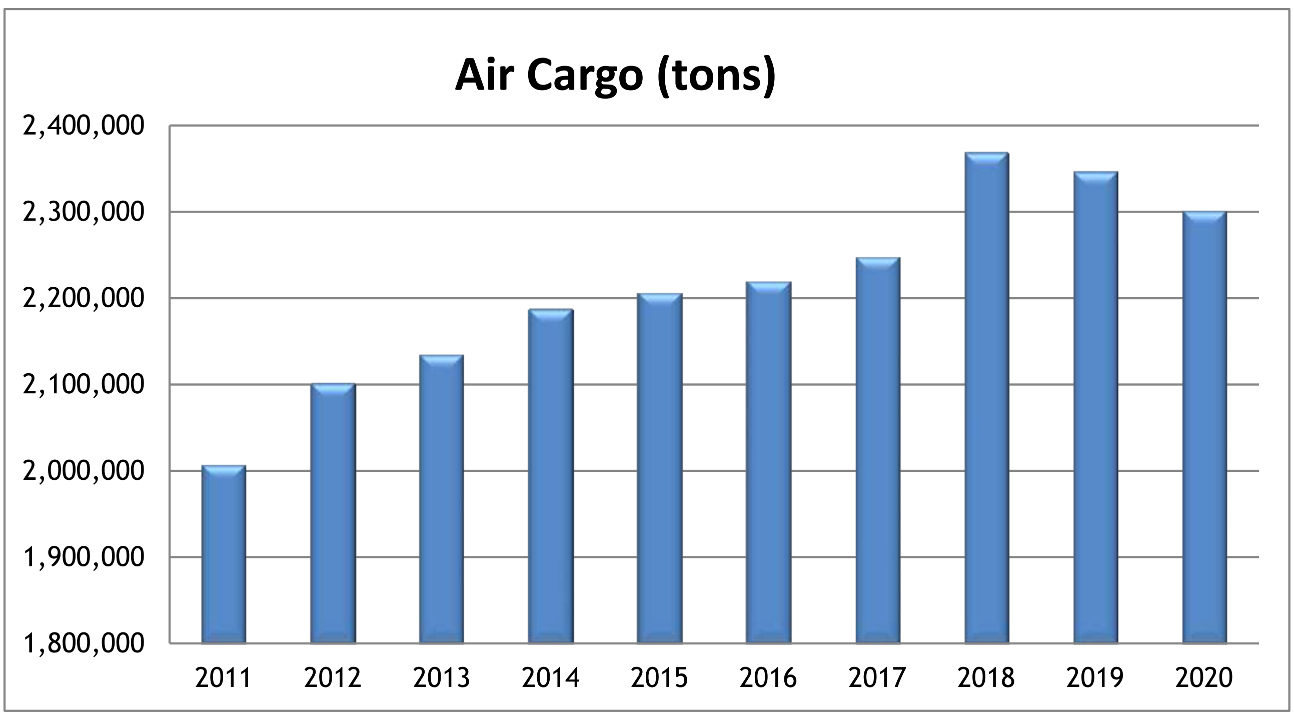
Airline	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
American Airlines Inc.	11,797.7	12,478.4	12,526.5	12,520.8	12,951.4	13,433.0	12,902.7	13,254.5	13,571.2	7,599.3
Envoy (Previously American Eagle)	936.8	941.1	926.9	945.9	1,113.4	1,239.3	1,349.0	1,570.2	1,604.8	834.6
Delta Air Lines Inc.	1,123.0	1,139.2	1,098.5	1,158.3	1,238.8	1,341.9	1,360.9	1,333.5	1,348.2	757.2
United Airlines, Inc.	78.8	162.1	341.0	459.8	451.4	561.0	672.5	679.7	632.1	454.9
Frontier Airlines	-	-	-	-	245.3	301.0	232.1	361.9	193.9	313.9
Swift Air LLC	-	-	-	32.8	65.1	68.5	70.9	302.5	418.1	231.9
Avianca Airlines	290.3	286.8	317.6	314.7	328.3	329.9	338.9	294.1	403.9	186.3
TAM Linhas Aereas	327.9	343.7	412.4	464.2	448.9	414.4	313.7	341.0	353.7	181.4
COPA Airlines	143.6	196.5	225.2	248.9	245.3	243.9	259.3	279.8	299.5	154.9
British Airways	224.2	242.6	267.1	237.4	236.3	247.7	238.8	245.0	334.5	124.5
All Others	3,779.8	3,893.3	3,762.5	3,837.1	4,050.9	3,973.7	3,864.0	3,558.2	3,525.2	1,810.7
	18,702.1	19,683.7	19,877.7	20,219.9	21,375.1	22,154.3	21,602.8	22,220.4	22,685.1	12,649.6

Air Cargo Activity

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Fiscal Year	Mail	Freight	Total	% Change
2011	31,244	1,975,477	2,006,721	0.8%
2012	33,076	2,068,485	2,101,561	4.7%
2013	38,915	2,096,028	2,134,943	1.6%
2014	32,014	2,155,460	2,187,474	2.5%
2015	35,482	2,170,825	2,206,307	0.9%
2016	41,005	2,178,601	2,219,606	0.6%
2017	37,928	2,209,986	2,247,914	1.2%
2018	42,717	2,325,899	2,368,616	5.4%
2019	37,013	2,309,228	2,346,241	-0.9%
2020	32,402	2,268,649	2,301,051	-1.9%



Miami-Dade County Population and Per Capita Personal Income

Last Ten Calendar Years

(Unaudited)

Year	Population	Total Personal Income (In Thousands)	Per Capita Personal Income	Unemployment Rate	Civilian Labor Force	Median Age
2011	2,516,515	$97,815,794	$38,870	12.7%	1,300,030	38
2012	2,551,255	$100,688,604	$39,466	9.7%	1,290,751	39
2013	2,565,685	$104,373,301	$40,680	8.9%	1,289,617	39
2014	2,586,290	$111,528,866	$41,883	7.2%	1,282,854	39
2015	2,629,877	$119,599,683	$44,550	5.9%	1,317,469	40
2016	2,674,278	$123,276,064	$45,440	5.4%	1,341,500	40
2017	2,702,695	$126,715,595	$46,048	4.7%	1,386,660	40
2018	2,732,727	$138,138,976	$50,022	3.6%	1,381,547	40
2019	2,762,698	$149,166,155	$54,902	2.4%	1,383,989	41
2020	2,792,599	(2)	(2)	8.8% (1)	1,342,819 (1)	(2)

Source: U.S Bureau of Economic Analysis, Local Area Personal Income
U.S. Census Bureau, American Community Survey 2019 1-Year Estimate
U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics
Miami-Dade County, Department of Regulatory and Economic Resources
Planning Research and Economic Analysis Section

Legend: (1) Preliminary estimate.
(2) Information unavailable as of the date of this report.

Principal Employers in Miami-Dade County

Latest Available Year and Nine Years Previous

(Unaudited)

	2007			2020 [1]		
Employer	**Employees**	**Rank**	**Percentage of Total County Employment**	**Employees**	**Rank**	**Percentage of Total County Employment**
Miami-Dade County Public Schools	50,000	1	4.19%	31,000	1	2.32%
Miami-Dade County	32,000	2	2.68%	24,692	2	1.85%
U.S. Federal Government	19,800	3	1.66%	19,300	3	1.45%
Florida State Government	16,200	4	1.36%	19,200	4	1.44%
University of Miami	10,170	7	0.85%	13,864	5	1.04%
Baptist Health South Florida	11,257	5	0.94%	13,369	6	1.00%
American Airlines	9,000	9	0.75%	11,773	7	0.88%
Jackson Health System	10,000	8	0.84%	8,163	8	0.61%
Florida International University	-	-	-	4,951	9	0.37%
City of Miami	4,297	15	0.36%	3,820	10	0.29%
Mount Sinai Medical Center	-	-	-	3,402	11	0.25%
Florida Power & Light Company	-	-	-	3,011	12	0.23%
Miami Children's Hospital	-	-	-	2,991	13	0.22%
Homestead AFB	-	-	-	2,810	14	0.21%
Miami-Dade College	6,004	11	0.50%	2,572	15	0.19%
Precision Response Corporation	6,000	12	0.50%	-	-	-
United Parcel Service	6,123	10	0.51%	-	-	-
Bell South Corporation - Florida	5,500	13	0.46%	-	-	-
Winn Dixie Stores	4,833	14	0.41%	-	-	-
Publix Super Markets	11,000	6	0.92%	-	-	-
	202,184		16.93%	164,918		12.35%

Source:

The Beacon Council, Miami, Florida, Miami Business Profile

[1] **Information is based on data from year 2016. The data for year 2020 was not available as of the date of this report.**

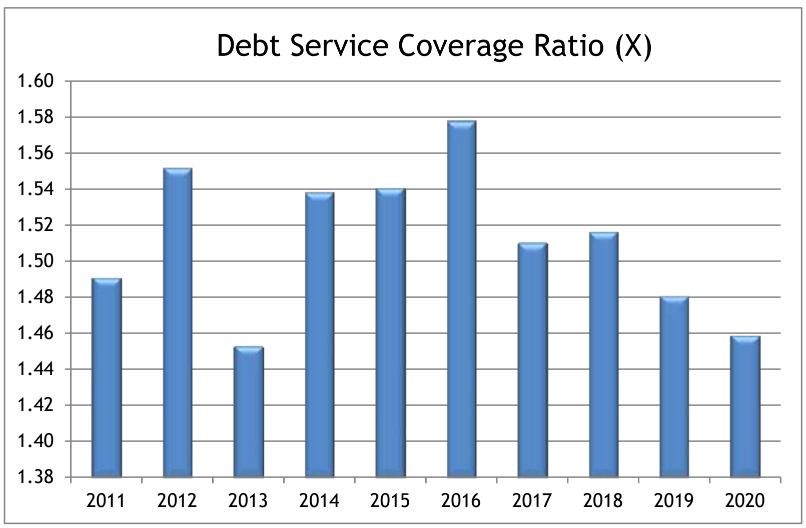
Revenue Bond Debt Service Coverage

Fiscal Years Ended September 30, 2011 to 2020

(In Thousands)

(Unaudited)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pledged Revenues	$739,996	$824,886	$868,802	$894,079	$892,846	$925,548	$913,151	$931,800	$947,457	$721,677
Expenses	373,538	370,290	384,004	387,135	402,831	415,554	429,974	454,871	480,910	452,022
Net Revenues	366,458	454,596	484,798	506,944	490,015	509,994	483,177	476,929	466,547	269,655
Reserve Maintenance Fund Deposit	25,000	12,000	17,000	15,000	17,000	25,000	30,000	20,000	15,000	15,000
Net Revenues after Deposits	341,458	442,596	467,798	491,944	473,015	484,994	453,177	456,929	451,547	254,655
Principal & Interest Requirement	229,035	285,208	322,029	319,802	307,028	307,386	300,068	301,326	304,940	174,602
Debt Service Coverage Ratio (x)	1.49	1.55	1.45	1.54	1.54	1.58	1.51	1.52	1.48	1.46



Outstanding Debt

Last Ten Fiscal Years

(In Thousands)

(Unaudited)

Fiscal Year Ended September 30,	Trust Agreement Revenue Bonds (a)	Double-Barreled Aviation Bonds (General Obligation) (b)	Commercial Paper Notes (c)	State Infrastructure Bank (SIB) Loan (d)	Capital Lease (e)	Total
2011	$6,046,950	$239,755	-	$37,029	-	$6,323,734
2012	$5,987,430	$235,810	-	$32,691	-	$6,255,931
2013	$5,822,665	$231,785	-	$28,345	-	$6,082,795
2014	$5,726,745	$227,600	-	$23,912	-	$5,978,257
2015	$5,616,550	$223,205	-	$19,390	-	$5,859,145
2016	$5,791,531	$223,086	$20,012	$14,778	-	$6,049,407
2017	$5,680,386	$218,103	$60,066	$10,074	$33,081	$6,001,710
2018	$5,584,857	$212,891	$140,168	$5,274	$80,683	$6,023,873
2019	$5,777,068	$207,240	-	-	$77,193	$6,061,501
2020	$5,621,474	$201,388	-	-	$68,941	$5,891,803

a) Revenue Bonds issued under the Trust Agreement are payable solely by a pledge of net revenues, as defined in the Trust Agreement. The Revenue Bonds are being paid by the Aviation Department's Net Revenues.

b) In FY 2010 the County issued its Series 2010 Double-Barreled Aviation Bond (General Obligation), in the aggregate principal amount of $239,775,000. The Series 2010 Bonds are a general obligation of the County, secured by the full faith, credit and taxing power of the County. The Series 2010 Bonds are payable from ad valorem taxes levied on all taxable property in the County, without limitations as to rate or amount, to the extent that Net Available Airport Revenues are insufficient to pay debt service on the Series 2010 Bonds.

c) The Commercial Paper Notes are payable solely from proceeds of future Revenue Bonds and any unencumbered monies in the Improvement Fund. An irrevocable letter of credit in the amount of $400 million dollars was approved for the purpose of making funds readily available for the payment of principal and interest on the Notes. The use of the initial Commercial Paper was discontinued in August of 2010 and a new Commercial Paper Note Program was started in March 2016. The new program is secured with an irrevocable letter of credit in the amount of $200 million.

d) A County loan in the amount of $50 million from the FDOT State Infrastructure Bank to fund the County's share of the cost of the Viaduct Project. The loan was secured by a County covenant to annually budget and appropriate from the County legally available non-ad valorem revenue sufficient to pay debt service costs. The debt service costs were reimbursed to the County by the Aviation Department. The loan was paid off in September 2019.

e) The Aviation Department has entered into various agreements with banks to provide capital to finance the lease/purchase of certain energy improvement equipment.

Long-Term Debt per Enplaned Passenger

Last Ten Fiscal Years

(In Thousands Except Enplaned Passengers)
(Unaudited)

Fiscal Year Ended September 30	Trust Agreement Revenue Bonds (a)	Double-Barreled Aviation Bonds (General Obligation) (b)	Commercial Paper Notes (c)	State Infrastructure Bank (SIB) Loan (d)	Capital Lease (e)	Total	Enplaned Passenger	Long Term Debt per Enplaned Passenger
2011	$6,046,950	$239,755	-	$37,029	-	$6,323,734	18,701,120	$338.15
2012	$5,987,430	$235,810	-	$32,691	-	$6,255,931	19,683,678	$317.82
2013	$5,822,665	$231,785	-	$28,345	-	$6,082,795	19,877,691	$306.01
2014	$5,726,745	$227,600	-	$23,912	-	$5,978,257	20,219,931	$295.66
2015	$5,616,550	$223,205	-	$19,390	-	$5,859,145	21,375,095	$274.11
2016	$5,791,531	$223,086	$20,012	$14,778	-	$6,049,407	22,154,289	$273.06
2017	$5,680,386	$218,103	$60,066	$10,074	$33,081	$6,001,710	21,602,794	$277.82
2018	$5,584,857	$212,891	$140,168	$5,274	$80,683	$6,023,873	22,220,423	$271.10
2019	$5,777,068	$207,240	-	-	$77,193	$6,061,501	22,685,074	$267.20
2020	$5,621,474	$201,388	-	-	$68,941	$5,891,803	12,649,609	$465.77

a) Revenue Bonds issued under the Trust Agreement are payable solely by a pledge of net revenues, as defined in the Trust Agreement. The Revenue Bonds are being paid by the Aviation Department's net Revenue.

b) In FY 2010 the County issued its Series 2010 Double-Barreled Aviation Bond (General Obligation), in the aggregate principal amount of $239,775,000. The Series 2010 Bonds are a general obligation of the County, secured by the full faith, credit and taxing power of the County. The Series 2010 Bonds are payable from ad valorem taxes levied on all taxable property in the County, without limitations as to rate or amount, to the extent that Net Available Airport Revenues are insufficient to pay debt service on the Series 2010 Bonds.

c) The Commercial Paper Notes are payable solely from proceeds of future Revenue Bonds and any unencumbered monies in the Improvement Fund. An irrevocable letter of credit in the amount of $400 million dollars was approved for the purpose of making funds readily available for the payment of principal and interest on the Notes. The use of the initial Commercial Paper was discontinued in August of 2010 and a new Commercial Paper Note Program was started in March 2016. The new program is secured with an irrevocable letter of credit in the amount of $200 million.

d) A County loan in the amount of $50 million from the FDOT State Infrastructure Bank to fund the County's share of the cost of the Viaduct Project. The loan was secured by a County covenant to annually budget and appropriate from the County legally available non-ad valorem revenue sufficient to pay debt service costs. The debt service costs were reimbursed to the County by the Aviation Department. The loan was paid off in September 2019.

e) The Aviation Department has entered into various agreements with banks to provide capital to finance the lease/purchase of certain energy improvement equipment.

Capital Assets

Fiscal Years Ended September 30, 2011 to 2020

(Unaudited)

Miami-Dade Aviation Department	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Number of airports	5	5	5	5	5	5	5	5	5	5
Number of runways										
Miami International	4	4	4	4	4	4	4	4	4	4
Opa-Locka	3	3	3	3	3	3	3	3	3	3
Tamiami	3	3	3	3	3	3	3	3	3	3
Homestead	2	2	2	2	2	2	2	2	2	2
Training & Transition Airport	1	1	1	1	1	1	1	1	1	1

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Miami-Dade Aviation Department

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