

ROANOKE REGIONAL AIRPORT COMMISSION

ROANOKE, VIRGINIA

COMMUNICATION WITH THOSE
CHARGED WITH GOVERNANCE

JUNE 30, 2025



C P A S A D V I S O R S

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To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

We have audited the financial statements of Roanoke Regional Airport Commission (the Airport) for the year ended June 30, 2025 and have issued our report thereon dated as of the date of this letter. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards* and *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"), as well as certain information related to the planned scope and timing of our audit. We have communicated such information to you in our planning letter dated April 1, 2025 and our engagement letter dated April 1, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application. As discussed in Note 1 to the financial statements, effective July 1, 2024 the Airport implemented the provisions of Government Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*, GASB Statement No. 102, *Certain Risk Disclosures*. No other new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the Airport during the year for which there is a lack of authoritative guidance or consensus. We noted no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

Management's estimate of the future useful lives of fixed assets is based on a reasonable life expectancy that is consistent with previous experience. We evaluated the factors and assumptions used to develop the reasonable lives of fixed assets in determining that they are reasonable and presented fairly in relation to the financial statements taken as a whole.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

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Management's estimate of the liabilities, deferred inflows, and deferred outflows associated with the pension plan and other postemployment benefit plans are based on actuarial valuations. The liabilities represent the present value of benefits attributable to the service of active participants performed up to the valuation date plus the value of the benefits for retired participants. The liabilities, deferred inflows, and deferred outflows are estimated to be the present value of future payment of benefits, net of amounts already funded. Differences between actuarial projections and actual amounts depend on the extent to which future experience conforms to the assumptions used in the valuations. Actual amounts will differ from projected amounts to the extent that actual experience deviates from expected experience. We evaluated the factors and assumptions used to develop the liabilities in determining that they are reasonable and presented fairly in relation to the financial statements taken as a whole.

We believe the disclosures in the financial statements are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. There were no corrected or uncorrected misstatements noted.

Disagreements with Management

For purposes of this letter, a disagreement with management is a disagreement on a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated as of the date of this letter.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Airport's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

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Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Airport's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention as the Airport's auditors.

Other Matters

We applied certain limited procedures to the management's discussion and analysis, and other required supplemental information, which is required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the schedule of expenditures of federal awards, the schedule of passenger facility charges collected and expended, and the schedule of debt service coverage (the Supplementary Information) which accompany the financial statements but are not RSI. With respect to the Supplementary Information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

* * * * *

This information is intended solely for the use of the members and management of the Airport and is not intended to be and should not be used by anyone other than these specified parties.

We appreciate this opportunity to be of service and extend our thanks to everyone at the Airport for their cooperation and assistance. We would be pleased to discuss any of the above matters with you at your convenience.

Very truly yours,

Blue & Co., LLC

December 10, 2025



**ROANOKE REGIONAL
AIRPORT COMMISSION**

ROANOKE, VIRGINIA

**FINANCIAL STATEMENTS AND
REPORT OF INDEPENDENT AUDITORS**

JUNE 30, 2025 AND 2024

ROANOKE REGIONAL AIRPORT COMMISSION
ROANOKE, VIRGINIA

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REPORT OF INDEPENDENT AUDITORS

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

Report on the Audit of Financial Statements

Opinion

We have audited the accompanying financial statements of the business-type activities of the Roanoke Regional Airport Commission (the Airport), as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which comprise the Airport's financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities the Airport, as of June 30, 2025 and 2024, and the respective 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.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgement and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgement, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

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

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that comprise the Airport's basic financial statements. As listed in the table of contents, the schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, the schedule of Passenger Facility Charges collected and expended, and the schedule of debt service coverage (the Supplementary Information) are presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 10, 2025, on our consideration of the Airport'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 Airport'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 Airport's internal control over financial reporting and compliance.

Blue & Co., LLC

Lexington, Kentucky
December 10, 2025

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

Roanoke Regional Airport Commission's (the Airport's) management team offers readers of the basic financial statements of the Airport the following narrative overview and analysis of the financial activities of the Airport for the year ended June 30, 2025, with selected comparative information for the years ended June 30, 2024 and 2023. The following should be read in conjunction with our basic financial statements and notes thereto.

Basic Financial Statements

The Airport's basic financial statements are prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America (GAAP) as promulgated by the Governmental Accounting Standards Board (GASB). Revenues are recognized when earned and expenses are recognized when incurred. Assets with a cost of over \$25,000 are capitalized and, except for land, are depreciated over their useful lives. See the notes to the basic financial statements for a summary of the Airport's significant accounting policies.

Our basic financial statements include the following components:

The statement of net position presents information on the assets and liabilities of the Airport, with the resulting difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Airport is improving or deteriorating. The statement of revenues, expenses and changes in net position reports revenues and expenses, classified as operating and nonoperating, and capital contributions for the period. The resulting change in net position for the period combined with the beginning of the year total net position balance reconciles to the end of the year total net position, per the statement of net position.

The statement of cash flows reports the cash flows experienced by the Airport from operating, noncapital financing, and capital and related financing and investing activities. The net result of the cash provided by or used in these activities for the period, added to the beginning of the year balance, reconciles to the total cash and cash equivalents as presented on the statement of net position.

Notes to the financial statements provide additional information on the data presented in the basic financial statements as of and for the years ended June 30, 2025 and 2024.

Financial amounts in management's discussion and analysis are rounded to the nearest thousand unless otherwise indicated.

AIRPORT ACTIVITIES

As of June 30, 2025, the Roanoke-Blacksburg Airport (the Airport) provided commercial daily service on three airlines: American, Delta, and United. There was nonstop service to six hub cities: Atlanta, Charlotte, Chicago, New York, Philadelphia, and Washington, D.C.

Additionally, Allegiant provided weekly flights to three Florida destinations: Sanford/Orlando, Sarasota, and St. Pete/Clearwater. The number of weekly Allegiant flights ranged from 4 to 8 based on seasonal schedules, and the number of Allegiant weekly available seats ranged from approximately 670 to 1,500.

The number of daily departures (all airlines) ranged from 17 to 22. The number of daily available departing seats ranged from approximately 1,085 to 1,500.

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

Following is a comparative summary of passenger and other traffic at the Airport for the fiscal years ended June 30, 2025 and 2024, with comparative information for the year ended June 30, 2023:

	2025	2024	2023	Fiscal year 2025 percent change	Fiscal year 2024 percent change
Passengers	788,938	709,978	656,203	11.12%	8.19%
Aircraft Operations	61,458	52,066	51,702	18.04%	0.70%
Total Cargo (1,000 lbs)	22,972	24,732	24,600	-7.12%	0.54%

The above reflects continuing utilization of airport facilities by the Roanoke metropolitan service area as well as the airport's commitment to providing cost-effective access to destinations in the United States and around the world.

Cargo has decreased somewhat due to carriers utilizing other methods of transport.

FINANCIAL HIGHLIGHTS

The following major financial highlights are of note for the years ended June 30, 2025 and 2024 with comparative information for the year ended June 30, 2023:

- Total assets and deferred outflows of resources exceeded total liabilities and deferred inflows of resources by \$148.7 million, \$146.6 million and \$138.4 million, respectively, at June 30, 2025, 2024, and 2023.
- Net position includes \$38.5 million, \$26.6 million and \$32.6 million, respectively, at June 30, 2025, 2024 and 2023, which is considered unrestricted.
- Net position increased \$2.0 million, \$8.3 million, and \$7.2 million, respectively, in fiscal years 2025, 2024 and 2023.
- Operating revenues were \$14.1 million, \$11.5 million and \$10.4 million, respectively, for fiscal years 2025, 2024 and 2023.
- Operating and maintenance expenses, excluding depreciation and amortization, were \$13.7 million, \$12.0 million and \$10.1 million, respectively, for the fiscal years 2025, 2024 and 2023.
- Total nonoperating revenues were \$4.0 million \$8.4 million and \$11.0 million, respectively, for fiscal years 2025, 2024 and 2023.
- Capital contributions from federal grant programs, state grant programs and Passenger Facility Charges were \$4.7 million, \$7.2 million and \$3.1 million, respectively, for fiscal years 2025, 2024 and 2023.

Additional detail on the above items, along with other information, is discussed in the following sections.

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

NET POSITION SUMMARY

Net position was \$148.7 million, \$146.6 million and \$138.4 million, respectively, at June 30, 2025, 2024 and 2023. Most of the increases for fiscal year 2025 and 2024 were due to improved revenue from operations, utilization of federal grants, and investment income.

A condensed summary of the major components of the net position at June 30, 2025, 2024 and 2023 is as follows:

Condensed Summary of Net Position

	2025	2024	2023	Fiscal Year 2025 percent change	Fiscal Year 2024 percent change
Current assets	\$ 66,532,000	\$ 59,655,000	\$ 58,419,000	11.5%	2.1%
Capital assets, net	109,306,000	109,089,000	96,500,000	0.2%	13.0%
Leases receivable, long-term	1,964,000	2,632,000	3,263,000	-25.4%	-19.3%
Total assets	177,802,000	171,376,000	158,182,000	3.7%	8.3%
Deferred outflows of resources	2,909,000	4,457,000	5,263,000	-34.7%	-15.3%
Total assets and deferrals	\$ 180,711,000	\$ 175,833,000	\$ 163,445,000	2.8%	7.6%
Current liabilities	\$ 3,823,000	\$ 5,815,000	\$ 2,374,000	-34.3%	144.9%
Long-term liabilities	25,571,000	20,058,000	18,744,000	27.5%	7.0%
Total liabilities	29,394,000	25,873,000	21,118,000	13.6%	22.5%
Deferred inflows of resources	2,667,000	3,319,000	3,972,000	-19.6%	-16.4%
Total liabilities and deferrals	32,061,000	29,192,000	25,090,000	9.8%	16.3%
Net position invested in capital					
assets net of related debt	94,586,000	99,682,000	88,164,000	-5.1%	13.1%
Restricted net position	15,514,000	20,387,000	17,893,000	-23.9%	13.9%
Unrestricted net position	38,550,000	26,572,000	32,298,000	45.1%	-17.7%
Total net position	\$ 148,650,000	\$ 146,641,000	\$ 138,355,000	1.4%	6.0%

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

Fiscal year 2025

Current assets increased due to excess of revenues over expenses, net of noncash items. A significant amount of the Airport's current assets are held as short-term investments in the Virginia Investment Pool. Capital assets, net, reflects increases in construction in process for the parking lot net of current year depreciation. Leases receivable decreased due to annual amortization of lease agreements. Deferred outflows of resources decreased due to amortization of previously accrued amounts as part of the actuarial valuation for the pension obligation.

Current liabilities decreased due to a reduction in payables related to the parking lot. Long-term liabilities increased due to borrowing for the parking lot and change in the actuarial valuation for the pension obligation. Deferred inflows of resources decreased due to change in the actuarial valuation for the pension obligation and scheduled payments on leases receivable.

Fiscal year 2024

Current assets were stable year-over-year as the airport utilized its revenues for operations and capital projects. Capital assets, net, reflects increases in construction in process for the parking lot and Engineered Material Arresting System (EMAS) projects. Leases receivable decreased due to annual amortization of lease agreements. Deferred outflows of resources decreased due to changes in the actuarial valuation for the pension obligation.

Current liabilities increased due to scheduled bond payments due in the subsequent fiscal year and advances received on refundable grants. Long-term liabilities increased due to change in the actuarial valuation for the pension obligation. Deferred inflows of resources decreased due to change in the actuarial valuation for the pension obligation and scheduled payments on leases receivable.

CHANGES IN NET POSITION AND REVENUES

Following is a condensed summary of changes in net position and summary of revenues for fiscal years 2025, 2024, and 2023:

	2025	2024	2023	Fiscal Year 2025 percent change	Fiscal Year 2024 percent change
Total operating revenues	\$ 14,063,000	\$ 11,460,000	\$ 10,421,000	22.7%	10.0%
Total operation and maintenance expenses	20,331,000	18,485,000	17,039,000	10.0%	8.5%
Net nonoperating revenues	3,604,000	8,141,000	10,724,000	-55.7%	-24.1%
Income before capital contributions	(2,664,000)	1,116,000	4,106,000	338.7%	-72.8%
Capital contributions	4,673,000	7,170,000	3,076,000	-34.8%	133.1%
Change in net position	2,009,000	8,286,000	7,182,000	-75.8%	15.4%
Beginning net position	146,641,000	138,355,000	131,173,000	6.0%	5.5%
Ending net position	\$ 148,650,000	\$ 146,641,000	\$ 138,355,000	1.4%	6.0%

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

REVENUES

Following is a summary of revenues for fiscal years 2025, 2024 and 2023:

	2025	2024	2023	Fiscal Year 2025 percent change	Fiscal Year 2024 percent change
Operating revenues:					
Airfield revenue	\$ 1,662,000	\$ 1,507,000	\$ 1,504,000	10.3%	0.2%
General aviation revenue	1,300,000	648,000	642,000	100.6%	0.9%
Terminal revenue	9,807,000	7,957,000	6,974,000	23.2%	14.1%
Other operating revenue	1,294,000	1,348,000	1,301,000	-4.0%	3.6%
Total operating revenues	14,063,000	11,460,000	10,421,000	22.7%	10.0%
Nonoperating revenues:					
Customer facility charges	854,000	792,000	668,000	7.8%	18.6%
Other revenues, federal	0	100,000	114,000	-100.0%	-12.3%
Noncapital grants, federal	0	4,104,000	7,815,000	-100.0%	-47.5%
Noncapital grants, state	261,000	358,000	315,000	-27.1%	13.7%
Disposal of assets	57,000	(53,000)	138,000	-207.5%	-138.4%
Interest income	2,845,000	3,127,000	1,940,000	-9.0%	61.2%
Total nonoperating revenues	4,017,000	8,428,000	10,990,000	-52.3%	-23.3%
Capital contributions:					
Capital grants	3,067,000	5,737,000	1,773,000	-46.5%	223.6%
Passenger facility charges	1,606,000	1,433,000	1,303,000	12.1%	10.0%
Total capital contributions	4,673,000	7,170,000	3,076,000	-34.8%	133.1%
Total revenues	\$ 22,753,000	\$ 27,058,000	\$ 24,487,000	-15.9%	10.5%

Fiscal year 2025

Airfield revenue increased due to two new flights. General aviation increased due to the new agreement with the fixed base operator. Terminal revenue increased due to additional passengers and a full year of baggage rental charges. Other operating revenue decreased due to reduced building rentals.

Customer facility charges increased due to passenger activity.

Nonoperating federal revenues decreased as the American Rescue Plan Act grant was completed and the Law Enforcement Officer program was discontinued. Disposal of assets reflects sales of sweeper and plow truck.

Interest income decreased as average rates were lower than fiscal year 2024.

Capital grants decreased due to completion of the EMAS project in fiscal year 2024.

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

Fiscal year 2024

Airfield revenue, general aviation, and other operating revenue were stable as average daily flights and fixed rentals were consistent.

Terminal revenue increased due to passenger activity and resumption of baggage rental charges. Customer facility charges increased due to passenger activity and average number of days rented.

Noncapital grants decreased as the American Rescue Plan Act grant was completed. Disposal of assets reflects writeoff of older capital assets no longer in use.

Interest income increased as average rates were higher than in 2023. Also, in 2024 the airport moved funds to the Virginia Investment Pool due to obtaining better interest rates.

Capital grants increased due to the EMAS project.

EXPENSES

Following is a summary of expenses for fiscal years 2025, 2024 and 2023:

	2025	2024	2023	Fiscal Year 2025 percent change	Fiscal Year 2024 percent change
Operation and maintenance expenses:					
Salaries and fringe benefits	\$ 9,264,000	\$ 7,739,000	\$ 6,424,000	19.7%	20.5%
Operating expenses	4,423,000	4,301,000	3,714,000	2.8%	15.8%
Depreciation	6,644,000	6,445,000	6,901,000	3.1%	-6.6%
Total operation and maintenance expenses	\$ <u>20,331,000</u>	\$ <u>18,485,000</u>	\$ <u>17,039,000</u>	10.0%	8.5%
Nonoperating expenses:					
Interest expense	413,000	287,000	266,000	43.9%	7.9%
Total expenses	\$ <u>20,744,000</u>	\$ <u>18,772,000</u>	\$ <u>17,305,000</u>	10.5%	8.5%

Fiscal year 2025

Salaries and benefits increased due to additional employees, cost of living adjustments, year-end incentive payment, the impact of the valuation of the net pension obligation, and the impact of implementation of a new accounting standard for accrual of extended leave. Operating expenses and depreciation were stable year-over-year.

Interest expense reflects increased borrowings for the parking lot project.

ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024

Fiscal year 2024

Salaries and benefits increased due to additional employees, cost of living adjustments, and the impact of the valuation of the net pension obligation. Operating expenses increased due to the writeoff of older construction projects that were not capitalized including master plan, removal of runway obstructions, and land use study. Depreciation decreased due to completed depreciation on two large projects, rehab runway 6-24 and overflow parking lot expansion. Both projects began depreciation in 2003 with 20-year lives.

Interest expense reflects increased borrowings for the parking lot project.

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

Fiscal year 2025

During fiscal year 2025, the Airport had capital additions, including construction in process, totaling \$13.9 million. Significant construction in process items included EMAS, public parking improvements, and runway rehabilitation. Projects completed during fiscal year 2025 were as follows:

Project	Amount
Emergency material arresting system	\$ 12,822,000
Dump truck	182,000
Other	517,000
	<u>\$ 13,521,000</u>

Fiscal year 2024

During fiscal year 2024, the Airport had capital additions, including construction in process, totaling \$2.5 million. Significant construction in process items included EMAS, public parking improvements, and runway rehabilitation. Projects completed during fiscal year 2024 were as follows:

Project	Amount
Glycol recovery vehicle	\$ 712,000
Concourse roof replacement	534,000
Taxiway improvements	362,000
Security fence	221,000
Ramp lighting	191,000
Boom truck	162,000
Other	274,000
	<u>\$ 2,456,000</u>

**ROANOKE REGIONAL AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024**

LONG-TERM DEBT ADMINISTRATION

In December 2023, the Airport issued Airport Revenue Bonds, Series 2023A (the 2023A Revenue Bonds). The 2023A Revenue Bonds are held by the Virginia Resources Authority with a maximum of \$8,500,000 available principal and an interest rate of 3.00% (the prevailing AA revenue interest rate at the time of issuance). The primary use of the proceeds of the 2023A Revenue Bonds is for improvements to the public parking lots. At June 30, 2025, net draws were \$7,978,000.

Principal and interest on debt was paid in accordance with the debt agreements. For the years ended June 30, 2025, 2024, and 2023 total interest costs were \$413,000, \$287,000 and \$266,000, respectively.

Following is a roll forward of debt for the years ended June 30:

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Balance, beginning of year	\$ 8,774,000	\$ 8,335,000	\$ 8,587,000
Receipts from draws and new debt	6,154,000	1,825,000	604,000
Principal payments	<u>(667,000)</u>	<u>(1,386,000)</u>	<u>(856,000)</u>
Balance, end of year	<u>\$ 14,261,000</u>	<u>\$ 8,774,000</u>	<u>\$ 8,335,000</u>

DISCUSSION OF CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

In March 2025, the Airport approved its fiscal year 2025-2026 operating budget. Budgeted operating revenues are \$15.94 million. Budgeted operating expenditures are \$14.47 million. These amounts do not include depreciation expense or capital contributions. Total proposed capital expenditures are \$14.63 million. Of this amount, it is anticipated that \$14.10 million will be funded through federal and state grants and Passenger Facility Charges.

Also, required contributions for the City of Roanoke Pension Plan will decrease to approximately 21.29%. Of this amount, 5% is to be paid by employees.

REQUEST FOR INFORMATION

This financial report is designed to provide interested parties with a general overview of the Airport's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Director of Finance and Administration, Roanoke Regional Airport Commission, 5202 Aviation Drive NW, Roanoke, Virginia 24012 or by e-mail to finance@flyroa.com. Alternatively, information about the operations of the Airport can be obtained via the Internet at www.flyroa.com.

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENT OF NET POSITION
JUNE 30, 2025 AND 2024

	2025	2024
ASSETS		
Current assets		
Cash and temporary investments	\$ 1,556,965	\$ 1,743,839
Restricted cash, rental car facility and employee benefits	42,006	2,040,087
Cash and cash equivalents	\$ 1,598,971	\$ 3,783,926
Accounts receivable	843,132	687,893
Due from the federal government	579,108	441,307
Leases receivable	668,045	631,409
Prepaid expenses	143,847	82,115
Short-term investments, Virginia Investment Pool	62,696,260	54,025,979
Short-term investments, other	2,396	2,396
Total current assets	<u>66,531,759</u>	<u>59,655,025</u>
Capital assets		
Land and improvements	49,285,026	36,463,423
Buildings and structures	182,294,719	188,578,480
Equipment and other capital assets	19,854,907	19,597,890
Subscription-based information technology arrangements (SBITAs)	688,236	688,236
Construction in process	14,817,383	21,477,701
Accumulated depreciation and amortization	<u>(157,634,240)</u>	<u>(157,716,653)</u>
Capital assets, net	<u>109,306,031</u>	<u>109,089,077</u>
Leases receivable, long-term portion	<u>1,963,988</u>	<u>2,632,033</u>
Total assets	177,801,778	171,376,135
Deferred outflows of resources, pension and OPEB	<u>2,908,510</u>	<u>4,457,147</u>
Total assets and deferrals	<u>\$ 180,710,288</u>	<u>\$ 175,833,282</u>
LIABILITIES AND NET POSITION		
Current liabilities		
Accounts payable and accrued expenses, operations	\$ 585,671	\$ 740,999
Accounts payable, construction and capital assets	790,631	3,306,089
Accrued payroll and compensated absences	1,159,523	623,786
Advances received on refundable grants	0	47,994
Current portion of SBITAs	124,890	126,680
Current portion of bonds payable	1,161,726	969,349
Total current liabilities	<u>3,822,441</u>	<u>5,814,897</u>
Long-term liabilities		
Net pension liability	11,527,880	11,066,825
Net OPEB liability	609,523	680,479
Long-term portion of SBITAs	335,058	506,159
Long-term portion of bonds payable	13,098,783	7,804,704
Total long-term liabilities	<u>25,571,244</u>	<u>20,058,167</u>
Total liabilities	29,393,685	25,873,064
Deferred inflows of resources, pension, OPEB, leases	<u>2,667,034</u>	<u>3,319,005</u>
Total liabilities and deferrals	<u>32,060,719</u>	<u>29,192,069</u>
Net position		
Net investment in capital assets	94,585,574	99,682,185
Restricted	15,514,360	20,387,027
Unrestricted	38,549,635	26,572,001
Total net position	<u>\$ 148,649,569</u>	<u>\$ 146,641,213</u>

See report of independent auditors and
accompanying notes to financial statements.

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
YEARS ENDED JUNE 30, 2025 AND 2024

	2025	2024
Operating revenues		
Airfield revenue	\$ 1,662,340	\$ 1,506,464
General aviation revenue	1,299,940	648,183
Terminal revenue	9,806,813	7,957,112
Other operating revenue	1,293,941	1,348,146
Total operating revenues	<u>14,063,034</u>	<u>11,459,905</u>
Operation and maintenance expenses		
Salaries and other benefits	6,761,823	5,573,654
Pension and OPEB benefit	2,501,825	2,165,589
Operating expenses	4,423,271	4,300,844
Depreciation and amortization	6,644,047	6,444,899
Total operation and maintenance expenses	<u>20,330,966</u>	<u>18,484,986</u>
Operating loss	<u>(6,267,932)</u>	<u>(7,025,081)</u>
Nonoperating revenues (expenses)		
Customer Facility Charges	854,244	792,090
Other revenues, federal	0	99,920
Noncapital grants, federal	0	4,104,338
Noncapital grants, state	260,503	357,562
Realized gain (loss) on disposal of capital assets	56,669	(52,575)
Interest income	2,845,417	3,127,042
Interest expense	(413,256)	(287,200)
Net nonoperating revenues	<u>3,603,577</u>	<u>8,141,177</u>
Income before capital contributions	<u>(2,664,355)</u>	<u>1,116,096</u>
Capital contributions		
Capital grants, federal	1,227,568	4,000,000
Capital grants, state	1,839,497	1,736,806
Passenger Facility Charges	1,605,646	1,433,362
Total capital contributions	<u>4,672,711</u>	<u>7,170,168</u>
Change in net position	2,008,356	8,286,264
Net position, beginning of year	<u>146,641,213</u>	<u>138,354,949</u>
Net position, end of year	<u>\$ 148,649,569</u>	<u>\$ 146,641,213</u>

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENT OF CASH FLOWS
YEARS ENDED JUNE 30, 2025 AND 2024

	2025	2024
Operating activities		
Cash received from concessionaires and tenants	\$ 12,613,854	\$ 9,891,504
Cash payments to suppliers for goods and services	(4,640,331)	(4,039,999)
Cash payments to employees for services	(7,441,146)	(6,764,079)
Other receipts	1,925,350	2,000,381
Net cash flows from operating activities	<u>2,457,727</u>	<u>1,087,807</u>
Noncapital financing activities		
Noncapital grants received	<u>212,509</u>	<u>4,377,418</u>
Capital and related financing activities		
Proceeds from bonds payable	6,153,341	1,824,563
Principal payments on bonds payable	(666,885)	(1,385,689)
Interest paid on bonds payable	(413,256)	(287,200)
Proceeds from disposal of capital assets	56,669	0
Acquisition and construction of capital assets	(9,549,350)	(15,679,786)
Capital grants received from other governments	2,929,264	6,020,013
Customer Facility Charges collected	854,244	792,090
Passenger Facility Charges collected	1,605,646	1,433,362
Net cash flows from capital and related financing activities	<u>969,673</u>	<u>(7,282,647)</u>
Investing activities		
Purchases of investments	(11,348,121)	(14,169,158)
Proceeds from sales of investments	2,677,840	12,691,222
Interest received on investments and leases	2,845,417	3,127,042
Net cash flows from investing activities	<u>(5,824,864)</u>	<u>1,649,106</u>
Net change in cash and cash equivalents	<u>(2,184,955)</u>	<u>(168,316)</u>
Total cash and cash equivalents, beginning of year	<u>3,783,926</u>	<u>3,952,242</u>
Total cash and cash equivalents, end of year	<u>\$ 1,598,971</u>	<u>\$ 3,783,926</u>
Reconciliation of operating loss to net cash flows from operating activities:		
Operating loss	\$ (6,267,932)	\$ (7,025,081)
Adjustments to reconcile operating loss to net cash flows from operating activities:		
Depreciation and amortization	6,644,047	6,444,899
Changes in assets, liabilities, and deferrals:		
Accounts receivable	(155,239)	(220,255)
Leases receivable	631,409	652,235
Prepaid expenses	(61,732)	(10,253)
Deferred outflows	1,548,637	805,378
Accounts payable, operations	(155,328)	331,395
Accrued expenses	535,737	20,251
Net pension liability	461,055	738,477
Net OPEB liability	(70,956)	3,718
Deferred inflows	(651,971)	(652,957)
Net cash flows from operating activities	<u>\$ 2,457,727</u>	<u>\$ 1,087,807</u>
Supplemental disclosure, noncash investing activities:		
Accounts payable, capital assets	\$ 790,631	\$ 3,306,089
Increase in capital assets, net, due to additional SBITAs	0	296,909

See report of independent auditors and accompanying notes to financial statements.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

1. SUMMARY OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

Organization

The Roanoke Regional Airport Commission (the Airport), owner and operator of the Roanoke-Blacksburg Airport, was created through an act of the Virginia General Assembly in 1987. It is an independent subdivision of the state, financially independent and deriving none of its revenues from local taxes. The Roanoke-Blacksburg Airport is the primary commercial service airport serving a 19-county region encompassing western Virginia and parts of West Virginia.

The Roanoke-Blacksburg Regional Airport is governed by a seven-member Commission Board, with each member being appointed to a four-year term. Four of the Commission members are appointed by the Roanoke City Council, two by the Roanoke County Board of Supervisors, and one by Salem City Council.

Basis of Accounting and Accounting Presentation

This summary of significant accounting policies is presented to assist in understanding the Airport's financial statements. The financial statements and accompanying notes are representations of the Airport's management who is responsible for their integrity and objectivity. Amounts in the notes to financial statements are rounded to the nearest thousand unless otherwise indicated.

The Airport's operations are presented as a single enterprise fund. Enterprise funds distinguish operating revenues and expenses from non-operating items in accordance with the flow of economic resources measurement focus and the accrual basis of accounting. All assets, liabilities, net position, revenues, and expenses are accounted for through a single enterprise fund with revenues recorded when earned and expenses recorded at the time the corresponding liabilities are incurred.

Revenues from rentals, landing fees, parking revenue, and other miscellaneous revenue are reported as operating revenues. Transactions, which are capital, financing or investing related, are reported as non-operating revenues. Passenger Facility Charges are reported as non-operating revenues. Expenses from employee wages and benefits (including compensated absences) purchases of services, materials and supplies, and other miscellaneous expenses are reported as operating expenses as incurred. Interest expense and financing costs are reported as non-operating expenses.

Pursuant to Governmental Accounting Standards Board (GASB) Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 Financial Accounting Standards Board (FASB) and American Institute of Certified Public Accountants (AICPA) Pronouncements*, the Airport follows GASB guidance as applicable to enterprise funds.

Pronouncements Adopted in the Current Reporting Period

During 2025, the Airport implemented GASB Statement No. 101, *Compensated Absences*, to update the recognition and measurement guidance for compensated absences, with the objective of creating a unified model of reporting. This statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means. The statement also updates disclosure requirements for the Airport's compensated absence policy.

During 2025, the Airport implemented Statement No. 102, *Certain Risk Disclosures*, to establish reporting requirements for risks related to vulnerabilities due to certain concentrations or constraints. This statement requires governments to assess whether a concentration, defined as a lack of diversity related to an aspect of a significant inflow of resources or outflow of resources, or a constraint, defined as a limitation imposed on a government by an external party or by formal action of a governmental entities' highest level of decision-making authority, makes the government vulnerable to the risk of a substantial impact to its financial statements. Additionally, this Statement requires governments to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact to have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The Airport reviewed all known areas of potential concentrations and constraints and did not identify any significant vulnerabilities.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

Reclassifications

Certain reclassifications of the prior year's comparative balances have been made to conform to the current year presentation. The reclassifications had no impact on total assets, liabilities, net position, revenues or expenses.

Cash, cash equivalents and Investments

All cash, cash equivalents, and investments are held by financial institutions in the name of the Airport. Except as discussed in Note 2, all cash, cash equivalents, investments were fully collateralized pursuant to agreements with all participating financial institutions to pledge assets on a pooled basis to secure public deposits according to the Virginia Security for Public Deposits Act Regulations of the Code of Virginia. All deposits and investments are insured or registered with securities held by a safe keeping agent in the Airport's name. Investments are recorded at fair value with any net appreciation or depreciation reflected in the statement of revenues, expenses and changes in net position. Cash equivalents consist of money market funds, commercial paper, and commercial bank certificates of deposit with original maturities of three months or less carried at fair value. Investments consist of money market funds, the Virginia Investment Pool Stable NAV Liquidity Pool and commercial bank certificates of deposit with a maturity of less than one year.

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectable. The allowance for uncollectible amounts is based on collection history and information regarding the credit worthiness of those doing business with the Airport. There were no material amounts deemed uncollectible at June 30, 2025 or 2024.

Capital Assets

The Airport defines capital assets as assets with an initial, individual cost of more than \$25,000 and an estimated useful life of at least three years. Major additions, including those that significantly prolong a capital asset's economic life or expand usefulness, are capitalized. Normal repairs that merely maintain the capital asset in its present condition are recorded as expenses and are not capitalized. Capital assets are stated at cost less accumulated depreciation computed by the straight-line method over the estimated lives of the respective assets as follows, amounts in years:

Buildings and structures	5 - 55
Equipment and other capital assets	3 - 15

Passenger Facility Charge Collections

In June 1998, the Federal Aviation Administration (FAA) approved a \$3.00 Passenger Facility Charge (PFC) (No. 1) collection at the Airport effective September 1998. Effective December 2001, the FAA approved an increase to a \$4.50 PFC collection at the Airport. The Airport filed an application with the FAA (PFC No. 8) for authorization to collect an \$8,302,162 by February 2023. For the years ended June 30, 2025 and 2024, PFC revenues earned by the Airport totaled \$1,606,000 and \$1,433,000.

Employee Benefit Plans

Airport employees participate in the City of Roanoke Pension Plan (Pension Plan) and the Airport's deferred compensation plan. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pension Plan and additions to/deductions from the Pension Plan's fiduciary net position have been determined on the same basis as they are reported by the Pension Plan. 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.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

Compensated Absences

A liability for compensated absences is recognized when the leave is earned by the employee and unused as of the reporting date (vacation leave and extended leave). For certain types of leave, such as parental leave, a liability is recognized only when the leave commences. Leave likely to be settled through conversion to defined benefit postemployment benefits has been excluded from the liability for compensated absences. The liability for compensated absences is measured using the employee's pay rate as of the date of the financial statements. Historical usage patterns and employment policies were considered in estimating the liability. The liability and expense incurred for employee vacation leave, sick leave, holidays, and parental leave are recorded as accrued compensated absences in the statement of net position and as a component of compensation and benefit expense in the statement of revenues, expenses and changes in net position.

Employees accrue vacation leave based on amounts of regularly scheduled work hours and length of service. Employees can accumulate up to 240 hours of vacation time and are paid for all accumulated vacation time upon separation of employment. All accumulated vacation time is accrued and included in the accrued payroll and compensated absences.

Extended illness leave is earned by employees at the rate of six hours per month of service, with no limit. Upon retirement, employees are eligible to receive 75% of their Extended illness leave balance, for a maximum of one year of additional creditable service, which shall be added to the employee's actual time in service for the calculation of retirement benefits, subject to certain conditions. Accumulated extended illness leave is accrued when deemed more likely than not to be used for time off based on the Airport's previous experience and is included in the current portion of accrued payroll and compensated absences.

Following is a roll forward of compensated absences for the years ended June 30, 2025 and 2024:

Balance at July 1, 2023	\$	316,000
Fiscal year 2024 additions		42,000
Fiscal year 2024 reductions		<u>(39,000)</u>
Balance at June 30, 2024		319,000
Fiscal year 2025 additions		558,000
Fiscal year 2025 reductions		<u>(287,000)</u>
Balance at June 30, 2025	\$	<u>590,000</u>

Funding Requirements

Pursuant to an agreement between the cities of Roanoke and Salem (the Cities) and the County of Roanoke (the County), each locality is responsible for their pro rata share, based on population, of any year-end operating deficit or capital expenditures of the Airport if additional funding is required, and such deficits or capital expenditures, as defined in the agreement, were previously approved in budgets authorized by the Cities and County. The Airport is responsible for paying all outstanding debt.

Net Position

Net position represents the difference between assets and liabilities. Net investment in capital assets consists of capital assets, net of accumulated depreciation and related debt. Net position is reported as restricted when there are limitations imposed on their use through external restrictions imposed by creditors, grantors, laws, or regulations of other governments. The Airport applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted resources are available.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

Use of Estimates

Management of the Airport has made a number of estimates and assumptions relating to the reporting of assets, liabilities, revenues, expenses, and the disclosure of contingent assets and liabilities to prepare these financial statements in conformity with accounting principles generally accepted in the United States of America. Actual results could differ from those estimates.

Subsequent Events

The Airport evaluates events occurring subsequent to the date of the financial statements in determining the accounting for and disclosure of transactions and events that affect the financial statements. Subsequent events have been evaluated through December 10, 2025, which is the date the financial statements were issued.

2. DEPOSITS AND INVESTMENTS

The Airport's investment policy allows for the Airport's funds, other than sinking funds, to be invested in the following securities:

- United States Treasury bills, notes, or any other obligation or security issued by or backed by the full faith and credit of the United States Treasury.
- Bonds, notes, and other obligations of the United States, and securities issued by any federal government agency or instrumentality or government sponsored enterprise except for collateralized mortgage obligations, provided that the issuer is rated no less than AA by a Nationally Recognized Statistical Rating Organization ("NRSRO").
- Stocks, bonds, notes, and other evidences of indebtedness of the Commonwealth of Virginia and those unconditionally guaranteed as to payment of principal and interest by the Commonwealth, or of any county, city, town, district, authority, or any other public body of the Commonwealth of Virginia upon which there has been no default.
- Negotiable certificates of deposit and negotiable bank deposit notes of domestic banks with a rating of A-1 by Standard and Poor's, Inc. and P-1 by Moody's Investor Service, Inc. for maturities of one year or less, and a rating of AA by Standard and Poor's, Inc. and Aa by Moody's Investor Service, Inc. for maturities over one year and not exceeding five years.
- Non-negotiable and time deposits and savings accounts in commercial banks and savings institutions doing business in the Commonwealth of Virginia.
- Unsecured short-term debt of U.S. corporations may be purchased if certain conditions are met.
- Bankers' acceptances issued by domestic banks or domestic offices of foreign banks, which are eligible for purchase by the Federal Reserve System with a maturity of 270 days or less. The issuing corporation, or its guarantor, must have a short-term debt rating of no less than "A-1" (or its equivalent) by at least two NRSROs.
- Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States with a rating of at least AA by Standard and Poor's, Inc. and a rating of Aa by Moody's Investor Service, Inc. and a maturity of no more than five years.
- Overnight, term, and open repurchase agreements, provided certain conditions are met.
- Certificates of deposit provided certain conditions are met.
- The pooled investment fund (known as the Virginia Local Government Investment Pool) as provided for in Section 2.2-4600 et seq. of the Code of Virginia.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

- Shares in open-end investment funds (mutual funds) provided such funds are registered under the Federal Investment Company Act of 1940, invest exclusively in the securities specifically permitted under this investment policy, and which are similarly diversified, provided that the fund is rated "AAAm" or "AAAm-G" or better by Standard & Poor's Corporation or equivalent by other rating agencies. The fund must also be properly registered for sale under the Securities Act (Section 13.1-501 et seq.) of the Code of Virginia.
- Participation in VACo/VML Virginia Investment Pool Trust Fund.

The Airport had the following unrestricted and restricted investments and cash (N/A, not applicable):

June 30, 2025					
	Fair Value	<1 year	1-5 years	5-15 years	S&P Rating
Unrestricted:					
Virginia Investment Pool liquidity pool	\$ 49,898,000	\$ 49,898,000	\$ 0	\$ 0	AAAm
Commercial bank certificate of deposit	2,000	2,000	0	0	N/A
Cash	1,557,000	1,557,000	0	0	N/A
Total unrestricted	51,457,000	51,457,000	0	0	
Restricted:					
Virginia Investment Pool liquidity pool	12,799,000	12,799,000	0	0	AAAm
Cash	42,000	42,000	0	0	N/A
Total restricted	12,841,000	12,841,000	0	0	
Totals	\$ 64,298,000	\$ 64,298,000	\$ 0	\$ 0	
June 30, 2024					
	Fair Value	<1 year	1-5 years	5-15 years	S&P Rating
Unrestricted:					
Virginia Investment Pool liquidity pool	\$ 36,234,000	\$ 36,234,000	\$ 0	\$ 0	AAAm
Commercial bank certificate of deposit	2,000	2,000	0	0	N/A
Cash	1,744,000	1,744,000	0	0	N/A
Total unrestricted	37,980,000	37,980,000	0	0	
Restricted:					
Virginia Investment Pool liquidity pool	17,792,000	17,792,000	0	0	AAAm
Cash	2,040,000	2,040,000	0	0	N/A
Total restricted	19,832,000	19,832,000	0	0	
Totals	\$ 57,812,000	\$ 57,812,000	\$ 0	\$ 0	

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

The above amounts are reflected in the accompanying statement of net position as follows:

	<u>2025</u>	<u>2024</u>
Short-term investments, VIP liquidity pool	\$ 62,697,000	\$ 54,026,000
Short-term investments, other	2,000	2,000
Cash and cash equivalents	1,599,000	3,784,000
	<u>\$ 64,298,000</u>	<u>\$ 57,812,000</u>

Interest Rate Risk: Limitation on instruments, diversification, and maturity scheduling shall depend upon whether the funds being invested are considered short-term, intermediate, or extended duration. Short-term investment maturities shall be scheduled to coincide with projected cash flow requirements and anticipated revenue. Short-term duration funds will be invested in permitted investments maturing in one year or less. Investments in intermediate and extended duration longer term securities shall be made after considering the additional income potential and the volatility risk inherent in securities with longer maturities. Intermediate duration funds will be invested in permitted investments maturing in five years or less. Extended duration funds will be invested in permitted investments maturing in fifteen years or less and shall not exceed more than 25% of the portfolio.

Custodial Credit Risk: All investments are in the name of the Airport and held in third-party safekeeping at a qualified financial institution designated as the primary agent.

Concentration of Credit Risk: The Airport does not have a specific policy towards concentration credit risk. As of June 30, 2025 and 2024 the Airport's investments were allocated as follows:

	<u>2025</u>		<u>2024</u>		<u>Maximum allowed</u>
Virginia Investment Pool	98	%	93	%	100 %
Cash and other short-term investments	2		7		N/A
Totals	<u>100</u>	<u>%</u>	<u>100</u>	<u>%</u>	

The Airport maintains its cash accounts with federally insured banks. The Federal Deposit Insurance Corporation insures up to \$250,000 at each institution. From time to time, cash balances may exceed federally insured limits. At June 30, 2025 and 2024 amounts that were in excess of federally insured limits and were collateralized by assets held by the financial institution not in the Airport's name totaled \$1,323,000 and \$3,532,000, respectively.

The Airport follows GASB Statement No. 72, *Fair Value Measurement and Application*, with respect to financial assets and liabilities. GASB 72 defines fair value, establishes a framework for measuring fair value and expands disclosures about fair value measurements. Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. GASB 72 establishes a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value into three broad levels. Following is a brief description of those three levels.

Level 1: Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Airport has the ability to access.

Level 2: Inputs to the valuation methodology include quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in inactive markets; inputs other than quoted prices that are observable for the asset or liability; inputs that are derived principally from or corroborated by observable market data by correlation or other means. If the asset or liability has a specified (contractual) term, the level 2 input must be observable for substantially the full term of the asset or liability.

Level 3: Inputs to the valuation methodology are unobservable and significant to the fair value measurement.

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The methods and assumptions used to estimate the fair value of assets and liabilities in the financial statements, including a description of the methodologies used for the classifications within the fair value hierarchy, are as follows:

- Virginia Investment Pool High Quality Bond Fund and Stable NAV Liquidity Pool: Value is equal to the shares owned. Method used to calculate participant shares and securities held is first-in, first-out. These are not registered with the Securities and Exchange Commission.

Below is a detail of amounts included in deposits and investments as of June 30, 2025 and 2024. Money market checking accounts, certificates of deposit, and cash are not subject to fair value measurement.

June 30, 2025				
	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>	<u>Total</u>
Virginia Investment Pool				
Stable NAV Liquidity Pool	\$ 0	\$ 0	\$ 62,697,000	\$ 62,697,000
Certificates of deposit	0	0	0	2,000
Cash	0	0	0	1,599,000
Total deposits and investments	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 62,697,000</u>	<u>\$ 64,298,000</u>

June 30, 2024				
	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>	<u>Total</u>
Virginia Investment Pool				
Stable NAV Liquidity Pool	\$ 0	\$ 0	\$ 54,026,000	\$ 54,026,000
Certificates of deposit	0	0	0	2,000
Cash	0	0	0	3,784,000
Total deposits and investments	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 54,026,000</u>	<u>\$ 57,812,000</u>

The Airport may redeem its deposits and investments at its discretion on an as needed basis.

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3. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2025, was as follows:

	Beginning balance	Increases	Decreases	Ending balance
Capital assets not being depreciated:				
Land and easements	\$ 29,034,000	\$ 0	\$ 0	\$ 29,034,000
Construction in process	21,478,000	6,861,000	13,521,000	14,818,000
Total non-depreciable	<u>50,512,000</u>	<u>6,861,000</u>	<u>13,521,000</u>	<u>43,852,000</u>
Capital assets being depreciated:				
Buildings and improvements	196,007,000	12,960,000	6,422,000	202,545,000
Equipment and other capital assets	19,598,000	561,000	304,000	19,855,000
Total depreciable	<u>215,605,000</u>	<u>13,521,000</u>	<u>6,726,000</u>	<u>222,400,000</u>
Less accumulated depreciation:				
Buildings, structures, and improvements	141,750,000	5,280,000	6,422,000	140,608,000
Equipment and other capital assets	15,865,000	1,237,000	304,000	16,798,000
Total accumulated depreciation	<u>157,615,000</u>	<u>6,517,000</u>	<u>6,726,000</u>	<u>157,406,000</u>
Intangible right-to-use (ROU) assets:				
SBITAs	688,000	0	0	688,000
Less accumulated amortization	101,000	127,000	0	228,000
Intangible ROU assets, net	<u>587,000</u>	<u>(127,000)</u>	<u>0</u>	<u>460,000</u>
Capital assets, net	<u>\$ 109,089,000</u>	<u>\$ 13,738,000</u>	<u>\$ 13,521,000</u>	<u>\$ 109,306,000</u>

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Capital asset activity for the year ended June 30, 2024, was as follows:

	Beginning balance	Increases	Decreases	Ending balance
Capital assets not being depreciated:				
Land and easements	\$ 29,034,000	\$ 0	\$ 0	\$ 29,034,000
Construction in process	5,141,000	18,496,000	2,159,000	21,478,000
Total non-depreciable	34,175,000	18,496,000	2,159,000	50,512,000
Capital assets being depreciated:				
Buildings and improvements	196,996,000	1,043,000	2,032,000	196,007,000
Equipment and other capital assets	21,932,000	1,116,000	3,450,000	19,598,000
Total depreciable	218,928,000	2,159,000	5,482,000	215,605,000
Less accumulated depreciation:				
Buildings, structures, and improvements	138,569,000	5,231,000	2,050,000	141,750,000
Equipment and other capital assets	18,370,000	1,168,000	3,673,000	15,865,000
Total accumulated depreciation	156,939,000	6,399,000	5,723,000	157,615,000
Intangible right-to-use (ROU) assets:				
SBITAs	391,000	297,000	0	688,000
Less accumulated amortization	55,000	46,000	0	101,000
Intangible ROU assets, net	336,000	251,000	0	587,000
Capital assets, net	\$ 96,500,000	\$ 14,507,000	\$ 1,918,000	\$ 109,089,000

Construction in process of \$14,818,000 at June 30, 2025 consisted primarily of costs incurred for public parking improvements. Construction in process of \$21,478,000 at June 30, 2024 consisted primarily of costs incurred for Engineered Material Arresting System, public parking improvements, and the airport master plan.

4. LEASES RECEIVABLE

The Airport recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for certain regulated leases and short-term leases. The asset underlying the lease is not unrecognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

The Airport leases certain assets to various third parties. The assets leased include building facilities, land, office space, terminal space for concessions, rental car facilities, advertising, and others. Payments for a majority of the leases are received monthly, and the revenue varies based on the nature of the lease, which may be fixed monthly fee with annual or periodic escalation clauses or may be based on a percentage of revenues generated by the lessees. Lease terms vary from month to month to over 5 years. A majority of the leases are less than 5 years.

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The Airport has adopted the following policies to assist in determining lease treatment according to the requirements of GASB 87:

- The maximum possible lease term(s) is noncancelable by both lessee and lessor and is more than 12 months.
- The term of the lease will include possible extension periods that are deemed to be reasonably certain given all available information, regarding the likelihood of renewal. The term of the lease will exclude possible termination periods that are not deemed to be reasonably certain, given all available information, regarding the likelihood of exercise.
- For the years ended June 30, 2025 and 2024, all leases with associated receivables are based on fixed payments and do not have variable payment components included in the receivable.

During fiscal years 2025 and 2024, the Airport recognized the following related to its lessor agreements:

	<u>2025</u>	<u>2024</u>
Lease revenue	\$ 631,000	\$ 652,000
Interest income	\$ 89,000	\$ 108,000
Revenue from variable payments not included in the measurement of lease receivable	\$ 8,615,000	\$ 7,209,000

Lease revenue is included in other operating revenue in the accompanying statement of revenues, expenses and changes in net position. Revenue from variable payments not included in the measurement of lease receivable is included in terminal revenue and other operating revenue. Variable payments are based on customer utilization, primarily concession fees from tenants and parking revenue.

The Airport has issued revenue bonds whose repayments are secured by revenue derived from airport operations. Although none of the Airport's leases are directly pledged as security for these bond repayments, lease revenue is a component of net revenue. See Note 6 for more information regarding outstanding bonds.

Future principal and interest payment requirements related to the Airport's lease receivable are as follows for the years ended June 30:

<u>Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 668,000	70,000	\$ 738,000
2027	706,000	49,000	755,000
2028	362,000	33,000	395,000
2029	384,000	22,000	406,000
2030	407,000	10,000	417,000
2031	105,000	1,000	106,000
Total	\$ <u>2,632,000</u>	\$ <u>185,000</u>	\$ <u>2,817,000</u>

Regulated Leases

In accordance with GASB 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings. Regulated aviation leases between airports and aeronautical users are regulated by the U.S. Department of Transportation and the Federal Aviation Administration.

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The leased assets for regulated leases include aircraft maintenance facilities, cargo facilities and ramps, building facilities, and land.

During fiscal years 2025 and 2024, the Airport recognized the following from regulated leases:

		<u>2025</u>	<u>2024</u>
Lease revenue	\$	3,127,000	2,069,000
Revenue from variable payments not included in the measurement of lease receivable	\$	1,662,000	1,507,000

Lease revenue is included in terminal revenue and general aviation revenue in the accompanying statement of revenues, expenses, and changes in net position. Revenue from variable payments not included in the measurement of lease receivable is included in airfield revenue.

Future minimum payments related to the Airport's regulated leases are as follows for the years ended June 30:

2026	\$	670,000
2027		683,000
2028		698,000
2029		713,000
2030		728,000
2031 - 2035		3,880,000
2036 - 2040		4,311,000
2041 - 2044		3,786,000
Total	\$	<u>15,469,000</u>

5. CAPITAL CONTRIBUTIONS

Capital asset purchases have been primarily funded by federal and state capital contributions and by the issuance of revenue bonds, customer facility charge bonds and passenger facility charge bonds. Additional matching requirements are met by the Airport.

Special purpose grants and Passenger Facility Charges are subject to audit to determine compliance with specified requirements. Airport's management believes that if any refunds are required, they will not be material to the basic financial statements.

6. BONDS PAYABLE AND LONG-TERM LIABILITIES

In October 2017, the Airport issued Airport Revenue Bonds, Series 2017 (the 2017 Revenue Bonds). The 2017 Revenue Bonds are in the form of a draw note with a maximum of \$4,700,000 and are privately held by a local bank (direct placement). The Revenue Bonds are secured by a pledge of future revenues and have interest rate of 4.46%, requiring semiannual payments in April (interest only) and October (principal and interest). Interest rate to be adjusted in October 2027 to the sum of the Five-Year Treasury Rate plus 0.40%. The primary use of proceeds of the 2017 Revenue Bonds is construction of a public parking lot. The bonds were paid in full in fiscal year 2024.

In October 2017, the Airport issued Customer Facility Charge Revenue Bonds, Series 2017 (the CFC Bonds). The CFC Bonds are in the form of a draw note with a maximum of \$4,300,000 and are privately held by a local bank. The CFC Bonds are secured by a pledge of CFC collections and have interest rate of 5.71%, requiring semiannual payments in April (interest only) and October (principal and interest). Interest rate to be adjusted in October 2027 to the sum of the Five-Year Treasury Rate plus 1.65%. The primary use of proceeds of the CFC Bonds is construction of rental car facilities.

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In February 2021, the Airport issued Airport Revenue Bonds, Series 2021 (the 2021 Revenue Bonds). The 2021 Revenue Bonds are held by the Virginia Resources Authority with a maximum of \$1,100,000 available principal and an interest rate of 1.13% (the prevailing AA revenue interest rate at the time of issuance). The primary use of the proceeds of the 2021 Revenue Bonds is for construction of two hangars.

In December 2021, the Airport issued Airport Revenue Bonds, Series 2021A (the 2021A Revenue Bonds). The 2021A Revenue Bonds are held by the Virginia Resources Authority with a maximum of \$3,520,000 available principal and an interest rate of 1.46% (the prevailing AA revenue interest rate at the time of issuance). The primary use of the proceeds of the 2021A Revenue Bonds is for the purchase of land and a building.

In December 2023, the Airport issued Airport Revenue Bonds, Series 2023A (the 2023A Revenue Bonds). The 2023A Revenue Bonds are held by the Virginia Resources Authority with a maximum of \$8,500,000 available principal and an interest rate of 3.00% (the prevailing AA revenue interest rate at the time of issuance). The primary use of the proceeds of the 2023A Revenue Bonds is for improvements to the public parking lots. At June 30, 2025, cumulative net draws were \$7,978,000.

For the years ended June 30, 2025 and 2024, interest costs were \$413,000 and \$287,000. Aggregate principal maturities on bonds payable are as follows for the years ended June 30:

All series, all direct placement			
Year	Principal	Interest	Total
2026	\$ 1,162,000	\$ 454,000	\$ 1,616,000
2027	1,190,000	421,000	1,611,000
2028	1,219,000	399,000	1,618,000
2029	1,249,000	365,000	1,614,000
2030	1,280,000	330,000	1,610,000
2030 - 2034	4,894,000	1,132,000	6,026,000
2035 - 2039	3,267,000	279,000	3,546,000
Total	\$ 14,261,000	\$ 3,380,000	\$ 17,641,000

For the years ended June 30, 2025 and 2024, components of the Airport's liabilities which had long-term activity or balances were as follows:

	Balance 07.01.2024	Additions	Reductions	Balance 06.30.2025	Due within one year	Due after one year
Bonds payable	\$ 8,774,000	\$ 6,153,000	\$ 666,000	\$ 14,261,000	\$ 1,162,000	\$ 13,099,000
Net OPEB liability	680,000	(70,000)	0	610,000	0	610,000
Net pension liability	11,067,000	461,000	0	11,528,000	0	11,528,000
	\$ 20,521,000	\$ 6,544,000	\$ 666,000	\$ 26,399,000	\$ 1,162,000	\$ 25,237,000

	Balance 07.01.2023	Additions	Reductions	Balance 06.30.2024	Due within one year	Due after one year
Bonds payable	\$ 8,335,000	\$ 1,825,000	\$ 1,386,000	\$ 8,774,000	\$ 969,000	\$ 7,805,000
Net OPEB liability	677,000	3,000	0	680,000	0	680,000
Net pension liability	10,328,000	739,000	0	11,067,000	0	11,067,000
	\$ 19,340,000	\$ 2,567,000	\$ 1,386,000	\$ 20,521,000	\$ 969,000	\$ 19,552,000

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7. PENSION PLAN

Pension Plan Description

All full-time employees of the Airport participate in the City of Roanoke Pension Plan (the Pension Plan), a cost-sharing multiple-employer public employee retirement system. The Pension Plan was established by City Ordinance No. 8559, dated May 27, 1946, and effective July 1, 1946. City Council appoints the Pension Plan Board of Trustees which is responsible for administering the Pension Plan. The Pension Plan is currently not subject to the provisions of the Employee Retirement Income Security Act (ERISA) of 1974. The Pension Plan had approximately 1,600 active participants at June 30, 2024.

Effective July 1, 1984, the Pension Plan changed its name from the Employees' Retirement System of the City of Roanoke, Virginia (ERS) to City of Roanoke Pension Plan. This change provided for an Employees' Supplemental Retirement System (ESRS) which modified certain benefits as defined by ERS. All employees covered under the provisions of ERS at June 30, 1984 could elect to stay with ERS or be covered under the provisions of ESRS. Coverage under ESRS was mandatory for all employees hired on or after July 1, 1984. Both ERS and ESRS share a common trust fund from which all benefits are paid without distinction as to the source of funds and are administered by the board of trustees. The Pension Plan provides retirement benefits as well as death and disability benefits. Retirement benefits vest after five years of credited service for all Pension Plan members. All Airport employees participate in ESRS. Employees who are members of ESRS with five years or more of credited service and age 65, and employees with the attained age of 50 (45 for firefighters and police officers) and their age plus years of service equal to 80 (70 for firefighters and police officers) are entitled to an annual retirement benefit, payable monthly for life in an amount equal to 2.1% of their final average compensation for each year of credited service up to a maximum of 63%. Final average compensation is the employee's average salary excluding overtime over the highest 36 consecutive months of credited service.

Employees hired on or before June 30, 2014 with five years of credited service may retire at or after age 50 and receive a reduced retirement benefit. Employees may elect to receive their pension benefits in the form of a single life annuity or a joint and survivor annuity payable monthly from retirement. If employees under age 65 terminate before rendering five years of service, they forfeit the right to receive any Pension Plan benefits. Employees hired on or after July 1, 2014 with five years of credited service may retire at or after age 55 and receive a reduced retirement benefit. Employees may elect to receive their pension benefits in the form of a single life annuity or a joint and survivor annuity payable monthly from retirement. If employees under age 65 terminate before rendering five years of service, they forfeit the right to receive any Pension Plan benefits.

Funding Policy

Airport employees contribute 5.0% of their base compensation to the Pension Plan. The Airport's contribution is based on a percentage of the annual compensation of the active members, which is based on an actuarially determined contribution amount less the aforementioned employee's contribution. The payroll for Airport employees covered by the Pension Plan for fiscal years 2025 and 2024 was \$4,710,000 and \$4,040,000, respectively. The Airport's payroll for fiscal years 2025 and 2024 was \$4,904,000 and \$4,190,000, respectively. Contributions to the Pension Plan from the Airport were \$846,000 and \$850,000, respectively, for fiscal years 2025 and 2024, which was approximately 19.60% and 21.04%, respectively, of the covered payroll for the Airport. At June 30, 2025 and 2024 \$58,000 and \$40,000, respectively, of contributions withheld were payable to the Pension Plan. No other amounts were due to or from the Pension Plan at June 30, 2025 or 2024.

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Required employer contribution rates for the Pension Plan were 20.85% and 21.14%, respectively, for fiscal years 2025 and 2024. In fiscal year 2015, the City of Roanoke adopted modifications to the Pension Plan to provide for employee contributions in the amount of 5% of earnable compensation for Plan members hired prior to July 1, 2015. This modification included a window of opportunity for Plan members hired prior to July 1, 2015, to elect participation in and the accrual of prospective benefits effective July 1, 2015, as an ESRS of Hybrid Plan member who was hired after June 30, 2014. Effective July 1, 2015, active employees are required to contribute 5% of pay, except for those hired or rehired after June 30, 2014 that elect to participate in the Hybrid plan.

Annual Pension Cost

At June 30, 2025 and 2024, the Airport reported a liability of \$11,528,000 and \$11,067,000, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2024 and 2023 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Airport's proportion of the net pension liability was based on a projection of the Airport's long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined. At June 30, 2024 and 2023, the Airport's proportion was 4.32% and 4.19%, respectively. The amount for June 30, 2024 was an increase of 0.13% from its proportion measured as of June 30, 2023. The amount for June 30, 2023 was an increase of 0.03% from its proportion measured as of June 30, 2022.

For the years ended June 30, 2025 and 2024, the Airport recognized pension expense of \$2,851,000 and \$2,308,000, respectively. At June 30, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2025		2024	
	<u>Deferred outflows</u>	<u>Deferred inflows</u>	<u>Deferred outflows</u>	<u>Deferred inflows</u>
Contributions subsequent to the measurement date	\$ 923,000	\$ 0	\$ 850,000	\$ 0
Assumption changes	940,000	0	1,822,000	0
Change in proportion	0	0	0	0
Experience	956,000	0	792,000	0
Difference between projected and actual earnings on pension plan investments	60,000	0	716,000	0
	<u>\$ 2,879,000</u>	<u>\$ 0</u>	<u>\$ 4,180,000</u>	<u>\$ 0</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows for the years ended June 30:

2026	\$ 1,722,000
2027	735,000
2028	474,000
2029	(52,000)
	<u>\$ 2,879,000</u>

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Actuarial Assumptions

The total pension liability in the June 30, 2024 and 2023 actuarial valuations was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50%
Salary increases	3.50%
Investment rate of return	7.00%, net of investment expenses
Cost of living adjustments	1.67% for eligible participants, based on 2/3 of assumed inflation

Mortality rates of pre-retirement and healthy annuitants were based on Pub-2010 table for both General Employees and Public Safety Employees, amount-weighted for males and females with generation mortality projection using Scale MP-2021. For Disableds, mortality rates were based on Pub-2010 table, for both General Disabled Employees and Public Safety Disabled Employees, amount weighted for males and females with generation mortality projection using Scale MP-2021. The actuarial results were developed based on the last actuarial experience study which was performed June 30, 2021.

Investment Rate of Return

The long-term expected rate of return on Plan investments was determined using projected long-term rates of returns developed for each asset class. The expected long-term rate of return for each asset class as weighted by the Investment Policy target asset allocation was used, to derive the overall expected rate of return for the portfolio. The long-term expectations are an arithmetic calculation. The following table reflected the long-term expected rate of return based upon the defined target allocation for each asset class, as defined in the Statement of Investment Policy:

	<u>Allocation</u>	<u>Weighted contribution to rate of return</u>
Equity		
U.S. equity	48.00%	4.80%
International equity	16.00%	1.76%
Real estate	6.00%	0.42%
Fixed income		
U.S. fixed income	26.00%	1.30%
Global fixed income	4.00%	.24%
Total	<u>100.00%</u>	<u>8.52%</u>

Discount Rate

The discount rate used to measure the total pension liability was 7.00%. The projection of cash flows used to determine the discount rate assumed that contributions to the Pension Plan would be made based on actuarially determined contribution rates. Based on these assumptions, the Pension Plan's fiduciary net position was projected to be available to make all future benefit payments of current Pension Plan members. Therefore, the long-term expected rate of return on Pension Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

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Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Pension Plan, calculated using the discount rate of 7.00 percent, as well as what the net pension liability would be if it were calculated using a rate that is one percentage point lower or one percentage point higher:

	1% decrease <u>6.00%</u>	Current rate <u>7.00%</u>	1% increase <u>8.00%</u>
Airport's proportionate share of the net pension liability	\$ 15,347,000	\$ 11,528,000	\$ 8,354,000

Pension Plan Fiduciary Net Position

Detailed information about the Pension Plan's fiduciary net position is available in the Pension Plan's annual comprehensive financial report. A copy of this report may be obtained by writing to the City of Roanoke Retirement Office, Attention: Retirement Administrator, 215 Church Ave., SW, Room 461, Roanoke, VA 24011 or on the internet at <https://www.roanokeva.gov>.

8. OTHER POSTEMPLOYMENT BENEFITS

Retiree Health Insurance

On July 21, 2009, the Airport approved the Retiree Health Insurance Contribution Plan (the Plan), to provide certain post-employment benefits to qualifying employees of the Airport. Participants must meet one of the following conditions to be eligible for benefits:

- Have 80 points (age plus years of service) and 15 or more years of service
- Attain the age of 55 with 15 or more years of service

The Airport pays the City of Roanoke \$394 to \$689 each month for medical insurance for each eligible retiree depending on coverage levels. The Airport reserves the right to revise and terminate the Plan at any time, as it deems necessary, at its sole discretion. This benefit will terminate when the retiree is eligible for coverage by any other health insurance, including Medicare. Total contributions were \$5,000 and \$6,000 respectively, for fiscal years 2025 and 2024.

As of June 30, 2025, the Plan was not funded. The Plan does not issue stand-alone financial statements. The membership as of June 30, 2025, the most recent valuation date, includes 33 active participants, 2 retirees and surviving spouses, and 0 spouses of current retirees. Total covered members of 35.

The Airport's net other postemployment benefits (OPEB) liability was measured as of June 30, 2025. The discount rate is the same as the 20-year tax-exempt municipal bond yield.

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The retiree health insurance OPEB liability was determined using the following assumptions:

Inflation	2.50%
Salary increases	2.50% - 5.00%
Discount rate	5.057%
Health cost trend rates	3.90% - 4.60%

Mortality rates of pre-retirement and healthy annuitants were based on Pub-2010 table for both General Employees and Public Safety Employees, amount-weighted for males and females with generation mortality projection using Scale MP-2021. For Disableds, mortality rates were based on Pub-2010 table, for both General Disabled Employees and Public Safety Disabled Employees, amount weighted for males and females with generation mortality projection using Scale MP-2021. The actuarial results were developed based on the last actuarial experience study which was performed June 30, 2021.

As the plan is not funded, there is no fiduciary net position and the net OPEB and total OPEB are the same amount. Changes in the net OPEB liability are as follows for the years ended June 30:

	<u>2025</u>	<u>2024</u>
Balance, beginning of year	\$ 502,000	\$ 500,000
Service cost	12,000	26,000
Interest	19,000	19,000
Effect of economic/demographic losses	(20,000)	0
Effect of assumption changes	(69,000)	(16,000)
Benefit payments	(5,000)	(27,000)
Balance, end of year	<u>\$ 439,000</u>	<u>\$ 502,000</u>

OPEB expense for fiscal years 2025 and 2024 was (\$59,000) and \$30,000, respectively, and is included in pension and OPEB expense in the statement of revenues, expenses and changes in net position.

At June 30, the Airport reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>2025</u>		<u>2024</u>	
	<u>Deferred outflows</u>	<u>Deferred inflows</u>	<u>Deferred outflows</u>	<u>Deferred inflows</u>
Assumption changes	\$ 0	\$ 0	\$ 232,871	\$ 25,918
Experience	0	0	22,422	(7,356)
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 255,293</u>	<u>\$ 18,562</u>

In fiscal year 2025, the Airport utilized the Alternative Measurement Method (AMM) to evaluate their OPEB liability going forward. Per GASB 74 Paragraph 43 Section a, deferred inflows and outflows related to economic and demographic assumptions and other assumption changes or inputs are recognized immediately under AMM, rather than amortized and deferred over a future time period.

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The following table presents the net OPEB liability of the Airport, as well as what the Airport's net OPEB liability would be if it were calculated using a discount rate that is one percentage-point lower or one percentage-point higher than the current discount rate:

		1% decrease (4.057%)		Current rate (5.057%)		1% increase (6.057%)
Net OPEB liability	\$	486,000	\$	439,000	\$	398,000

The following table presents the net OPEB liability of the Airport, as well as what the Airport's net OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage-point lower or one percentage-point higher than the current healthcare cost trend rates:

		1% decrease (3.10% - 4.80%)		Current rate (4.10% - 5.80%)		1% increase (5.10% - 6.80%)
Net OPEB liability	\$	389,000	\$	439,000	\$	498,000

The required schedule of contributions and changes in net OPEB liability and related ratios is presented as required supplementary information immediately following the notes to the financial statements.

Group Life Insurance Program

The Airport participates in the Virginia Retirement Systems (VRS) Group Life Insurance (GLI) Program which is a multiple employer, cost-sharing plan. It provides coverage to state employees, teachers, and employees of participating political subdivisions. The GLI Program was established pursuant to §51.1-500 et seq. of the *Code of Virginia*, as amended, and which provides the authority under which benefit terms are established or may be amended. The GLI Program is a defined benefit plan that provides a basic GLI benefit for employees of participating employers.

For purposes of measuring the net GLI Program OPEB liability, deferred outflows of resources and deferred inflows of resources related to the GLI Program OPEB, and GLI Program OPEB expense, information about the fiduciary net position of the VRS GLI program OPEB and the additions to/deductions from the VRS GLI Program OPEB's net fiduciary position have been determined on the same basis as they were reported by VRS. Benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

All full-time, salaried permanent employees of the state agencies, teachers and employees of participating political subdivisions are automatically covered by the GLI Program upon employment. In addition to the Basic Group Life Insurance benefit, members are also eligible to elect additional coverage for themselves as well as a spouse or dependent children through the Optional Group Life Insurance Program. For members who elect the optional group life insurance coverage, the insurer bills employers directly for the premiums. Employers deduct these premiums from members' paychecks and pay the premiums to the insurer. Since this is a separate and fully insured program, it is not included as part of the GLI Program OPEB.

Airport employees do not contribute to the GLI Program. The contribution requirements for the GLI Program are governed by §51.1-506 and §51.1-508 of the *Code of Virginia*, as amended. Covered payroll for the GLI Program for fiscal years 2025 and 2024, was \$4,710,000 and \$4,040,000, respectively. Contributions to the GLI Program from the Airport were \$21,000 and \$19,000, respectively, for the years ended June 30, 2025 and 2024, which was approximately .56% and .47% of the covered employee payroll for the Airport. No material amounts were due to or from the GLI Program at June 30, 2025 or 2024.

The net OPEB liability was measured as of June 30, 2024 and 2023, and the total OPEB liability used to calculate the net OPEB liability was determined by actuarial valuations as of those dates. The covered employer's proportion of the net OPEB liability was based on the covered employer's actuarially determined employer contributions for fiscal years 2024 and 2023 relative to the total of the actuarially determined employer contributions for all participating employers.

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At June 30, 2025 and 2024, the Airport reported a net OPEB liability of \$171,000 and \$178,000 for its proportionate share of the VRS GLI program net OPEB liability. The net VRS GLI program OPEB liability was measured as of June 30, 2024 and 2023. The total VRS GLI program OPEB liability used to calculate the net VRS GLI program OPEB liability was determined by an actuarial valuation as of those dates. The Airport's proportion of the net VRS GLI program OPEB liability was calculated based on the Airport's actuarially determined employer contributions to the VRS GLI program OPEB plan for the years ended June 30, 2024 and 2023 relative to the total of the actuarially determined employer contributions for all participating employers. The Airport's proportion was 3.94% and 3.87%, respectively, for the years ended June 30, 2024 and 2023. For the years ended June 30, 2025 and 2024, the Airport's VRS GLI OPEB expense was \$0 and \$3,000, respectively. This amount is included in pension and OPEB expense in the accompanying statement of revenues, expenses, and changes in net position.

At June 30, the Airport reported deferred outflows of resources and deferred inflows of resources related to the VRS GLI program from the following sources:

	2025		2024	
	Deferred outflows	Deferred inflows	Deferred outflows	Deferred inflows
Assumption changes	\$ 1,000	\$ 8,000	\$ 4,000	\$ 12,000
Change in proportion	2,000	9,000	0	13,000
Experience	27,000	4,000	18,000	5,000
Net difference between projected and actual earnings on pension plan investments	0	14,000	0	7,000
	<u>\$ 30,000</u>	<u>\$ 35,000</u>	<u>\$ 22,000</u>	<u>\$ 37,000</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows for the years ended June 30:

2026	\$ (2,000)
2027	(1,000)
2028	(1,000)
2029	(1,000)
	<u>\$ (5,000)</u>

The GLI OPEB liability was based on an actuarial valuation as of June 30, 2024, using the Entry Age Normal cost method and the following assumptions, applied to all periods included in the measurement. The actuarial assumptions used in the June 30, 2024 valuation were based on the results of an experience study for the period July 1, 2016 through June 30, 2020, except the change in the discount rate, which was based on VRS Board action effective as of July 1, 2021. The GLI OPEB liability was determined using the following assumptions.

Investment Rate of Return	6.75%, net of investment expenses, including inflation
Mortality improvement	Rates projected generationally with Modified MP-2020 Improvement Scale that is 75% of the MP-2020 rates.
Mortality Rates, Hazardous Duty Employees:	
Pre-Retirement	Pub-2010 Amount Weighted General Employee Rates Projected Generationally; males 95% of rates; females 105% of rates set forward 2 years.

ROANOKE REGIONAL AIRPORT COMMISSION
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Post-Retirement	Pub-2010 Amount Weighted General Healthy Retiree Rates Projected Generationally; males 110% of rates, females 105% of rates set forward 3 years.
Post-Disablement	Pub-2010 Amount Weighted General Disabled Rates Projected Generationally; males 95% of rates set back 3 years, females 90% of rates set back 3 years.
Beneficiaries and survivors	Pub-2010 Amount Weighted General Contingent Annuitant Rates projected generationally; 110% of rates for males and females set forward 2 years.

Mortality Rates, Non-hazardous Duty Employees:

Pre-Retirement	Pub-2010 Amount Weighted General Employee Rates Projected Generationally; males set forward 2 years, females 105% of rates set forward 3 years.
Post-Retirement	Pub-2010 Amount Weighted General Healthy Retiree Rates Projected Generationally; males 95% of rates set forward 2 years, females 95% of rates set forward 1 year.
Post-Disablement	Pub-2010 Amount Weighted General Disabled Rates Projected Generationally; males 110% of rates set forward 3 years, females 110% of rates set forward 2 years.
Beneficiaries and survivors	Pub-2010 Amount Weighted General Contingent Annuitant Rates projected generationally.

The discount rate used to measure the total OPEB liability was 6.75% for the prefunded plans. These include the Group Life Insurance Program, the Retiree Health Insurance Program, the Disability Insurance Program and the Virginia Local Disability Program. The projection of cash flows used to determine the discount rate assumed that contributions from participating employers will be based on the actuarially determined rates based on the Board's funding policy, which certifies the required rates under Title 51.1 of the *Code of Virginia* (1950), as amended. Based on those assumptions, the fiduciary net position was projected to be available to make all of the projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of the projected benefit payments to determine the total OPEB liability.

The long-term expected rate of return on the GLI program's investments was determined using a building-block method in which best estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The long-term target allocations are based on the Strategic Asset Allocation Implementation Schedule and Allowable Ranges document, which was approved by the VRS Board of Trustees on June 15, 2024. Best estimates of arithmetic real rates of return for each major asset class included in the GLI program's long-term target asset allocation are summarized below. This provided the basis for the 6.75% long-term rate of return actuarial assumption used in the calculation of the Pension and OPEB liabilities with the Measurement Date of June 30, 2024.

ROANOKE REGIONAL AIRPORT COMMISSION
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<u>Asset class (strategy)</u>	<u>Target allocation</u>	<u>Arithmetic long-term expected rate of return</u>	<u>Weighted average long-term expected rate of return</u>
Public equity	32.00%	6.70%	2.14%
Fixed income	16.00%	5.40%	0.86%
Credit strategies	16.00%	8.10%	1.30%
Real assets	15.00%	7.20%	1.08%
Private equity	15.00%	8.70%	1.31%
Other	6.00%	6.40%	0.38%
	100.00%		7.07%
		Inflation	2.50%
			<u>9.57%</u>

The above allocation provides a one-year expected return of 7.07% (includes 2.5% inflation assumption). However, one-year returns do not take into account the volatility present in each of the asset classes. In setting the long-term expected return for the System, stochastic projections are employed to model future returns under various economic conditions. These results provide a range of returns over various time periods that ultimately provide a median return of 7.10%, including expected inflation of 2.50%.

The following presents the Airport's proportionate share of the VRS GLI Program net GLI OPEB liability using the discount rate of 6.75%, as well as what the Airport's proportionate share of the net GLI OPEB liability would be if it were calculated using a rate that is one percentage point lower or one percentage point higher:

	<u>1% decrease</u>	<u>Current rate</u>	<u>1% increase</u>
	<u>(5.75%)</u>	<u>(6.75%)</u>	<u>(7.75%)</u>
Net OPEB GLI liability \$	266,000 \$	171,000 \$	94,000

Detailed information about the GLI Program is available in the separately issued VRS 2024 annual comprehensive financial report at <https://www.varetire.org/pdf/publications/2024-annual-report.pdf> or by writing to the GLI program's Chief Financial Officer at P.O. Box 2500, Richmond, Virginia 23218-2500.

9. DEFERRED COMPENSATION PLAN

Airport employees may participate in the Airport's deferred compensation plan which was created in accordance with Internal Revenue Code Section 457 from its predecessor plan held by the City of Roanoke (the Roanoke Regional Airport Commission 457 Deferred Compensation Plan). The deferred compensation plan permits employees to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. The Airport made contributions to the deferred compensation plan in the amount of \$25,000 and \$23,000, respectively, for the years ended June 30, 2025 and 2024. These amounts are included in salaries and other benefits in the accompany statements of revenues, expenses and changes in net position. No amounts have been placed in trust for this plan.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

10. CONCENTRATIONS

Revenue from landed weights, parking, and concessionaires comprise the majority of operating revenues for the Airport. Three airlines accounted for approximately 78.1% and 81.8% of the landed weight for commercial airlines during the years ended June 30, 2025 and 2024. Activity from commercial airlines is primarily responsible for parking revenues and revenue from concessionaires.

11. COMMITMENTS AND OTHER MATTERS

The Airport is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; general liability claims; and natural disasters. The Airport manages these risks through the purchase of commercial insurance. From time to time, the Airport is involved in litigation in the normal course of operations. It is the opinion of the Airport's management that any adverse outcomes related to litigation would not have a material impact on the financial position, results of operations, or cash flows of the Airport as of and for the years ended June 30, 2025 and 2024.

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

As of June 30, 2025 and 2024, the Airport had outstanding contractual commitments approximating \$8.6 million and \$6.8 million, respectively, related to equipment purchases and airport improvement projects.

12. RELATED-PARTY TRANSACTIONS

Following are payments to related parties for the year ended June 30:

	2025		2024	
	City of <u>Roanoke</u>	County of <u>Roanoke</u>	City of <u>Roanoke</u>	County of <u>Roanoke</u>
Pension contributions	\$ 923,000	\$ 0	\$ 850,000	\$ 0
Storm water utility fees	257,000	0	209,000	0
Retirement, life insurance	52,000	0	53,000	0
Retiree health insurance	5,000	0	6,000	0
Radio repair and replacement	0	26,000	0	26,000
Other	11,000	0	9,000	0
Total	<u>\$ 1,248,000</u>	<u>\$ 26,000</u>	<u>\$ 1,127,000</u>	<u>\$ 26,000</u>

In addition to the above, the Airport received \$51,000 and \$152,000, respectively, in rental revenues for the years ended June 30, 2025 and 2024 from the City of Roanoke.

As discussed in Note 7, at June 30, 2025 and 2024, \$58,000 and \$40,000, respectively, of contributions withheld were payable to the Pension Plan. No other material amounts were due to or from the City of Roanoke or County of Roanoke at June 30, 2025 or 2024.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

13. DEFERRED OUTFLOWS AND INFLOWS

Following is a detail of deferred outflows and inflows as of June 30:

	<u>2025</u>		<u>2024</u>	
	<u>Deferred outflows</u>	<u>Deferred inflows</u>	<u>Deferred outflows</u>	<u>Deferred inflows</u>
Pension	\$ 2,879,000	\$ 0	\$ 4,180,000	\$ 0
Other postemployment benefits, health insurance	0	0	255,000	19,000
Other postemployment benefits, life insurance	30,000	35,000	22,000	37,000
Leases receivable	0	2,632,000	0	3,263,000
Balance, end of year	<u>\$ 2,909,000</u>	<u>\$ 2,667,000</u>	<u>\$ 4,457,000</u>	<u>\$ 3,319,000</u>

14. RESTRICTED CASH AND INVESTMENTS

Following is a detail of restricted cash and investments as of June 30:

<u>Description</u>	<u>2025</u>	<u>2024</u>
State entitlement funds	\$ 12,798,000	\$ 17,792,000
Debt service reserve	2,700,000	2,574,000
Car rental facility	1,577,000	74,000
Employee flexible spending account	16,000	21,000
	<u>\$ 17,091,000</u>	<u>\$ 20,461,000</u>

The above amounts are included in cash and cash equivalents and short-term investments in the accompanying statements of net position. Amounts for state entitlement funds, debt service reserve, and employee flexible spending account agree to the corresponding amounts for restricted net position. At June 30, 2025 and 2024 total expenditures for the car rental facility exceeded total receipts from Customer Facility Charges which funds the asset account. The balance in the asset account is held for maintenance purposes.

15. DESIGNATIONS OF UNRESTRICTED NET POSITION

At June 30, 2025 and 2024, \$7,500,000 of unrestricted net position was designated for discretionary operating expenditures, capital fund reserve, and major maintenance reserve.

16. RESTRICTED NET POSITION

Following is a detail of restricted net position as of June 30:

<u>Description</u>	<u>2025</u>	<u>2024</u>
State entitlement funds	\$ 12,798,000	\$ 17,792,000
Debt service reserve	2,700,000	2,574,000
Employee flexible spending account	16,000	21,000
	<u>\$ 15,514,000</u>	<u>\$ 20,387,000</u>

State entitlement funds may be used for the following, pursuant to the guidelines in the Virginia Department of Aviation Airport Program Manual: capital assets, non-revenue producing; security; maintenance; airport promotion. The funds require pre-approval from the Virginia Department of Aviation prior to use.

- REQUIRED SUPPLEMENTARY INFORMATION -

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PROPORTIONATE SHARE OF NET OPEB LIABILITY, GROUP LIFE INSURANCE
LAST TEN FISCAL YEARS

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Airport's proportion of the net OPEB liability	3.9423%	3.8712%	3.8024%	3.3305%	3.5900%	3.5720%	3.4714%	3.3588%	3.2622%
Airport's proportionate share of the net OPEB liability	\$ 171,000	\$ 178,000	\$ 177,000	\$ 156,000	\$ 248,000	\$ 244,000	\$ 225,000	\$ 221,000	\$ 252,000
Covered employee payroll	\$ 4,710,000	\$ 4,040,000	\$ 3,549,000	\$ 3,332,000	\$ 3,144,000	\$ 3,121,000	\$ 3,019,000	\$ 2,885,000	\$ 2,794,000
Proportionate share of net OPEB liability as a percentage of covered employee payroll	3.63%	4.41%	4.99%	4.68%	7.89%	7.82%	7.45%	7.66%	9.02%
Plan fiduciary net position as a percentage of the total OPEB liability	69.30%	69.30%	67.21%	67.45%	52.64%	52.00%	51.22%	48.86%	39.91%

Notes:

This schedule is intended to present ten years of the proportionate share of the net OPEB liability for the group life insurance plan. Currently, only those years with information available are presented.

Above amounts are rounded.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF CHANGES IN OPEB LIABILITY AND RELATED RATIOS, RETIREE HEALTH INSURANCE
LAST TEN FISCAL YEARS

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Total OPEB liability									
Service cost	\$ 11,620	\$ 26,051	\$ 6,804	\$ 10,287	\$ 9,889	\$ 6,572	\$ 7,215	\$ 6,630	\$ 6,406
Interest	18,679	18,697	4,560	3,497	2,608	3,611	4,686	4,225	4,447
Effect of economic/demographic gains (losses)	(20,564)	0	14,148	0	43,550	0	3,209	0	0
Effect of assumption changes or inputs	(68,984)	(14,634)	369,505	(19,344)	712	10,100	(22,782)	(3,286)	0
Benefit payments (premium subsidies)	(4,707)	(27,396)	(34,209)	(14,145)	(12,301)	(5,311)	(7,494)	(14,370)	(20,461)
Net change in total OPEB liability	(63,956)	2,718	360,808	(19,705)	44,458	14,972	(15,166)	(6,801)	(9,608)
Total OPEB liability, beginning	502,479	499,761	138,953	158,658	114,200	99,228	114,394	121,195	130,803
Total OPEB liability, ending	\$ 438,523	\$ 502,479	\$ 499,761	\$ 138,953	\$ 158,658	\$ 114,200	\$ 99,228	\$ 114,394	\$ 121,195
Plan fiduciary net position									
Contributions (payments for premiums)	\$ 4,707	\$ 27,396	\$ 34,209	\$ 14,145	\$ 12,301	\$ 5,311	\$ 7,494	\$ 14,370	\$ 20,461
Benefit payments (premium subsidies)	(4,707)	(27,396)	(34,209)	(14,145)	(12,301)	(5,311)	(7,494)	(14,370)	(20,461)
Net change in total OPEB liability	0	0	0	0	0	0	0	0	0
Plan fiduciary net position, beginning	0	0	0	0	0	0	0	0	0
Plan fiduciary net position, ending	0	0	0	0	0	0	0	0	0
Net OPEB liability	\$ 438,523	\$ 502,479	\$ 499,761	\$ 138,953	\$ 158,658	\$ 114,200	\$ 99,228	\$ 114,394	\$ 121,195
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Covered employee payroll (rounded)	\$ 1,771,000	\$ 1,771,000	\$ 1,771,000	\$ 1,772,000	\$ 1,772,000	\$ 1,628,000	\$ 1,628,000	\$ 1,330,000	\$ 1,330,000
Net OPEB liability as a percentage of covered employee payroll	24.76%	28.37%	28.22%	7.84%	8.95%	7.01%	6.10%	8.60%	9.11%

Notes:

The plan is funded on a pay-as-you go basis. There are no actuarially determined contributions.

This schedule is intended to present ten years of the net OPEB liability. Currently, only those years with information available are presented

Valuation date - June 30, 2025. Actuarial cost method - Entry Age Normal. Age adjustment factor - 2.473015. Average retirement age - 62

Employer future premium contribution to remain at level percentage of the total cost over time.

Salary increases - 3.00%. Discount rate - 5.057% for 2025 and 3.93% for 2024. Same as 20-year tax-exempt municipal bond yield

Healthcare trend rates - 4.10% to 5.80%. Coverage election assumption - 40%.

Actuarially Determined Contribution and Net Other Postemployment Benefit Liability calculated using the alternative measurement method in accordance with GASB methodology.

Mortality table Pub-2010 Public Retirement Plans Mortality Tables, with mortality improvement projected for 10 years

Turnover assumption derived from data maintained by the U.S. Office of Personnel Management regarding the most recent experience of the employee group covered by the Federal Employees Retirement System.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF AIRPORT CONTRIBUTIONS TO THE OPEB GROUP LIFE INSURANCE PLAN
LAST TEN FISCAL YEARS

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Contractually required contribution	\$ 21	\$ 19	\$ 17	\$ 16	\$ 16	\$ 15	\$ 15	\$ 14	6
Contributions in relation to the									
contractually required contribution	21	19	17	16	16	15	15	14	6
Contribution deficiency (excess)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0	0
Airport's covered-employee payroll	\$ 4,710	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	2,794
Contributions as a percentage									
of covered-employee payroll	0.52%	0.54%	0.51%	0.51%	0.51%	0.50%	0.52%	0.50%	

Notes:

Above amounts are in thousands. The contractually required contribution is actuarially determined. None of the above amounts are associated with payables to the pension plan from a previous year or any specifically financed liabilities.

Currently, only those years with information available are presented.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY
LAST TEN FISCAL YEARS

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Airport's proportion of the net pension liability	4.1883%	4.1589%	3.9363%	3.9613%	3.7924%	3.7515%	3.6161%	3.8494%	4.0139%	3.9976%
Airport's proportionate share of the net pension liability	\$ 11,067	\$ 10,328	\$ 1,817	\$ 5,993	\$ 5,270	\$ 4,767	\$ 5,194	\$ 6,530	\$ 5,626	\$ 4,693
Covered payroll	\$ 4,710	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	\$ 2,794	\$ 2,620
Proportionate share of net pension liability as a percentage of covered payroll	273.94%	291.01%	54.53%	190.62%	168.86%	157.90%	180.03%	233.72%	214.73%	170.90%
Plan fiduciary net position as a percentage of the total pension liability	62.84%	63.67%	92.02%	73.69%	75.62%	77.32%	73.96%	68.70%	73.81%	77.23%

Notes:

Above amounts are in thousands.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF AIRPORT CONTRIBUTIONS TO THE PENSION PLAN
LAST TEN FISCAL YEARS

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Contractually required contribution	\$ 797	\$ 797	\$ 518	\$ 508	\$ 635	\$ 652	\$ 643	\$ 627	\$ 582	\$ 549
Contributions in relation to the contractually required contribution	797	797	518	508	635	652	643	627	582	549
Contribution deficiency (excess)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Airport's covered payroll	\$ 4,710	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	\$ 2,794	\$ 2,620
Contributions as a percentage of covered payroll	19.73%	22.46%	15.55%	16.16%	20.35%	21.60%	22.29%	22.44%	22.21%	19.99%

Note:

Above amounts are in thousands. The contractually required contribution is actuarially determined. None of the above amounts are associated with payables to the pension plan from a previous year or any specifically financed liabilities.

- SUPPLEMENTARY INFORMATION -

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED JUNE 30, 2025

<u>Federal Grantor/Pass-Through Grantor/Program</u>	<u>Federal Assistance Listing No.</u>	<u>Federal Project Number</u>	<u>Total Federal Program or Award Amount</u>	<u>Current Year Federal Expenditures</u>
MAJOR PROGRAM:				
<u>U.S. Department of Transportation</u>				
Direct Program:				
Airport Improvement Program	20.106	3-51-0045-70	\$ 359,073	\$ 359,073
		3-51-0045-71	394,200	387,472
		3-51-0045-74	1,305,775	481,023
Total			<u>\$ 2,059,048</u>	<u>\$ 1,227,568</u>

See report of independent auditors on pages
1 through 3 and accompanying notes to the
Schedule of Expenditures of Federal Awards.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED JUNE 30, 2025

1. GENERAL

The Roanoke Regional Airport Commission (the Airport) is a public body politic and corporate, and has jurisdiction, control, possession, and supervision of the Roanoke-Blacksburg Airport. The accompanying Schedule of Expenditures of Federal Awards (SEFA) presents the expenditure activity of all federal financial assistance programs of the Airport. All federal financial assistance was received directly from federal agencies. The Airport did not elect to use the 10% de minimis rule for the indirect cost rate.

The award revenues received and expended are subject to audit and adjustment. If any expenditures are disallowed by the grantor as a result of such an audit, any claim for reimbursement to the grantor would become a liability of the Airport. In the opinion of management, all grant expenditures are in compliance with the terms of the grant agreements and applicable federal laws and regulations.

2. BASIS OF ACCOUNTING

The SEFA includes the federal award activity of the Roanoke Regional Airport Commission and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the Uniform Guidance). Therefore, some of the amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PASSENGER FACILITY CHARGES (PFCs) COLLECTED AND EXPENDED
YEAR ENDED JUNE 30, 2025

Final Agency Decision	Impose authority *	PFCs collected in prior years	PFCs collected in current year	Total PFCs collected	Interest earned	Prior year applied expenditures	Current year applied expenditures	Total applied expenditures
U.S. Department of Transportation								
Passenger Facility Charge Program								
98-01-C-02-ROA	\$ 6,463,183	\$ 6,463,183	\$ 0	\$ 6,463,183	\$ 0	\$ 6,463,183	\$ 0	\$ 6,463,183
04-02-C-00-ROA	8,158,043	8,158,043	0	8,158,043	0	8,158,043	0	8,158,043
11-03-C-00-ROA	2,191,701	2,191,701	0	2,191,701	0	2,191,701	0	2,191,701
11-04-C-00-ROA	4,279,550	4,279,550	0	4,279,550	0	4,279,550	0	4,279,550
16-05-C-00-ROA	3,314,298	3,314,298	0	3,314,298	0	3,314,298	0	3,314,298
19-06-C-00-ROA	3,128,083	3,128,083	0	3,128,083	0	3,128,083	0	3,128,083
22-07-C-00-ROA	3,358,232	2,848,793	509,439	3,358,232	795	822,791	210,651	1,033,442
25-08-C-00-ROA	8,302,162	0	1,096,207	1,096,207	15,803	0	1,464,255	1,464,255
	<u>\$ 39,195,252</u>	<u>\$ 30,383,651</u>	<u>\$ 1,605,646</u>	<u>\$ 31,989,297</u>	<u>\$ 16,598</u>	<u>\$ 28,357,649</u>	<u>\$ 1,674,906</u>	<u>\$ 30,032,555</u>

	Per PFC quarterly reports				Interest from prior years	Total
	Quarter ended	Quarter ended	Quarter ended	Quarter ended		
	Sept 30, 2024	Dec 31, 2024	Mar 31, 2025	June 30, 2025		
22-07-C-00-ROA:						
Collections	\$ 389,535	\$ 119,904	\$ 0	\$ 0	\$ 0	\$ 509,439
Interest	\$ 55	\$ 11	\$ 0	\$ 0	\$ 729	\$ 795
Expenditures	\$ 0	\$ 199,082	\$ 0	\$ 11,569	\$ 0	\$ 210,651
25-08-C-00-ROA:						
Collections	\$ 0	\$ 289,610	\$ 358,223	\$ 448,374	\$ 0	\$ 1,096,207
Interest	\$ 0	\$ 26	\$ 0	\$ 15,777	\$ 0	\$ 15,803
Expenditures	\$ 0	\$ 1,464,255	\$ 0	\$ 0	\$ 0	\$ 1,464,255

* Use authority is the same as impose authority for all Final Agency Decisions in this schedule.

ROANOKE REGIONAL AIRPORT COMMISSION
NOTES TO THE SCHEDULE OF PASSENGER FACILITY CHARGES COLLECTED AND EXPENDED
YEAR ENDED JUNE 30, 2025

1. GENERAL

The accompanying Schedule of Passenger Facility Charges (PFCs) Collected and Expended (the Schedule) presents all passenger facility charge activities of the Roanoke Regional Airport Commission (the Airport). The Airport's reporting entity is defined in Note 1 to the Airport's financial statements. The Schedule includes all the PFCs and the interest earnings thereon collected by the Airport beginning September 1, 1998 through June 30, 2025. PFCs are collected pursuant to Federal Aviation Administration (FAA) approved applications.

2. BASIS OF PRESENTATION

The Schedule is presented in accordance with accounting principles generally accepted in the United States of America. PFCs are recorded as restricted revenue until expended in compliance with applicable Final Agency Decisions from the FAA. Because the Schedule presents only a selected portion of the operations of the Airport, it is not intended to and does not present the financial position, changes in net position or cash flows of the Airport. Expenditures represent the amount of capital and other cost expended for approved projects.

14 CFR Section 158.63 requires that the public agency provide quarterly reports to carriers collecting PFC revenues for the public agency, with a copy to the appropriate FAA Airports office. The PFC quarterly report must include PFC revenue received from collecting carriers, interest earned, and expenditures for the quarter; cumulative PFC revenue received, interest earned, expenditures, and the amount committed for use on currently approved projects. Amounts reported in the accompanying Schedule include a reconciliation to quarterly amounts reported in the System of Airports Reporting.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULES OF DEBT SERVICE COVERAGE
YEARS ENDED JUNE 30, 2025 AND 2024

	2025	2024
Operating revenues	\$ 14,063,034	\$ 11,459,905
Noncapital grants, federal *	0	4,104,338
Interest income	2,845,417	3,127,042
Pledged revenue, passenger facility charges	398,164	398,164
Revenues, per Financing Agreements	<u>17,306,615</u>	<u>19,089,449</u>
Operation and maintenance expenses, per financial statements	20,330,966	18,484,986
Depreciation	<u>(6,644,047)</u>	<u>(6,444,899)</u>
Operation and maintenance expenses, per Financing Agreements	<u>13,686,919</u>	<u>12,040,087</u>
Net revenues available for debt service	<u>\$ 3,619,696</u>	<u>\$ 7,049,362</u>
Required principal payments	\$ 958,995	\$ 465,920
Required interest payments	349,545	54,687
Total required principal and interest payments	<u>\$ 1,308,540</u>	<u>\$ 520,607</u>
Debt service coverage	276.62%	1354.07%
Required debt service coverage	125.00%	125.00%

* CARES, CRRSA, and ARPA funding is eligible for operations and maintenance expenses.

Notes to schedule

The above schedule was prepared based on the February 4, 2021 December 1, 2021, and December 1, 2023 Financing Agreements (the Financing Agreements).

Revenues, operations and maintenance expenses, and net revenues available for debt service are defined in Article I, Section 1.1. of the Financing Agreements.

Pledged PFC revenue is defined in Article I, Section 1.1 of the December 1, 2021 Financing Agreement.

Required debt service coverage is stipulated in Article V, Section 5.1 of the Financing Agreements.

Required principal and interest payments are provided in Schedule I to the February 4, 2021 and December 1, 2023 Financing Agreements.

Required principal and interest payments for the December 1, 2021 Financing Agreement is stipulated in Article VI, Section 6.1(b).

**- ADDITIONAL REPORTS AND INFORMATION
REQUIRED UNDER THE SINGLE AUDIT ACT -**



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REPORT OF INDEPENDENT AUDITORS ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the Members of the Roanoke Regional Airport Commission
 Roanoke, Virginia

Report on the Financial Statements

We have audited, in accordance with the 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, the financial statements of the business-type activities of the Roanoke Regional Airport Commission (the Airport), and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements (the financial statements), and have issued our report thereon dated December 10, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Airport's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

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Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airport's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airport's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Blue & Co., LLC

Lexington, Kentucky
December 10, 2025



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REPORT OF INDEPENDENT AUDITORS ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Members of the Roanoke Regional Airport Commission
 Roanoke, Virginia

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Roanoke Regional Airport Commission's (the Airport) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Airport's major federal program for the year ended June 30, 2025. The Airport's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Airport complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2025.

Basis for Opinion on Each Major Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Airport's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Airport's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Airport's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Airport's compliance with the requirements of each major federal program as a whole.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

Page Two

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgement and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Airport's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Airport's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Blue & Co., LLC

Lexington, Kentucky
December 10, 2025

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2025

Section I - Summary of Auditor's Results

Type of auditor's report issued: unmodified

Internal control over financial reporting:

Material weakness(es) identified? ☐ yes ☒ no

Significant deficiency(ies) identified that are not considered to be material weaknesses? ☐ yes ☒ none reported

Noncompliance material to financial statements noted? ☐ yes ☒ no

Federal Awards

Internal control over major programs:

Material weakness(es) identified? ☐ yes ☒ no

Significant deficiency(ies) identified that are not considered to be material weaknesses? ☐ yes ☒ none reported

Type of auditor's report issued on compliance for major programs: unmodified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance? ☐ yes ☒ no

Identification of major programs:

AL Number
20.106

Name of Federal Program or Cluster
Airport Improvement Program

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as a low-risk auditee? ☒ yes ☐ no

Section II - Findings related to financial statements reported in accordance with Governmental Auditing Standards

None reported.

Section III - Findings and questioned costs related to federal awards

None reported.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS AND THEIR RESOLUTIONS
YEAR ENDED JUNE 30, 2025

Federal Award Findings and Questioned Costs

No findings or questioned costs for federal award programs were reported for the year ended June 30, 2024.



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**REPORT OF INDEPENDENT AUDITORS ON COMPLIANCE FOR THE PASSENGER FACILITY CHARGE
 PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE
 REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION**

To the Members of the Roanoke Regional Airport Commission
 Roanoke, Virginia

Report on Compliance for Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited the Roanoke Regional Airport Commission's (the Airport) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies, issued by the Federal Aviation Administration* (the Guide), that could have a direct and material effect on its Passenger Facility Charge Program (the Program) for the year ended June 30, 2025 (including quarterly reports under section 158.63(a)).

In our opinion, the Airport complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the Program for the year ended June 30, 2025.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide). Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Airport's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Airport's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Airport's compliance with the requirements of the Program as a whole.

To the Members of the Roanoke Regional Airport Commission
Roanoke, Virginia

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgement and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Airport's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Airport's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the Program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the Program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Blue & Co., LLC

Lexington, Kentucky
December 10, 2025

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PASSENGER FACILITY CHARGE FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2025

Summary of Auditors' Results

We have issued an unmodified opinion, dated December 10, 2025 on the financial statements of Roanoke Regional Airport Commission as of and for the year ended June 30, 2025.

Our audit disclosed no material weaknesses or significant deficiencies that are considered to be material weaknesses in relation to internal control over financial reporting or internal control over the passenger facility charge program.

Our audit disclosed no instances of non-compliance which are material to Roanoke Regional Airport Commission's financial statements.

We have issued an unmodified opinion, dated December 10, 2025 on Roanoke Regional Airport Commission's compliance for the passenger facility charge program.

Our audit disclosed no findings required to be reported under the provisions of the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the Guide).

Findings Relating to the Financial Statements

Our audit disclosed no findings which are required to be reported in accordance with the Guide.

Findings and Questioned Costs for the Passenger Facility Charge Program

Our audit disclosed no findings or questioned costs for passenger facility charge program as defined by the Guide.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PRIOR YEAR PASSENGER FACILITY CHARGES FINDINGS AND THEIR RESOLUTIONS
YEAR ENDED JUNE 30, 2025

No findings that are required to be reported in accordance with the provisions of the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration were reported for the year ended June 30, 2024.