

Non-consolidated financial statements

**Vancouver Airport Authority**

December 31, 2016



Building a better  
working world

## Independent auditors' report

To the Directors of  
**Vancouver Airport Authority and the Montreal Trust Company of Canada**  
**[the "Trustee"] and the Debenture Holders**

We have audited the accompanying non-consolidated financial statements of **Vancouver Airport Authority** [the "Entity"], which comprise the non-consolidated statement of financial position as at December 31, 2016, and the non-consolidated statements of operations, changes in net assets and cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information. These financial statements have been prepared by management of the Entity based on the financial reporting provisions of Section 7.11 of the Trust Indenture Agreement dated December 6, 1996, as amended between the Entity and the Trustee [the "Agreement"].

### Management's responsibility for the non-consolidated financial statements

Management is responsible for the preparation of these non-consolidated financial statements in accordance with the financial reporting provisions of the Agreement, and for such internal control as management determines is necessary to enable the preparation of the non-consolidated financial statements that are free from material misstatement, whether due to fraud or error.

### Auditors' responsibility

Our responsibility is to express an opinion on these non-consolidated financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the non-consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the non-consolidated financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the non-consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditors consider internal control relevant to the entity's preparation of the non-consolidated 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. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the non-consolidated financial statements.

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

### Opinion

In our opinion, the non-consolidated financial statements of **Vancouver Airport Authority** as at December 31, 2016 and for the year then ended are prepared, in all material respects, in accordance with the financial reporting provisions of the Agreement.

### Other matter

**Vancouver Airport Authority** has prepared a consolidated set of financial statements for the year ended December 31, 2016 in accordance with Canadian accounting standards for not-for-profit organizations on which we issued an auditors' report to the Directors of **Vancouver Airport Authority** dated April 13, 2017.



**Basis of accounting and restriction on use**

Without modifying our opinion, we draw attention to note 2 to the non-consolidated financial statements, which describes the basis of accounting. The non-consolidated financial statements are prepared to assist the Entity to comply with the financial reporting provisions of the Agreement. As a result, the non-consolidated financial statements may not be suitable for another purpose. Our auditors' report is intended solely for the **Vancouver Airport Authority**, the Trustee and the Debenture Holders and should not be used by any other parties.

Vancouver, Canada  
April 13, 2017

*Ernst + Young LLP*

Chartered Professional Accountants

**Vancouver Airport Authority**

**Non-consolidated statement of financial position**

[expressed in thousands of dollars]

As at December 31

	2016	2015
	\$	\$
<b>Assets</b>		
<b>Current</b>		
Cash	159,686	120,787
Accounts receivable [note 3]	37,333	26,930
Other receivables [note 14]	6,962	5,538
Current portion of net investment in lease [note 4]	1,386	1,196
Inventory [note 5]	9,182	7,288
Prepaid expenses	4,934	3,690
<b>Total current assets</b>	<b>219,483</b>	<b>165,429</b>
Net investment in lease [note 4]	2,913	4,299
Investment in subsidiaries [notes 6 and 14]	75,128	73,907
Partnership interest [notes 7, 14 and 17[c]]	10,029	5,666
Capital assets, net [note 8]	1,923,764	1,925,340
Other long-term assets, net [note 9]	38,810	38,571
	<b>2,270,127</b>	<b>2,213,212</b>
<b>Liabilities and net assets</b>		
<b>Current</b>		
Accounts payable and accrued liabilities [notes 11, 12, 16[c] and 17[a]]	74,621	101,012
Current portion of deferred revenue	15,653	11,469
<b>Total current liabilities</b>	<b>90,274</b>	<b>112,481</b>
Deferred revenue [note 14[c]]	15,718	15,063
Other long-term liabilities [notes 16[b] and [c]]	16,366	14,571
Deferred capital contributions [note 13[a]]	43,638	48,860
Debentures [note 12]	544,719	543,848
<b>Total liabilities</b>	<b>710,715</b>	<b>734,823</b>
Commitments, contingencies and guarantees [note 17]		
<b>Net assets</b>	<b>1,559,412</b>	<b>1,478,389</b>
	<b>2,270,127</b>	<b>2,213,212</b>

See accompanying notes

On behalf of the Board:



Director



Director

## Vancouver Airport Authority

### Non-consolidated statement of operations

[expressed in thousands of dollars]

Year ended December 31

	2016	2015
	\$	\$
<b>Revenue</b>		
Landing fees	42,346	36,556
Terminal fees	84,883	102,873
Concession	115,204	104,714
Airport improvement fees <i>[note 15]</i>	150,447	136,916
Car parking	33,484	31,430
Rentals	36,336	36,782
Fees and miscellaneous	20,609	23,363
Contributions <i>[note 13[b]]</i>	6,348	12,078
	<b>489,657</b>	<b>484,712</b>
<b>Expenses</b>		
Salaries, wages and benefits	51,290	47,801
Materials, supplies and services	109,086	97,955
Payments in lieu of taxes, insurance and other	30,246	31,934
Amortization of capital assets	137,901	128,489
	<b>328,523</b>	<b>306,179</b>
<b>Other expenses</b>		
Ground lease	50,587	49,267
Interest and financing charges	29,939	31,508
	<b>80,526</b>	<b>80,775</b>
Excess of revenue over expenses before undernoted items	80,608	97,758
Dividend income <i>[note 14[a]]</i>	—	301
Write-down of capital assets	(1,345)	(3,058)
Gain on disposal of capital assets	107	75
Foreign exchange gain (loss)	(231)	898
Partnership income of VAPH <i>[note 7]</i>	4,848	4,060
<b>Excess of revenue over expenses for the year</b>	<b>83,987</b>	<b>100,034</b>

See accompanying notes

**Vancouver Airport Authority**

**Non-consolidated statement of changes in net assets**

[expressed in thousands of dollars]

Year ended December 31

	2016	2015
	\$	\$
<b>Balance, beginning of year</b>	<b>1,478,389</b>	1,377,774
Excess of revenue over expenses for the year	<b>83,987</b>	100,034
Employee future benefit plan measurements <i>[note 16]</i>	<b>(2,964)</b>	581
<b>Balance, end of year</b>	<b>1,559,412</b>	1,478,389

*See accompanying notes*

## Vancouver Airport Authority

### Non-consolidated statement of cash flows

[expressed in thousands of dollars]

Year ended December 31

	2016	2015
	\$	\$
<b>Operating activities</b>		
Excess of revenue over expenses for the year	83,987	100,034
Add (deduct) items not involving cash		
Amortization of capital assets	137,901	128,489
Amortization of deferred capital contributions <i>[note 13[b]]</i>	(6,291)	(8,963)
Amortization of deferred financing costs	871	459
Amortization of other long-term assets	1,848	2,249
Write-down of capital assets	1,345	3,058
Gain on disposal of capital assets	(107)	(75)
Foreign exchange loss (gain)	231	(898)
Partnership income of VAPH	(4,848)	(4,060)
Changes in non-cash operating working capital <i>[note 20[a]]</i>	(15,562)	8,457
<b>Cash provided by operating activities</b>	<b>199,375</b>	<b>228,750</b>
<b>Investing activities</b>		
Additions to capital assets	(160,212)	(205,016)
Investment in subsidiaries <i>[note 6]</i>	(1,100)	—
Proceeds on disposal of capital assets	110	75
Partnership distribution from VAPH <i>[note 14[d]]</i>	485	—
Decrease in net investment in lease	1,196	1,028
Increase in other long-term assets	(3,746)	(5,036)
<b>Cash used in investing activities</b>	<b>(163,267)</b>	<b>(208,949)</b>
<b>Financing activities</b>		
Increase in other long-term liabilities	1,795	906
Deferred capital contributions received	1,227	5,949
Repayment of deferred ground lease	—	(2,052)
Increase in deferred financing fees <i>[notes 12[a] and [b]]</i>	—	(4,823)
Issuance of Series F debentures <i>[note 12[b]]</i>	—	200,000
Repayment of Series E debentures <i>[note 12[c]]</i>	—	(200,000)
<b>Cash provided by (used in) financing activities</b>	<b>3,022</b>	<b>(20)</b>
Effect of foreign exchange on cash	(231)	898
<b>Net increase in cash during the year</b>	<b>38,899</b>	<b>20,679</b>
Cash, beginning of year	120,787	100,108
<b>Cash, end of year</b>	<b>159,686</b>	<b>120,787</b>

See accompanying notes

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### 1. Operations

The Vancouver Airport Authority [the "Airport Authority"] is incorporated under the *Canada Not-for-profit Corporations Act*. The Airport Authority is governed by a Board of Directors [the "Board"], with nine members appointed by the Government of Canada and various government and professional bodies, up to five directors appointed by the Board from the community at large, and one seat on the Board held by the President and CEO of the Airport Authority.

The Airport Authority operates the Vancouver International Airport [the "Airport"] pursuant to a lease of most of Sea Island, Richmond, British Columbia, from the Government of Canada [the "Ground Lease"].

#### 2. Significant accounting policies

##### Presentation and basis of accounting

These non-consolidated financial statements have been prepared in accordance with the significant accounting policies described herein pursuant to the Trust Indenture Agreement [the "Trust Indenture"] dated December 6, 1996, one Supplemental Indenture dated November 14, 2006, two dated December 7, 2006, one dated November 14, 2007, one dated October 5, 2015, and one dated November 10, 2015.

The Airport Authority prepares its financial statements in accordance with Part III of the *CPA Canada Handbook – Accounting*, "Accounting Standards for Not-for-Profit Organizations" ["ASNPO"]. The basis of accounting used to prepare these non-consolidated financial statements materially differs from ASNPO because the Airport Authority's wholly owned subsidiaries are accounted for using the cost method.

The Airport Authority also distributes audited consolidated financial statements prepared for the same period in accordance with ASNPO.

##### Inventory

Inventory is valued at the lower of weighted average cost and net realizable value. Weighted average cost includes the purchase price, import duties, other net taxes, transportation, handling and other costs directly attributable to acquisition. Net realizable value is the estimated current replacement cost.

##### Investments in subsidiaries

The Airport Authority accounts for its investments in subsidiaries using the cost method. The Airport Authority has four wholly owned subsidiaries:

- Vancouver Airport Enterprises Ltd. ["VAEL"] holds a 100% investment in YVR Project Management Ltd. ["YVRPM"], which provides capital project management and consulting services to affiliated and non-affiliated entities.
- Vancouver Airport Authority (Hong Kong) Ltd. ["YVRHK"] is a Hong Kong domiciled company that provides various marketing and support services to promote the Airport Authority as a premier passenger and air cargo hub for Asian customers.



## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

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- Vancouver Airport Enterprises (Templeton) Ltd. ["VAEL Templeton"] holds the Airport Authority's 50% investment in the Templeton DOC Limited Partnership ["DOC Partnership"], which has developed a retail designer outlet centre ["DOC"] on Sea Island.
- Vancouver Airport Properties Ltd. ["VAPL"] holds a 0.1% interest in and manages the following partnerships:
  - Vancouver Airport Property Holding LLP ["VAPH"] – VAPH's purpose is to hold the leasehold interest from the Airport Authority. The Airport Authority holds the other 99.9% interest in VAPH.
  - Vancouver Airport Property Management LLP ["VAPM"] – VAPM is the limited liability partnership that owns and operates multi-tenanted buildings on Sea Island. VAPH holds the other 99.9% interest in VAPM.

#### Partnership interest

The Airport Authority accounts for its partnership interest using the equity method. The Airport Authority's share of partnership income is recorded in the non-consolidated statement of operations.

#### Borrowing costs

Interest on debt is recognized as an expense in the period in which it is incurred.

#### Capital assets

Capital assets are recorded at cost less accumulated amortization. The cost includes the purchase price and other acquisition and construction costs such as installation costs, design and engineering fees, legal fees, survey costs, site preparation, transportation charges, labour, insurance and duties. Software that is an integral part of the related hardware is capitalized to the cost of computer equipment and systems and included in capital assets. The costs included in construction-in-progress are capitalized during the construction phase and are not amortized. Upon completion of the project, the assets will be allocated to the respective capital asset classes and amortized at the rates provided in the table below.

Amortization is provided at cost less estimated salvage value on a straight-line basis over a period not exceeding the estimated useful lives as follows:

Buildings and other structures	5 to 40 years
Runways and other paved surfaces	3 to 30 years
Rapid transit infrastructure	50 years
Machinery and equipment	5 to 15 years
Furniture and fixtures	5 to 15 years
Computer equipment and software	3 to 10 years
Art collection	Not amortized

#### Deferred revenue

Deferred revenue represents payments received in advance from tenants and operators, which are deferred and recognized over the terms of the related agreements.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### Revenue recognition

Revenue is recognized when the amount to be received is fixed or can be reasonably estimated, delivery has occurred, and collection is reasonably assured as follows:

- [i] Aeronautical charges, which consist of landing and terminal fees, are generally recognized as revenue when airport facilities are utilized.
- [ii] Concession revenue is recognized based on a percentage of reported concessionaire sales and/or specified minimum annual guarantees. Specified minimum annual guarantee amounts and incentives for lessees to enter into lease agreements are recognized evenly over the lease term, even if the payments are not made on such a basis.
- [iii] Revenue from the Airport Improvement Fee ["AIF"], which is collected from passengers by air carriers, is recognized based on monthly passenger numbers submitted by individual air carriers.
- [iv] Car parking revenue is recognized when airport facilities are utilized.
- [v] Rental revenue is recognized on a straight-line basis over the term of the respective agreements. Revenue from rental arrangements classified as direct finance leases is recognized over the term of the lease in order to reflect a constant periodic return to the Airport Authority's net investment in the finance lease.
- [vi] Contributions are accounted for using the deferral method as follows:

Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

Contributions received to offset specific operating costs are recorded as revenue when the related costs are incurred.

Contributions received and designated by third parties for specific capital purposes are deferred and recorded as revenue on a basis consistent with the amortization of the related capital assets.

The Airport Authority does not have any endowment contributions.

#### Ground lease expense

The ground lease expense is based on a progressive scale of percentages of the Airport Authority's revenue as defined in the Ground Lease and is charged to operations.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

The Airport Authority does not receive title to the underlying parcels of land; therefore, the ground lease has been accounted for as an operating lease.

#### Dividend income

Dividend income is recorded when the dividend is declared and collection is reasonably assured.

#### Taxes

Income arising from the operation of the Airport Authority is exempt from federal and provincial income taxes under the *Airport Transfer (Miscellaneous Matters) Act*.

A payment in lieu of taxes is made for municipal services and is based on the municipality's rates applied to the assessment of property values.

#### Leases

Leases are classified as finance leases whenever the terms of the lease transfer substantially all of the risks and rewards of ownership to the lessee. All other leases are classified as operating leases. Operating lease payments are recognized as an expense on a straight-line basis over the term of the lease.

#### Employee future benefits

The Airport Authority has a contributory defined benefit pension plan that covers employees of the Airport Authority who, immediately prior to joining the Airport Authority, were employees of the Federal Public Service; a defined contribution plan that covers new employees who have joined the Airport Authority since June 1992; and unfunded supplemental plans that cover its senior executives and some of its senior management.

##### *Defined benefit pension plans*

The Airport Authority accrues its obligations under defined benefit pension plans as the employees render the service necessary to earn the employment benefits.

The Airport Authority measures its accrued benefit obligations and the fair value of plan assets as at December 31 of each year, using the most recent funding valuation for the defined benefit pension plan, adjusted to remove the margin for adverse deviation from the discount rate. The most recent actuarial valuation of the defined benefit pension plan for funding purposes was as of December 31, 2015. The next valuation for funding purposes will be as of December 31, 2016, the results of which are expected to be available during 2017.

The actuarial determination of the accrued benefit obligations for pensions and other retirement benefits uses the projected accrued benefit cost method prorated on service. Obligations for the pension plans are calculated using the assumptions from the actuarial funding valuation including an estimate of future salary levels, pension indexing, retirement ages of employees, and other actuarial factors. Obligations for the non-pension benefit plan are calculated using assumptions that incorporate management's best estimate of cost escalation, retirement ages of employees, and other actuarial factors.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

For the purpose of calculating the expected return on plan assets, those assets are valued at fair value at the reporting date.

Remeasurements, which include settlement and actuarial gains and losses, arise from the difference between actual long-term rate of return on plan assets for a period and the expected long-term rate of return on plan assets for that period, differences in demographic and economic experience compared to expectations, or from changes in actuarial assumptions used to determine the accrued benefit obligation. These remeasurements are recognized directly in net assets and presented separately.

Past service costs arising from plan amendments are recognized immediately on the non-consolidated statement of operations.

#### *Defined contribution benefit plans*

The Airport Authority records contributions to defined contribution benefit plans as an expense, which is included in salaries, wages and benefits expense as services are rendered.

#### **Financial instruments**

##### *Recognition and measurement*

The Airport Authority recognizes a financial asset or financial liability when the entity becomes a party to the contractual provisions of the financial instrument.

At initial acquisition, financial assets or financial liabilities acquired or assumed in an arm's length transaction are measured at fair value, adjusted for directly attributable financing fees and transaction costs if the instrument is subsequently measured at cost or amortized cost.

The following is a summary of the Airport Authority's financial instruments which are subsequently measured at cost or amortized cost: cash, accounts receivable, other receivables, accounts payable and debentures.

##### *Financing costs*

The Airport Authority capitalizes all transaction costs relating to the acquisition of financing as an offset to the related debt and amortizes the costs to interest expense using the effective interest rate method over the term of the underlying debt.

#### **Foreign currency translation**

Monetary assets and liabilities denominated in foreign currencies are translated at the prevailing rates of exchange at the non-consolidated statement of financial position date. Revenue and expenses are translated at the exchange rates prevailing on the transaction date.

#### **Use of estimates**

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the non-consolidated financial statements, and the reported amounts of revenue and expenses during the reporting

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

period. Significant areas requiring the use of management estimates relate to the determination of accrued revenue, allowance for doubtful accounts, percentage of completion for construction-in-progress, useful lives for amortization of capital assets, accrued liabilities, assumptions with respect to defined benefit plans, fair values of identified assets and liabilities acquired in business combinations, and provisions for contingencies. Actual results could differ materially from those estimates.

#### 3. Accounts receivable

[a]	2016	2015
	\$	\$
Current	31,438	24,706
31 – 60 days past due	3,372	1,691
61 – 90 days past due	871	502
90+ days past due	2,204	576
Less allowance for doubtful accounts	(552)	(545)
	<b>37,333</b>	<b>26,930</b>

[b]	2016	2015
	\$	\$
Allowance for doubtful accounts, beginning of year	545	485
Increase in allowance for doubtful accounts	7	149
Write-off of specific accounts	—	(89)
Allowance for doubtful accounts, end of year	<b>552</b>	<b>545</b>

#### 4. Net investment in lease

During 2002, the Airport Authority acquired a cargo facility for cash consideration of \$11,254,000, which was then leased back to the vendor under an agreement expiring December 31, 2019. The Airport Authority's net investment in the direct financing lease consists of the following:

	2016	2015
	\$	\$
Minimum lease payments receivable	5,167	6,994
Unearned income	(868)	(1,499)
	<b>4,299</b>	<b>5,495</b>
Less current portion	1,386	1,196
	<b>2,913</b>	<b>4,299</b>

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

As at December 31, 2016, the future minimum lease payments receivable under the direct financing lease are as follows:

	\$
2017	1,854
2018	1,882
2019	1,431
	<u>5,167</u>

#### 5. Inventory

At December 31, 2016, the Airport Authority has a \$754,000 [2015 – \$644,000] valuation allowance on its inventory. The cost of inventory recognized as materials, supplies and services expense and payments in lieu of taxes, insurance and other during the year ended December 31, 2016 was \$6,907,000 [2015 – \$6,888,000].

#### 6. Investment in subsidiaries

	2016	2015
	\$	\$
VAEL [note 14[a]]	<b>52,570</b>	52,570
VAEL Templeton [notes 14[c] and 17[c]]	<b>22,558</b>	21,337
	<u><b>75,128</b></u>	<u>73,907</u>

On April 22, 2016, the Airport Authority through VAEL Templeton contributed \$1,100,000 in equity to the DOC Partnership to fund ground improvements required prior to the construction of Phase 2 of the DOC.

To date, the Airport Authority has contributed \$22,558,000 [2015 – \$21,337,000] in equity to the DOC Partnership. Costs incurred to date relate to the construction of the DOC, as well as associated leasing and marketing expenditures.

#### 7. Partnership interest

For the year ended December 31, 2016, the Airport Authority recorded on the non-consolidated statement of operations 99.9% of \$4,853,000 [2015 – \$4,064,000] in partnership income of VAPH. VAPH did not record any of the \$345,000 [2015 – \$1,811,000] loss generated by VAPM, as VAPH does not have an obligation to fund losses of its investment in VAPM. As at December 31, 2016, VAPH has accumulated \$3,349,000 [2015 – \$3,004,000] in unrecorded losses from VAPM, which will first be offset before any equity earnings are recognized.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

Summarized consolidated statements of financial position, operations and cash flows of the Airport Authority's share of VAPH [99.9%] as at and for the years ended December 31, 2016 and 2015 are presented below:

	2016	2015
	\$	\$
Assets	<b>10,039</b>	5,679
Liabilities	<b>(10)</b>	(13)
Net assets	<b>10,029</b>	5,666
	2016	2015
	\$	\$
Revenue	<b>4,860</b>	4,068
Expenses	<b>12</b>	8
Net income	<b>4,848</b>	4,060
	2016	2015
	\$	\$
Cash flows provided by (used in)		
Operating activities	<b>4,848</b>	3,988
Financing activities	<b>(577)</b>	(720)
Investing activities	—	—

#### 8. Capital assets

	2016		
	Cost	Accumulated amortization	Net book value
	\$	\$	\$
Buildings and other structures	<b>1,940,733</b>	<b>791,903</b>	<b>1,148,830</b>
Runways and other paved surfaces	<b>523,566</b>	<b>258,582</b>	<b>264,984</b>
Rapid transit infrastructure	<b>298,948</b>	<b>44,303</b>	<b>254,645</b>
Machinery and equipment	<b>127,187</b>	<b>89,379</b>	<b>37,808</b>
Furniture and fixtures	<b>32,871</b>	<b>27,569</b>	<b>5,302</b>
Computer equipment and software	<b>180,506</b>	<b>136,798</b>	<b>43,708</b>
Art collection	<b>9,804</b>	—	<b>9,804</b>
Construction-in-progress	<b>158,683</b>	—	<b>158,683</b>
	<b>3,272,298</b>	<b>1,348,534</b>	<b>1,923,764</b>

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

	<b>2015</b>		
	<b>Cost</b>	<b>Accumulated amortization</b>	<b>Net book value</b>
	\$	\$	\$
Buildings and other structures	1,879,395	709,317	1,170,078
Runways and other paved surfaces	513,836	236,569	277,267
Rapid transit infrastructure	298,948	38,323	260,625
Machinery and equipment	116,293	81,908	34,385
Furniture and fixtures	31,054	26,388	4,666
Computer equipment and software	163,177	123,819	39,358
Art collection	9,613	—	9,613
Construction-in-progress	129,348	—	129,348
	<b>3,141,664</b>	<b>1,216,324</b>	<b>1,925,340</b>

#### 9. Other long-term assets

	<b>2016</b>		
	<b>Cost</b>	<b>Accumulated amortization</b>	<b>Net book value</b>
	\$	\$	\$
Operating lease receivables [a]	<b>29,893</b>	<b>13,740</b>	<b>16,153</b>
Leasehold interest [b]	<b>4,640</b>	<b>681</b>	<b>3,959</b>
Development costs [c]	<b>961</b>	—	<b>961</b>
Intangible asset [d]	<b>1,400</b>	<b>1,400</b>	—
Accrued benefit asset [note 16]	<b>17,737</b>	—	<b>17,737</b>
	<b>54,631</b>	<b>15,821</b>	<b>38,810</b>

	<b>2015</b>		
	<b>Cost</b>	<b>Accumulated amortization</b>	<b>Net book value</b>
	\$	\$	\$
Operating lease receivables [a]	28,204	13,008	15,196
Leasehold interest [b]	4,640	609	4,031
Development costs [c]	961	—	961
Intangible asset [d]	1,400	1,400	—
Accrued benefit asset [note 16]	18,383	—	18,383
	<b>53,588</b>	<b>15,017</b>	<b>38,571</b>



## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

- [a] In certain circumstances, the Airport Authority provides lease inducements to tenants. These lease inducements are recorded as long-term assets and recognized evenly as a reduction of revenue over the term of the lease. During the year ended December 31, 2016, the Airport Authority provided lease inducements of \$31,000 [2015 – \$452,000] to tenants and recognized \$1,776,000 [2015 – \$1,827,000] as a reduction of concession and rental revenue.

In October 2011, the Airport Authority entered into a sublease with a tenant for a parcel of land on Sea Island. The initial term of the sublease is 40 years with two subsequent renewal options of 10 years each at the option of the tenant. The sublease has been classified as an operating lease, with rental revenue being amortized evenly over the initial term of the sub-lease. As at December 31, 2016, the cumulative difference between the rental income recognized and cash lease payments received is \$8,546,000 [2015 – \$7,561,000].

- [b] In June 2008, the Airport Authority acquired a leasehold interest on Sea Island for \$4,640,000, which included the estimated cost of decommissioning and demolishing the existing building on the land. Accordingly, the Ground Lease with Transport Canada was amended to include this additional site.

The leasehold interest is being amortized over the remaining term of the Ground Lease. For the year ended December 31, 2016, the amortization of the leasehold interest was \$72,000 [2015 – \$71,000].

- [c] Costs in this account relate to a potential commercial development on Sea Island and will form part of the Airport Authority's future investment, likely in a separate entity that will own and operate the development.

- [d] In October 2012, the Airport Authority purchased intellectual property rights from a third party relating to a technology the Airport Authority is currently developing and selling. This intangible asset is being amortized on a straight-line basis over three years, which represents the period over which the asset is expected to generate future economic benefit. As at December 31, 2015, the intangible asset was fully amortized.

#### 10. Line of credit

The Airport Authority has an unsecured bank operating line of \$250,000,000 [2015 – \$250,000,000] bearing interest at the bank prime rate, which was 2.7% as at December 31, 2016 [2015 – 2.70%], or at prevailing market interest rates if issuing bankers' acceptances. The unsecured bank operating line remained undrawn as at December 31, 2016 [2015 – nil].

	2016	2015
	\$	\$
Unsecured bank operating line	<b>250,000</b>	250,000
Outstanding letters of credit, reducing available balance	<b>14,694</b>	14,694
Available unsecured bank operating line	<b>235,306</b>	235,306

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### 11. Accounts payable and accrued liabilities

Included in accounts payable and accrued liabilities are government remittances payable, which include amounts payable for sales, parking and payroll related taxes, as well as ground lease payments to Transport Canada.

	2016	2015
	\$	\$
Transport Canada <i>[note 17[a]]</i>	1,319	2,633
TransLink	576	536
Canada Revenue Agency	355	243
	<b>2,250</b>	<b>3,412</b>

#### 12. Debentures

	2016	2015
	\$	\$
Debentures		
Amended Series B 7.425%, due December 7, 2026 <i>[a]</i>	150,000	150,000
Series D 4.424%, due December 7, 2018 <i>[a]</i>	200,000	200,000
Series F 3.857%, due November 10, 2045 <i>[b]</i>	200,000	200,000
	<b>550,000</b>	<b>550,000</b>
Less unamortized deferred financing costs	5,281	6,152
	<b>544,719</b>	<b>543,848</b>

The Amended Series B debentures are issued under the Trust Indenture dated December 6, 1996 and amended under the Supplemental Indentures dated December 7, 2006 and October 5, 2015. The Series D debentures are issued under the Supplemental Indenture dated December 7, 2006 and amended October 5, 2015. The Series F debentures are issued under the Supplemental Indenture dated November 10, 2015.

[a] On September 28, 2015, the Airport Authority received approval from holders of the Series B and D debentures to make amendments to the certain provisions in the Trust Indenture by way of a Fifth Supplemental Indenture dated October 5, 2015. These amendments include changes to the calculation of the interest coverage ratio, a means and time for resolution of deficiencies in the financial covenant, if required, and amendments to the limitations on investments and guarantees.

As a result of the amendments, voting debenture holders received an approval fee on the Series B and D debentures of \$10.00 for each \$1,000 principal amount outstanding. This resulted in an approval fee payment of \$1,464,000 and \$1,864,000, respectively, on the Series B and D debentures. The total approval fee and other financing costs incurred of \$3,500,000 relating to the amendments were deferred and recorded as a reduction to each respective debenture. The deferred financing costs are amortized to interest and financing charges on the non-consolidated statement of operations over the remaining term of the respective debentures.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

- [b] On November 10, 2015, the Airport Authority issued \$200,000,000 of 30-year Series F debentures through a Sixth Supplemental Trust Indenture dated November 10, 2015 to refinance the \$200,000,000 Series E debentures that matured on November 13, 2015. The Sixth Supplemental Trust Indenture incorporates the amendments made to the Trust Indenture by way of the Fifth Supplemental Indenture dated October 5, 2015.

The total financing costs of \$1,323,000 relating to the issuance were deferred and recorded as a reduction to the Series F debentures. The deferred financing costs are amortized to interest and financing charges on the statement of operations over the remaining term of the Series F debentures.

- [c] The Airport Authority repaid the \$200,000,000 outstanding on the Series E debentures when they became due on November 13, 2015.

The effective interest rates on the Series B, D and F debentures are 7.668%, 4.814%, and 3.895%, respectively. As at December 31, 2016, the Airport Authority has accrued debenture interest of \$2,440,000 [2015 – \$2,468,000], which is recorded in accounts payable and accrued liabilities.

The debentures are direct, unsecured and subordinated obligations of the Airport Authority. Interest is payable semi-annually in arrears in June and December for Series B and D and in May and November for Series F. The debentures are redeemable at the option of the Airport Authority, in whole or in part, at any time. For the Series B and D debentures, the redemption price is the higher of par and that value which would result in a yield to maturity equivalent to that of a Government of Canada bond of equivalent maturity plus a premium. The premium is 0.15% for the Series B debentures and 0.125% for the Series D debentures. For the Series F debentures, the redemption price prior to May 10, 2045 is the higher of par and that value which would result in a yield to maturity equivalent to that of a Government of Canada bond of equivalent maturity plus a premium. The premium for these debentures is 0.37%. The redemption price on or after May 10, 2045 is par.

While the debentures are outstanding, the Airport Authority is required to maintain an interest coverage ratio of not less than 1.25:1. Any further new issues of debt with a maturity of 12 months or longer are subject to a minimum interest coverage ratio of 1.75:1 on a pro-forma basis. The Trust Indenture also places certain limitations on the Airport Authority in the areas of encumbrances of assets, sales of assets, acquisitions of corporations, investments and guarantees. As at December 31, 2016 and 2015, the Airport Authority was in compliance with its covenants.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### 13. Deferred capital and operating contributions

##### [a] Deferred capital contributions

The Airport Authority receives funding from Canadian Air Transport Security Authority ["CATSA"] towards specific security infrastructure upgrades. The funds received are deferred and brought into revenue as contributions at a rate consistent with the amortization of the related capital assets.

	2016	2015
	\$	\$
Capital contributions		
CATSA	134,651	133,582
Other	3,647	3,647
	<u>138,298</u>	<u>137,229</u>
Less accumulated amortization	94,660	88,369
	<u>43,638</u>	<u>48,860</u>

##### [b] Contributions

	2016	2015
	\$	\$
Amortization of deferred capital contributions	6,291	8,963
Operating contributions	57	3,115
	<u>6,348</u>	<u>12,078</u>

#### 14. Related party transactions

Related parties include the Board of Directors, key management personnel, subsidiaries and affiliates. The Airport Authority has not engaged in any significant related party transactions with directors and key management personnel for the years ended December 31, 2016 and 2015.

The Airport Authority provides certain administrative support services including information technologies, legal, accounting, and human resources to its subsidiaries for no consideration.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

The Airport Authority pays legal, administrative, salaries and wages expenses on behalf of its subsidiaries in the normal course of operations which are included in other receivables and are measured at the agreed upon exchange amount. All receivables from subsidiaries are due and payable upon the Airport Authority's demand.

	2016	2015
	\$	\$
Due from VAEL [a]	1,668	349
Due from YVRPM [b]	1,959	1,576
Due from YVRHK	167	167
Due from VAEL Templeton [c]	13	68
Due from VAPL	—	3
Due from VAPH [d]	—	3
Due from VAPM	40	94
	<b>3,847</b>	<b>2,260</b>

[a] For the year ended December 31, 2016, the Airport Authority did not receive dividend income [2015 – \$301,000] from VAEL. During the year, the Airport Authority remitted 2016 tax instalments on behalf of VAEL, which are recorded in other receivables.

[b] For the year ended December 31, 2016, YVRPM provided capital project management services to the Airport Authority totaling \$843,000 [2015 – \$508,000], which are included in the cost of capital assets.

[c] During the year ended December 31, 2016, the Airport Authority received \$1,000,000 [2015 – \$16,274,000] for rental revenue pursuant to a land lease for the DOC. The amounts received have been deferred and are recognized in rental revenue over the term of the lease.

For the year ended December 31, 2016, the Airport Authority recognized \$396,000 [2015 – \$434,000] of rental revenue from VAEL Templeton and nil [2015 – \$660,000] of DOC management fees in fees and miscellaneous revenue.

[d] During the year, the Airport Authority received a partnership distribution from VAPH of \$485,000 [2015 – nil]. The distribution was recorded as a reduction in the partnership interests.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### 15. AIF – use of funds

The AIF is collected on the airline ticket by air carriers under a Memorandum of Agreement [“MOA”] between several Canadian airport authorities, air carriers and the Air Transport Association of Canada. Under the MOA, all AIF revenue collected is to be used to fund capital and related financing costs of airport infrastructure development as jointly agreed with the air carriers.

During the year ended December 31, 2016, the Airport Authority recorded \$149,746,000 [2015 – \$136,234,000] main terminal AIF revenue, and main terminal AIF eligible capital expenditures totaled \$134,797,000 [2015 – \$212,584,000]. The remainder of the AIF revenue is from the south terminal. To December 31, 2016, the cumulative main terminal AIF revenue totaled \$1,853,325,000 [2015 – \$1,703,579,000], and cumulative AIF eligible expenditures totaled \$3,191,757,000 [2015 – \$3,056,960,000]. To December 31, 2016, the cumulative AIF revenue has been used to fund AIF eligible capital expenditures in accordance with the MOA.

#### 16. Employee future benefits

##### [a] Funded pension plans

###### *Defined contribution plans*

The Airport Authority participates in a Registered Retirement Savings Plan, which covers employees who have joined the Airport Authority since June 1992. Employees covered by this plan are required to contribute 6%, and the Airport Authority contributes an additional 7% of their earnings. Total contributions for 2016 were \$2,485,000 [2015 – \$2,345,000].

The Airport Authority participates in a defined contribution plan, which covers some of the senior executives who are also in an unfunded supplementary plan discussed in [b] below. Pension expense for the supplementary plan for the year ended December 31, 2016 was \$18,000 [2015 – \$15,000].

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### Defined benefit plan

Information regarding the Airport Authority's defined benefit pension plan is as follows:

	2016	2015
	\$	\$
<b>Accrued benefit obligation</b>		
Balance, beginning of year	46,223	49,058
Current service cost	438	652
Employee contribution	143	154
Interest cost	2,699	2,933
Benefits paid	(2,132)	(1,969)
Actuarial loss (gain)	4,185	(2,114)
Obligation extinguished on settlement [i]	—	(2,491)
<b>Balance, end of year</b>	<b>51,556</b>	<b>46,223</b>
<b>Fair value of plan assets</b>		
Balance, beginning of year	64,606	66,028
Actual return on plan assets	6,206	3,651
Administration cost	(175)	(150)
Employer contributions	645	873
Employee contributions	143	154
Benefits paid	(2,132)	(1,969)
Assets distributed on settlement [i]	—	(3,981)
<b>Balance, end of year</b>	<b>69,293</b>	<b>64,606</b>
<b>Accrued benefit asset</b>	<b>17,737</b>	<b>18,383</b>

The accrued benefit asset is included in other long-term assets [note 9].

Plan assets [measured as of the measurement date of December 31 each year] comprise the following:

	2016	2015
	%	%
Asset category		
Equity shares	66.0	65.3
Debt securities	27.5	28.6
Cash and short-term investments	6.5	6.1
	<b>100.0</b>	<b>100.0</b>

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

The significant assumptions used are as follows [weighted average]:

	2016	2015
	%	%
Accrued benefit obligation as of December 31		
Discount rate	5.20	6.00
Rate of compensation increase	3.20	3.25
Benefit costs for the years ended December 31		
Discount rate	5.20	6.00
Expected long-term rate of return on plan assets	5.20	6.00
Rate of compensation increase	3.20	3.25

The elements of the defined benefit plan costs recognized in the year are as follows:

	2016	2015
	\$	\$
Current service cost	438	652
Administration cost	175	150
Interest cost	2,699	2,933
Expected return on plan assets	(3,772)	(3,944)
<b>Pension credit</b>	<b>(460)</b>	<b>(209)</b>

#### Total cash payments

- [i] In 2015, an annuity contract with a third party insurance company was purchased using plan funds to fully settle the benefits of members with accrued plan service at Vantage Airport Group Ltd. or its affiliates. The purchase of the annuity contract resulted in a loss on settlement of \$1,490,000, which has been recorded directly in net assets.
- [ii] In April 2011, amendments were made to the Pension Benefits Standards Regulations, which permitted plan sponsors to secure structured letters of credit in lieu of making solvency payments to the pension plan, up to a limit of 15% of plan assets. On August 31, 2011, the Airport Authority issued a letter of credit to fund its required solvency payments to its defined benefit plan. As at December 31, 2016, the total amount of the letter of credit was \$8,296,000 [2015 – \$8,296,000], which reduced the available bank operating line [note 10].

Total cash payments for employee future benefits for the year ended December 31, 2016, consisting of cash contributed by the Airport Authority to its funded pension plans [the defined benefit plan and defined contribution plans], were \$3,130,000 [2015 – \$3,555,000].



## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### **[b] Unfunded pension plans**

The Airport Authority participates in supplementary plans for its senior executives, along with some of its senior management.

Pension expense for the year ended December 31, 2016 was \$1,113,000 [2015 – \$1,013,000]. Based on an actuarial report, the total accrued benefit liability of these plans as at December 31, 2016 was \$12,906,000 [2015 – \$11,507,000], which has been accrued in other long-term liabilities.

#### **[c] Retiring allowance**

The Airport Authority provides a retiring allowance to bargaining unit employees based on their number of years of service and their salary at retirement. The accrued benefit liability is determined using an actuarial valuation and as at December 31, 2016, the total accrued benefit liability of this plan is \$3,988,000 [2015 – \$3,411,000] of which \$528,000 [2015 – \$478,000] is recorded in accounts payable and accrued liabilities and \$3,460,000 [2015 – \$2,933,000] in other long-term liabilities.

## **17. Commitments, contingencies and guarantees**

#### **[a] Ground Lease**

The Ground Lease governs both the economic and day-to-day relations between the Airport Authority and the Government of Canada for a term ending on June 30, 2072.

The Ground Lease requires that the Airport Authority operate the Airport as a “first class international airport” and that, as the operator, the Airport Authority exercise sound business judgment.

Under the Ground Lease, Transport Canada is required to assume all costs associated with environmental remediation of any noxious or hazardous substance when such substance was present prior to the commencement of the Ground Lease on July 1, 1992. Transport Canada has taken the position that payment is contingent upon the actual issue of a direction from a government agency requiring the clean-up. The Airport Authority is of the view that compliance with the law, the Ground Lease and the general duty to the environment are the tests to determine when an obligation exists. These matters are under active discussion.

Effective January 1, 2010, the ground lease expense is based on a progressive scale of percentages of the Airport Authority’s revenue as defined in the Ground Lease. At a minimum, the required monthly payments are based on the immediately preceding year’s actual ground lease expense while the expense is calculated as a percentage of current year revenue.

The difference between the Airport Authority’s required ground lease payments based on its estimated 2016 Airport Revenue at the beginning of the year and its expenses is \$1,319,000 [2015 – \$2,633,000]. This amount is included in accounts payable and accrued liabilities at December 31, 2016.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

Projected lease payments under the amended Ground Lease for the next five years are estimated as follows:

	\$
2017	49,916
2018	52,830
2019	54,208
2020	55,679
2021	61,882

#### **[b] Capital and operating commitments**

As at December 31, 2016, in connection with the construction of certain capital projects, the Airport Authority has capital commitments outstanding of approximately \$16,608,000 [2015 – \$14,186,000].

As at December 31, 2016, in connection with operating the Airport, the Airport Authority has total operating commitments of approximately \$114,662,000 [2015 – \$104,780,000]. These commitments extend for periods of up to five years.

#### **[c] Guarantees**

- [i] On December 6, 2013, the Airport Authority entered into a payment guarantee agreement as the guarantor for a loan agreement between DOC Partnership and its bank. The maximum amount of the guarantee is \$24,500,000, and will be reduced for any repayment of the principal amount of the loan made with cash capital contributions to the DOC Partnership directly or indirectly from the Airport Authority which are not proceeds of the collateral securing the loan.
- [ii] On February 18, 2015, the Airport Authority entered into an agreement to irrevocably and unconditionally guarantee the timely payment of the obligations of DOC Partnership to the utility company for electrical services, up to an amount of \$974,800. The agreement remains valid until February 28, 2020 and may be automatically extended without notice for a one-year period, unless the utility company provides notice at least 90 days prior to the expiry that the guarantee is not extended.

#### **[d] Legal claims**

In the normal course of operations, the Airport Authority becomes involved in various claims and legal proceedings.

While the final outcome with respect to these claims and legal proceedings cannot be predicted with certainty, management believes that the resolution of these proceedings will not have a material adverse effect on the Airport Authority's financial position or the results of its operations.

As at December 31, 2016, there are no material claims pending against the Airport Authority.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

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#### 18. Customer concentration

The Airport Authority derives approximately \$40,500,000 [2015 – \$46,566,000] in aeronautical charges and rents from one airline and \$48,846,000 [2015 – \$44,676,000] in concession revenue from one concession operator. The Airport Authority believes that the cessation of operations of an airline or concession operator would not have a material long-term effect on the Airport Authority's revenue or operations as the lost revenue would eventually be recovered by other service providers.

#### 19. Financial instruments – risk management

The Airport Authority primarily has exposure to credit, currency, interest rate and liquidity risk on its financial instruments.

##### Credit risk

The Airport Authority is subject to credit risk through its financial assets. Ongoing credit valuations are performed on these accounts and valuation allowances are maintained for potential credit losses. The credit quality of financial assets can be assessed by reference to external credit ratings or historical information about the customer. The Airport Authority held security deposits in the amount of \$2,450,000 as at December 31, 2016 [2015 – \$2,478,000]. An allowance for doubtful accounts is established based upon factors surrounding the credit risk of specific customers, historical trends and other information. The accounts receivable aging and allowance for doubtful accounts reconciliation are detailed in note 3.

The Airport Authority's revenue is dependent on the domestic, transborder and international air transportation industry. Due to this diversification, the concentration of credit risk is considered to be minimal.

##### Currency risk

The Airport Authority has minimal transactions denominated in foreign currencies, as the majority of revenue, expenses and capital asset purchases are denominated in Canadian dollars.

##### Interest rate risk

The Airport Authority had no bank indebtedness in both 2016 and 2015 either in the form of bankers' acceptances or drawings on the bank operating line. The balance of outstanding debt is by way of debentures [note 12], which have fixed interest rates for their term and, therefore, any changes in market interest rates do not impact the Airport Authority's interest payments.

##### Liquidity risk

The Airport Authority manages liquidity risk by maintaining adequate cash or available credit facilities. Cash flow projections are continually updated and reviewed by management to ensure a sufficient continuity of funding.

## Vancouver Airport Authority

### Notes to non-consolidated financial statements

[tabular amounts in thousands of dollars]

December 31, 2016

#### 20. Supplementary cash flow information

##### [a] Changes in non-cash operating working capital

	2016	2015
	\$	\$
Accounts receivable	<b>(10,403)</b>	(1,858)
Other receivables	<b>(1,582)</b>	2,503
Inventory	<b>(1,894)</b>	(93)
Prepaid expenses	<b>(1,244)</b>	(744)
Accounts payable and accrued liabilities	<b>(5,278)</b>	(10,646)
Deferred revenue	<b>4,839</b>	19,295
	<b>(15,562)</b>	8,457

##### [b] Other supplementary information

	2016	2015
	\$	\$
Non-cash transactions		
Construction-in-progress accrual	<b>21,373</b>	43,791
Deferred capital contribution accrual	<b>1,719</b>	1,877
Employee future benefit plan remeasurements	<b>(2,964)</b>	581
Prior year costs contributed to Vancouver Airport Enterprises (Templeton) Ltd.	<b>121</b>	—

#### 21. Comparative figures

Certain comparative figures have been reclassified to conform with the financial statement presentation adopted for the year ended December 31, 2016.

