



**ROANOKE REGIONAL  
AIRPORT COMMISSION**

ROANOKE, VIRGINIA

FINANCIAL STATEMENTS AND  
REPORT OF INDEPENDENT AUDITORS

JUNE 30, 2024 AND 2023

**ROANOKE REGIONAL AIRPORT COMMISSION**  
ROANOKE, VIRGINIA

C O N T E N T S

	<u>Page</u>
<b>Report of Independent Auditors</b> .....	1
<b>Management's Discussion and Analysis</b> .....	4
<b>Basic Financial Statements:</b>	
Statement of Net Position.....	12
Statement of Revenues, Expenses and Changes in Net Position.....	13
Statement of Cash Flows.....	14
Notes to the Financial Statements.....	15
<b>Required Supplementary Information:</b>	
Schedule of Changes in OPEB Liability and Related Ratios, Retiree Health Insurance.....	37
Schedule of Proportionate Share of Net OPEB Liability, Group Life Insurance.....	38
Schedule of Airport Contributions to the OPEB to the Group Life Insurance Plan.....	39
Schedule of Proportionate Share of Net Pension Liability.....	40
Schedule of Airport Contributions to the Pension Plan.....	41
<b>Supplementary Information:</b>	
Schedule of Expenditures of Federal Awards.....	42
Notes to the Schedule of Expenditures of Federal Awards.....	43
Schedule of Passenger Facility Charges (PFCs) Collected and Expended.....	44
Notes to the Schedule of Passenger Facility Charges Collected and Expended.....	45
Schedule of Debt Service Coverage.....	46
<b>Additional Reports and Information Required Under the Single Audit Act:</b>	
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 <i>Government Auditing Standards</i> .....	47
Report of Independent Auditors on Compliance for Each Major Federal Program and on Internal Control Over Compliance Required by the Uniform Guidance.....	49
Schedule of Findings and Questioned Costs.....	51
Schedule of Prior Year Audit Findings and Their Resolutions.....	52
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.....	53
Schedule of Passenger Facility Charge Findings and Questioned Costs.....	55
Schedule of Prior Year Passenger Facility Charges Findings and Their Resolutions.....	56



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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, 2024 and 2023, 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, 2024 and 2023, 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 November 4, 2024, 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  
November 4, 2024

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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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 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, 2024 and 2023.

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

**AIRPORT ACTIVITIES**

As of June 30, 2024, the Roanoke-Blacksburg Regional 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 two Florida destinations: Sanford/Orlando and St. Pete/Clearwater. The number of weekly Allegiant flights ranged from 3 to 5 based on seasonal schedules, and the number of Allegiant weekly available seats ranged from approximately 460 to 930.

The number of daily departures (all airlines) ranged from 15 to 21. The number of daily available departing seats ranged from approximately 650 to 1450.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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Following is a comparative summary of passenger and other traffic at the Airport for the fiscal years ended June 30, 2024 and 2023, with comparative information for the year ended June 30, 2022:

	2024	2023	2022	Fiscal year 2024 percent change	Fiscal year 2023 percent change
Passengers	712,609	647,335	547,771	10.08%	18.18%
Aircraft Operations	52,320	51,955	39,555	0.70%	31.35%
Total Cargo (1,000 lbs)	22,717	24,594	25,882	-7.63%	-4.98%

The above reflects the impact of the COVID-19 pandemic which was declared in March 2020. Passenger activity decreased sharply in the initial months of COVID-19 and have slowly recovered over the subsequent three years. As a secondary point of reference, total passengers was 688,705 for fiscal year 2019.

Cargo has decreased somewhat during the past three years due to carriers utilizing other methods of transport.

**FINANCIAL HIGHLIGHTS**

The following major financial highlights are of note for the years ended June 30, 2024 and 2023 with comparative information for the year ended June 30, 2022:

- Total assets and deferred outflows of resources exceeded total liabilities and deferred inflows of resources by \$146.6 million, \$138.4 million and \$131.2 million, respectively, at June 30, 2024, 2023, and 2022.
- Net position includes \$26.6 million, \$32.6 million and \$22.3 million, respectively, at June 30, 2024, 2023 and 2022, which is considered unrestricted.
- Net position increased \$8.3 million, \$7.2 million, and \$7.2 million, respectively, in fiscal years 2024, 2023 and 2022.
- Operating revenues were \$11.5 million, \$10.4 million and \$8.9 million, respectively, for fiscal years 2024, 2023 and 2022.
- Operating and maintenance expenses, excluding depreciation, were \$12.0 million, \$10.1 million and \$7.2 million, respectively, for the fiscal years 2024, 2023 and 2022.
- Total nonoperating revenues were \$8.4 million \$11.0 million and \$7.8 million, respectively, for fiscal years 2024, 2023 and 2022.
- Capital contributions from federal grant programs, state grant programs and Passenger Facility Charges were \$7.2 million, \$3.1 million and \$5.0 million, respectively, for fiscal years 2024, 2023 and 2022.
- Additional detail on the above items, along with other information, is discussed in the following sections.
- During 2023, the Airport adopted Governmental Accounting Standards Board (GASB) Statement No. 96, *Subscription-Based Information Technology Arrangements* (SBITAs) which requires certain arrangements to be recorded in the statement of net position.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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**NET POSITION SUMMARY**

Net position was \$146.6 million, \$138.4 million and \$131.2 million, respectively, at June 30, 2024, 2023 and 2022. Most of the increases for fiscal year 2024 and 2023 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, 2024, 2023 and 2022 is as follows:

**Condensed Summary of Net Position**

	2024	2023	2022	Fiscal Year 2024 percent change	Fiscal Year 2023 percent change
Current assets	\$ 59,655,000	\$ 58,419,000	\$ 44,487,000	2.1%	31.3%
Capital assets, net	109,089,000	96,500,000	101,718,000	13.0%	-5.1%
Leases receivable	2,632,000	3,263,000	3,916,000	-19.3%	-16.7%
Total assets	171,376,000	158,182,000	150,121,000	8.3%	5.4%
 Deferred outflows of resources	 4,457,000	 5,263,000	 568,000	 -15.3%	 826.6%
Total assets and deferrals	\$ <u>175,833,000</u>	\$ <u>163,445,000</u>	\$ <u>150,689,000</u>	7.6%	8.5%
 Current liabilities	\$ 5,815,000	\$ 2,374,000	\$ 1,818,000	144.9%	30.6%
Long-term liabilities	20,058,000	18,744,000	10,021,000	7.0%	87.0%
Total liabilities	25,873,000	21,118,000	11,839,000	22.5%	78.4%
 Deferred inflows of resources	 3,319,000	 3,972,000	 7,677,000	 -16.4%	 -48.3%
Total liabilities and deferrals	29,192,000	25,090,000	19,516,000	16.3%	28.6%
 Net position invested in capital assets net of related debt	99,682,000	87,828,000	93,131,000	13.5%	-5.7%
Restricted net position	20,387,000	17,893,000	15,754,000	13.9%	13.6%
Unrestricted net position	26,572,000	32,634,000	22,288,000	-18.6%	46.4%
Total net position	\$ <u>146,641,000</u>	\$ <u>138,355,000</u>	\$ <u>131,173,000</u>	6.0%	5.5%



**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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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.

Fiscal year 2023

Current assets increased due to improved revenues from operations and continued receipts from Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) and the American Rescue Plan Act (ARPA) grant funding. Capital assets, net, reflects depreciation in excess of current year additions. Leases receivable decreased due to scheduled payments on leases. Deferred outflows of resources increased due to change 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 2024, 2023, and 2022:

	<u>2024</u>	<u>2023</u>	<u>2022</u>	Fiscal Year 2024 percent change	Fiscal Year 2023 percent change
Total operating revenues	\$ 11,460,000	\$ 10,421,000	\$ 8,861,000	10.0%	17.6%
Total operation and maintenance expenses	18,485,000	17,038,000	14,313,000	8.5%	19.0%
Net nonoperating revenues	<u>8,141,000</u>	<u>10,723,000</u>	<u>7,623,000</u>	-24.1%	40.7%
Income before capital contributions	1,116,000	4,106,000	2,171,000	72.8%	-89.1%
Capital contributions	<u>7,170,000</u>	<u>3,076,000</u>	<u>5,005,000</u>	133.1%	-38.5%
Change in net position	8,286,000	7,182,000	7,176,000	-15.4%	-0.1%
Beginning net position	<u>138,355,000</u>	<u>131,173,000</u>	<u>123,997,000</u>	5.5%	5.8%
Ending net position	\$ <u><u>146,641,000</u></u>	\$ <u><u>138,355,000</u></u>	\$ <u><u>131,173,000</u></u>	6.0%	5.5%

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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**REVENUES**

Following is a summary of revenues for fiscal years 2024, 2023 and 2022:

	2024	2023	2022	Fiscal Year 2024 percent change	Fiscal Year 2023 percent change
<b>Operating revenues:</b>					
Airfield revenue	\$ 1,507,000	\$ 1,504,000	\$ 1,388,000	0.2%	8.4%
General aviation revenue	648,000	642,000	587,000	0.9%	9.4%
Terminal revenue	7,957,000	6,974,000	5,831,000	14.1%	19.6%
Other operating revenue	1,348,000	1,301,000	1,055,000	3.6%	23.3%
Total operating revenues	<u>11,460,000</u>	<u>10,421,000</u>	<u>8,861,000</u>	10.0%	17.6%
<b>Nonoperating revenues:</b>					
Customer facility charges	792,000	668,000	556,000	18.6%	20.1%
Other revenues, federal	100,000	114,000	115,000	-12.3%	-0.9%
Noncapital grants, federal	4,104,000	7,815,000	6,702,000	-47.5%	16.6%
Noncapital grants, state	358,000	315,000	217,000	13.7%	45.2%
Disposal of assets	(53,000)	138,000	0	-138.4%	100.0%
Interest income	3,127,000	1,940,000	209,000	61.2%	828.2%
Total nonoperating revenues	<u>8,428,000</u>	<u>10,990,000</u>	<u>7,799,000</u>	-23.3%	40.9%
<b>Capital contributions:</b>					
Capital grants	5,737,000	1,773,000	3,847,000	223.6%	-53.9%
Passenger facility charges	1,433,000	1,303,000	1,158,000	10.0%	12.5%
Total capital contributions	<u>7,170,000</u>	<u>3,076,000</u>	<u>5,005,000</u>	133.1%	-38.5%
Total revenues	<u>\$ 27,058,000</u>	<u>\$ 24,487,000</u>	<u>\$ 21,665,000</u>	10.5%	13.0%

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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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Fiscal year 2023

Airfield revenue, terminal revenue, Customer Facility Charges, and Passenger Facility Charges increased due to reduced social distancing restrictions related to the COVID-19 pandemic.

General aviation revenue increased due to completion and rental of two hangars in 2022 with a full year of rental in 2023.

Other operating revenue increased due to rentals of buildings and land in 2023.

Noncapital grants increased due to utilization of funds related to increased passenger traffic.

Interest income increased as interest rates began increasing in 2022 and continued in 2023. Also, the balances of investments increased due to investment of revenues in excess of expenses.

**EXPENSES**

Following is a summary of expenses for fiscal years 2024, 2023 and 2022:

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>Fiscal Year 2024 percent change</u>	<u>Fiscal Year 2023 percent change</u>
Operation and maintenance expenses:					
Salaries and fringe benefits	\$ 7,739,000	\$ 6,423,000	\$ 4,081,000	20.5%	57.4%
Operating expenses	4,301,000	3,710,000	3,149,000	15.9%	17.8%
Depreciation	<u>6,445,000</u>	<u>6,905,000</u>	<u>7,083,000</u>	-6.7%	-2.5%
Total operation and maintenance expenses	\$ <u>18,485,000</u>	\$ <u>17,038,000</u>	\$ <u>14,313,000</u>	8.5%	19.0%
Nonoperating expenses:					
Interest expense	<u>287,000</u>	<u>267,000</u>	<u>176,000</u>	7.5%	51.7%
Total expenses	\$ <u>18,772,000</u>	\$ <u>17,305,000</u>	\$ <u>14,489,000</u>	8.5%	19.4%

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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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Fiscal year 2023

Salaries and benefits increased due to the increase in the number of employees and the impact of the valuation of the net pension obligation and deferred inflows. Operating expenses increased due to utilities, parking, and maintenance projects driven by increased passenger traffic and general aviation. Depreciation and amortization was stable year-over-year.

Interest expense reflects increased in interest rates on the 2017 bonds, the rates were adjusted in October 2022 per the debt agreements.

**CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES**

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
	\$ 2,456,000

Fiscal year 2023

During fiscal year 2023, the Airport had capital additions, including construction in process, totaling \$1.3 million. Significant construction in process items included master plan updates, public parking improvements, and EMAS. Projects completed during fiscal year 2023 were as follows:

Project	Amount
Airfield lighting and signage	\$ 4,056,000
Equipment, tractors	258,000
Vehicle	56,000
	\$ 4,370,000

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**JUNE 30, 2024 AND 2023**

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**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, 2024, net draws were \$1,825,000.

Principal and interest on debt was paid in accordance with the debt agreements. For the years ended June 30, 2024, 2023, and 2022 total interest costs were \$287,000, \$266,000 and \$176,000, respectively.

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

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Balance, beginning of year	\$ 8,335,000	\$ 8,587,000	\$ 4,295,000
Receipts from draws and new debt	1,825,000	604,000	4,665,000
Principal payments	<u>(1,386,000)</u>	<u>(856,000)</u>	<u>(373,000)</u>
Balance, end of year	<u>\$ 8,774,000</u>	<u>\$ 8,335,000</u>	<u>\$ 8,587,000</u>

**DISCUSSION OF CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS**

In March 2024, the Airport approved its fiscal year 2024-2025 operating budget. Budgeted operating revenues are \$13.8 million. Budgeted operating expenditures are \$12.8 million. These amounts do not include depreciation expense or capital contributions. Total proposed capital expenditures are \$20.1 million. Of this amount, it is anticipated that \$12.3 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 20.85%. 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](mailto:finance@flyroa.com). Alternatively, information about the operations of the Airport can be obtained via the Internet at [www.flyroa.com](http://www.flyroa.com).

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**STATEMENT OF NET POSITION**  
**JUNE 30, 2024 AND 2023**

	2024	2023
<b>ASSETS</b>		
<b>Current assets</b>		
Cash and temporary investments	\$ 3,783,926	\$ 3,952,242
Accounts receivable	687,893	467,638
Due from the federal government	441,307	724,514
Leases receivable	631,409	652,235
Prepaid expenses	82,115	71,862
Short-term investments, Virginia Investment Pool	54,025,979	52,548,043
Short-term investments, other	2,396	2,396
Total current assets	<u>59,655,025</u>	<u>58,418,930</u>
<b>Capital assets</b>		
Land and improvements	36,463,423	36,110,964
Buildings and structures	188,578,480	189,918,915
Equipment and other capital assets	19,597,890	21,932,031
Subscription-based information technology arrangements (SBITAs)	688,236	391,327
Construction in process	21,477,701	5,141,299
Accumulated depreciation and amortization	<u>(157,716,653)</u>	<u>(156,994,982)</u>
Capital assets, net	<u>109,089,077</u>	<u>96,499,554</u>
<b>Leases receivable, long-term portion</b>	<u>2,632,033</u>	<u>3,263,442</u>
Total assets	171,376,135	158,181,926
<b>Deferred outflows of resources, pension and OPEB</b>	4,457,147	5,262,525
Total assets and deferrals	<u>\$ 175,833,282</u>	<u>\$ 163,444,451</u>
<b>LIABILITIES AND NET POSITION</b>		
<b>Current liabilities</b>		
Accounts payable and accrued expenses, operations	\$ 740,999	\$ 469,901
Accounts payable, construction and capital assets	3,306,089	195,787
Accrued payroll and compensated absences	623,786	543,238
Advances received on refundable grants	47,994	232,396
Current portion of SBITAs	126,680	46,211
Current portion of bonds payable	969,349	886,811
Total current liabilities	<u>5,814,897</u>	<u>2,374,344</u>
<b>Long-term liabilities</b>		
Net pension liability	11,066,825	10,328,348
Net OPEB liability	680,479	676,761
Long-term portion of SBITAs	506,159	289,719
Long-term portion of bonds payable	7,804,704	7,448,368
Total long-term liabilities	<u>20,058,167</u>	<u>18,743,196</u>
Total liabilities	25,873,064	21,117,540
<b>Deferred inflows of resources, pension, OPEB, leases</b>	3,319,005	3,971,962
Total liabilities and deferrals	<u>29,192,069</u>	<u>25,089,502</u>
<b>Net position</b>		
Net investment in capital assets	99,682,185	87,828,445
Restricted	20,387,027	17,892,811
Unrestricted	26,572,001	32,633,693
Total net position	<u>\$ 146,641,213</u>	<u>\$ 138,354,949</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, 2024 AND 2023**

	2024	2023
<b>Operating revenues</b>		
Airfield revenue	\$ 1,506,464	\$ 1,504,479
General aviation revenue	648,183	641,682
Terminal revenue	7,957,112	6,974,438
Other operating revenue	1,348,146	1,301,050
Total operating revenues	11,459,905	10,421,649
<b>Operation and maintenance expenses</b>		
Salaries and other benefits	5,573,654	4,839,378
Pension and OPEB benefit	2,165,589	1,584,004
Operating expenses	4,300,844	3,714,801
Depreciation and amortization	6,444,899	6,900,774
Total operation and maintenance expenses	18,484,986	17,038,957
Operating loss	(7,025,081)	(6,617,308)
<b>Nonoperating revenues (expenses)</b>		
Customer Facility Charges	792,090	667,539
Other revenues, federal	99,920	113,770
Noncapital grants, federal	4,104,338	7,814,675
Noncapital grants, state	357,562	315,418
Realized gain (loss) on disposal of capital assets	(52,575)	138,328
Interest income	3,127,042	1,939,677
Interest expense	(287,200)	(266,187)
Net nonoperating revenues	8,141,177	10,723,220
Income before capital contributions	1,116,096	4,105,912
<b>Capital contributions</b>		
Capital grants, federal	4,000,000	20,248
Capital grants, state	1,736,806	1,753,029
Passenger Facility Charges	1,433,362	1,303,229
Total capital contributions	7,170,168	3,076,506
Change in net position	8,286,264	7,182,418
<b>Net position, beginning of year</b>	138,354,949	131,172,531
<b>Net position, end of year</b>	\$ 146,641,213	\$ 138,354,949

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

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**STATEMENT OF CASH FLOWS**  
**YEARS ENDED JUNE 30, 2024 AND 2023**

	2024	2023
<b>Operating activities</b>		
Cash received from concessionaires and tenants	\$ 9,891,504	\$ 9,128,929
Cash payments to suppliers for goods and services	(4,039,999)	(3,626,340)
Cash payments to employees for services	(6,764,079)	(5,892,865)
Other receipts	2,000,381	1,968,986
Net cash flows from operating activities	<u>1,087,807</u>	<u>1,578,710</u>
<b>Noncapital financing activities</b>		
Noncapital grants received	<u>4,377,418</u>	<u>8,476,259</u>
<b>Capital and related financing activities</b>		
Proceeds from bonds payable	1,824,562	603,787
Principal payments on bonds payable	(1,385,688)	(855,457)
Interest paid on bonds payable	(287,200)	(266,187)
Proceeds from disposal of capital assets	(52,575)	138,328
Acquisition and construction of capital assets	(15,627,211)	(1,369,706)
Capital grants received from other governments	6,020,013	3,728,918
Customer Facility Charges collected	792,090	667,539
Passenger Facility Charges collected	1,433,362	1,303,229
Net cash flows from capital and related financing activities	<u>(7,282,647)</u>	<u>3,950,451</u>
<b>Investing activities</b>		
Purchases of investments	(14,169,158)	(17,167,167)
Proceeds from sales of investments	12,691,222	0
Interest received on investments and leases	3,127,042	1,939,677
Net cash flows from investing activities	<u>1,649,106</u>	<u>(15,227,490)</u>
Net change in cash and cash equivalents	(168,316)	(1,222,070)
<b>Total cash and cash equivalents, beginning of year</b>	<u>3,952,242</u>	<u>5,174,312</u>
<b>Total cash and cash equivalents, end of year</b>	<u>\$ 3,783,926</u>	<u>\$ 3,952,242</u>
<b>Reconciliation of operating loss to net cash flows from operating activities:</b>		
Operating loss	\$ (7,025,081)	\$ (6,617,308)
Adjustments to reconcile operating loss to net cash flows from operating activities:		
Depreciation and amortization	6,444,899	6,900,774
Changes in assets, liabilities, and deferrals:		
Accounts receivable	(220,255)	8,330
Leases receivable	652,235	667,936
Prepaid expenses	(10,253)	33,030
Deferred outflows	805,378	(4,694,889)
Accounts payable, operations	271,098	95,285
Accrued expenses	80,548	(2,452)
Net pension liability	738,477	8,511,148
Net OPEB liability	3,718	381,808
Deferred inflows	(652,957)	(3,704,952)
Net cash flows from operating activities	<u>\$ 1,087,807</u>	<u>\$ 1,578,710</u>
<b>Supplemental disclosure, noncash investing activities:</b>		
Accounts payable, capital assets	\$ 3,306,089	\$ 195,787
Increase in capital assets, net, due to additional SBITAs	296,909	335,930

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



**ROANOKE REGIONAL AIRPORT COMMISSION**  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2024 AND 2023

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1. SUMMARY OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

Organization

The Roanoke Regional Airport Commission (the Airport), owner and operator of the Roanoke-Blacksburg Regional 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 Regional 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 rental and fees, 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.

Cash and Temporary Investments, Short-term Investments

All cash and temporary investments, short-term investments and long-term investments are held by financial institutions in the name of the Airport. Except as discussed in Note 2, all cash and temporary investments, short-term investments, and long-term 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. Temporary investments, short-term investments, and long-term investments are recorded at fair value with any net appreciation or depreciation reflected in the statement of revenues, expenses and changes in net position. Temporary investments 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. Short-term 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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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Statement of Cash Flows

For purposes of the statement of cash flows, cash and cash equivalents include cash on hand, cash on deposit, and temporary investments and with original maturities of three months or less.

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, 2024 or 2023.

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 total approved amended amount of net PFC revenue, plus interest the Airport was allowed to collect, was \$6,463,000 by January 2005. In November 2004, the FAA approved an additional PFC (No. 2) collection of \$8,158,000 by November 2011, to begin after collection of the initial PFC No. 1. In May 2011, the FAA approved an additional PFC (No. 3) collection of \$2,192,000 by January 2013, to begin after collection of PFC No. 2. In September 2011, the FAA approved an additional PFC (No. 4) collection of \$4,280,000 by October 2016, to begin after collection of PFC No. 3. Collections for PFC No. 4 began in April 2013 and ended in September 2016. The Airport filed an application with the FAA (PFC No. 5) for authorization to collect an additional \$3,314,298 (as amended) by January 2022, to begin after collection of PFC No. 4, but not before August 2016. Collections for PFC No. 5 began in October 2016 and ended in May 2019. The Airport filed an application with the FAA (PFC No. 6) for authorization to collect an additional \$3,044,445 by September 2022, to begin after collection of PFC No. 5. Collections for PFC No. 6 began in May 2019 and ended in September 2022. The Airport filed an application with the FAA (PFC No. 7) for authorization to collect an additional \$3,128,083 by June 2025, to begin after collection of PFC No. 6. For the years ended June 30, 2024 and 2023, PFC revenues earned by the Airport totaled \$1,433,000 and \$1,303,000.

Operating Revenues and Expenses

Operating revenues consist of airfield, general aviation, terminal, and other revenues. Operating expenses include salaries and fringe benefit costs, aircraft rescue and firefighting services, other operating expenses and depreciation. All other revenues and expenses, with the exception of capital grants and Passenger Facility Charges, are classified as nonoperating revenues and expenses.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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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.

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.

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 November 4, 2024, which is the date the financial statements were issued.

Significant Upcoming Pronouncement

In June 2022, the GASB issued 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 compensated absence policy. This statement is effective for the Airport's fiscal year ending June 30, 2025.

The Airport has not yet determined what impact, if any, the above item will have on its financial statements.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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## 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.
- 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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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

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		

June 30, 2023						
	Fair Value	<1 year	1-5 years	5-15 years	S&P Rating	
Unrestricted:						
Virginia Investment Pool liquidity pool	\$ 35,722,000	\$ 35,722,000	\$ 0	\$ 0	AAAm	
Commercial bank certificate of deposit	2,000	2,000	0	0	N/A	
Cash	912,000	912,000	0	0	N/A	
Total unrestricted	36,636,000	36,636,000	0	0		
Restricted:						
Virginia Investment Pool liquidity pool	16,827,000	16,827,000	0	0	AAAm	
Cash	3,040,000	3,040,000	0	0	N/A	
Total restricted	19,867,000	19,867,000	0	0		
Totals	\$ 56,503,000	\$ 56,503,000	\$ 0	\$ 0		

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

	2024	2023
Short-term investments, VIP liquidity pool	\$ 54,026,000	\$ 52,549,000
Short-term investments, other	2,000	2,000
Cash and temporary investments	3,784,000	3,952,000
	\$ 57,812,000	\$ 56,503,000

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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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, 2024 and 2023 the Airport's investments were allocated as follows:

	<u>2024</u>	<u>2023</u>	Maximum allowed
Virginia Investment Pool	93 %	93 %	100 %
Cash and other short-term investments	7	7	N/A
Totals	100 %	100 %	

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, 2024 and 2023 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 \$3,532,000 and \$3,701,000, 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.

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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

Below is a detail of amounts included in deposits and investments as of June 30, 2024 and 2023. Money market checking accounts, certificates of deposit, and cash are not subject to fair value measurement.

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>
June 30, 2023				
	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>	<u>Total</u>
Virginia Investment Pool				
Stable NAV Liquidity Pool	\$ 0	\$ 0	\$ 52,549,000	\$ 52,549,000
Certificates of deposit	0	0	0	2,000
Cash	0	0	0	3,952,000
Total deposits and investments	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 52,549,000</u>	<u>\$ 56,503,000</u>

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

### 3. CAPITAL ASSETS

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

	<u>Beginning balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending balance</u>
Capital assets not being depreciated:				
Land and easements	\$ 29,034,000	\$ 0	\$ 0	\$ 29,034,000
Construction in process	5,141,000	18,793,000	2,456,000	21,478,000
Total non-depreciable	<u>34,175,000</u>	<u>18,793,000</u>	<u>2,456,000</u>	<u>50,512,000</u>
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	<u>218,928,000</u>	<u>2,159,000</u>	<u>5,482,000</u>	<u>215,605,000</u>
Less accumulated depreciation:				
Buildings, structures, and improvements	138,568,000	5,231,000	2,050,000	141,749,000
Equipment and other capital assets	18,371,000	1,168,000	3,673,000	15,866,000
Total accumulated depreciation	<u>156,939,000</u>	<u>6,399,000</u>	<u>5,723,000</u>	<u>157,615,000</u>
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	<u>336,000</u>	<u>251,000</u>	<u>0</u>	<u>587,000</u>
Capital assets, net	<u>\$ 96,500,000</u>	<u>\$ 14,804,000</u>	<u>\$ 2,215,000</u>	<u>\$ 109,089,000</u>

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

Capital asset activity for the year ended June 30, 2023, was as follows:

	<u>Beginning balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending balance</u>
Capital assets not being depreciated:				
Land and easements	\$ 29,034,000	\$ 0	\$ 0	\$ 29,034,000
Construction in process	8,195,000	1,316,000	4,370,000	5,141,000
Total non-depreciable	<u>37,229,000</u>	<u>1,316,000</u>	<u>4,370,000</u>	<u>34,175,000</u>
Capital assets being depreciated:				
Buildings and improvements	198,708,000	0	1,712,000	196,996,000
Equipment and other capital assets	18,178,000	4,370,000	616,000	21,932,000
Total depreciable	<u>216,886,000</u>	<u>4,370,000</u>	<u>2,328,000</u>	<u>218,928,000</u>
Less accumulated depreciation:				
Buildings, structures, and improvements	134,308,000	5,972,000	1,712,000	138,568,000
Equipment and other capital assets	18,089,000	898,000	616,000	18,371,000
Total accumulated depreciation	<u>152,397,000</u>	<u>6,870,000</u>	<u>2,328,000</u>	<u>156,939,000</u>
Intangible right-to-use (ROU) assets:				
SBITAs	65,000	326,000	0	391,000
Less accumulated amortization	25,000	30,000	0	55,000
Intangible ROU assets, net	<u>40,000</u>	<u>296,000</u>	<u>0</u>	<u>336,000</u>
Capital assets, net	<u>\$ 101,758,000</u>	<u>\$ (888,000)</u>	<u>\$ 4,370,000</u>	<u>\$ 96,500,000</u>

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. Construction in process of \$5,141,000 at June 30, 2023 consisted primarily of costs incurred for 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.



**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

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, 2024 and 2023, all leases with associated receivables are based on fixed payments and do not have variable payment components included in the receivable.

During fiscal years 2024 and 2023, the Airport recognized the following related to its lessor agreements:

	<u>2024</u>	<u>2023</u>
Lease revenue	\$ 652,000	\$ 666,000
Interest income	\$ 108,000	\$ 128,000
Revenue from variable payments not included in the measurement of lease receivable	\$ 7,209,000	\$ 6,590,000

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>
2025	\$	632,000	\$	89,000	\$	721,000
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 - 2031		511,000		11,000		522,000
Total	\$	<u>3,263,000</u>	\$	<u>274,000</u>	\$	<u>3,537,000</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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

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

During fiscal years 2024 and 2023, the Airport recognized the following from regulated leases:

	<u>2024</u>	<u>2023</u>
Lease revenue	\$ 2,069,000	1,710,000
Revenue from variable payments not included in the measurement of lease receivable	\$ 1,507,000	1,504,000

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:

2025	\$	61,000
2026		61,000
2027		61,000
2028		61,000
2029		61,000
2030 - 2034		308,000
2035 - 2039		310,000
2040 - 2041		<u>126,000</u>
Total	\$	<u>1,049,000</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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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, 2024, cumulative net draws were \$1,825,000.

For the years ended June 30, 2024 and 2023, interest costs were \$287,000 and \$266,000.

Aggregate principal maturities on bonds payable are as follows for the years ended June 30:

	All series, all direct placement		
<u>Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 969,000	\$ 288,000	\$ 1,257,000
2026	992,000	261,000	1,253,000
2027	1,015,000	233,000	1,248,000
2028	1,039,000	204,000	1,243,000
2029	1,064,000	175,000	1,239,000
2030 - 2034	2,538,000	518,000	3,056,000
2035 - 2039	<u>1,157,000</u>	<u>136,000</u>	<u>1,293,000</u>
Total	<u>\$ 8,774,000</u>	<u>\$ 1,815,000</u>	<u>\$ 10,589,000</u>

For the years ended June 30, 2024 and 2023, components of the Airport's liabilities which had long-term activity or balances were as follows:

	<u>Balance</u> <u>07.01.2023</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance</u> <u>06.30.2024</u>	<u>Due within</u> <u>one year</u>	<u>Due after</u> <u>one year</u>
Bonds payable	\$ 8,335,000	\$ 1,825,000	\$ 1,386,000	\$ 8,774,000	\$ 969,000	\$ 7,805,000
Net OPEB liability	677,000	2,000	0	679,000	0	679,000
Net pension liability	<u>10,328,000</u>	<u>739,000</u>	<u>0</u>	<u>11,067,000</u>	<u>0</u>	<u>11,067,000</u>
	<u>\$ 19,340,000</u>	<u>\$ 2,566,000</u>	<u>\$ 1,386,000</u>	<u>\$ 20,520,000</u>	<u>\$ 969,000</u>	<u>\$ 19,551,000</u>
	<u>Balance</u> <u>07.01.2022</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance</u> <u>06.30.2023</u>	<u>Due within</u> <u>one year</u>	<u>Due after</u> <u>one year</u>
Bonds payable	\$ 8,587,000	\$ 604,000	\$ 856,000	\$ 8,335,000	\$ 887,000	\$ 7,448,000
Net OPEB liability	295,000	382,000	0	677,000	0	677,000
Net pension liability	<u>1,817,000</u>	<u>8,511,000</u>	<u>0</u>	<u>10,328,000</u>	<u>0</u>	<u>10,328,000</u>
	<u>\$ 10,699,000</u>	<u>\$ 9,497,000</u>	<u>\$ 856,000</u>	<u>\$ 19,340,000</u>	<u>\$ 887,000</u>	<u>\$ 18,453,000</u>

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

## 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 1,500 active participants at June 30, 2023.

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 2024 and 2023 was \$4,040,000 and \$3,549,000, respectively. The Airport's payroll for fiscal years 2024 and 2023 was \$4,190,000 and \$3,673,000, respectively. Contributions to the Pension Plan from the Airport were \$850,000 and \$518,000, respectively, for fiscal years 2024 and 2023, which was approximately 21.04% and 14.59%, respectively, of the covered payroll for the Airport. At June 30, 2024 and 2023 \$40,000 and \$36,000, respectively, of contributions withheld were payable to the Pension Plan. No other amounts were due to or from the Pension Plan at June 30, 2024 or 2023.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

Required employer contribution rates for the Pension Plan were 21.14% and 21.31%, respectively, for fiscal years 2024 and 2023. 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, 2024 and 2023, the Airport reported a liability of \$11,067,000 and \$10,328,000, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2023 and 2022 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, 2023 and 2022, the Airport's proportion was 4.19% and 4.16%, respectively. The amount for June 30, 2023 was an increase of 0.03% from its proportion measured as of June 30, 2022. The amount for June 30, 2022 was an increase of 0.22% from its proportion measured as of June 30, 2021.

For the years ended June 30, 2024 and 2023, the Airport recognized pension expense of \$2,319,000 and \$1,627,000, respectively. At June 30, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2024		2023	
	Deferred outflows	Deferred inflows	Deferred outflows	Deferred inflows
Contributions subsequent to the measurement date	\$ 850,000	\$ 0	\$ 518,000	\$ 0
Assumption changes	1,822,000	0	2,714,000	0
Change in proportion	0	0	0	0
Experience	792,000	0	391,000	0
Difference between projected and actual earnings on pension plan investments	716,000	0	1,288,000	0
	\$ 4,180,000	\$ 0	\$ 4,911,000	\$ 0

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:

2025	\$ 2,198,000
2026	1,259,000
2027	812,000
2028	(89,000)
	\$ 4,180,000

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

Actuarial Assumptions

The total pension liability in the June 30, 2023 and 2022 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>
<b>Equity</b>		
U.S. equity	48.00%	4.80%
International equity	16.00%	1.76%
Real estate	6.00%	0.42%
<b>Fixed income</b>		
U.S. fixed income	<u>30.00%</u>	1.50%
Total	100.00%	8.48%

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.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

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	Current rate	1% increase
	<u>6.00%</u>	<u>7.00%</u>	<u>8.00%</u>
Airport's proportionate share of the net pension liability	\$ 14,620,000	\$ 11,067,000	\$ 8,112,000

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 \$352 to \$390 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 \$6,000 and \$20,000 respectively, for fiscal years 2024 and 2023.

As of June 30, 2024, the Plan was not funded. The Plan does not issue stand-alone financial statements. The membership as of January 1, 2023, the most recent valuation date, includes 52 active participants, 2 retirees and surviving spouses, and 0 spouses of current retirees. Total covered members of 54.

The Airport's net other postemployment benefits (OPEB) liability was measured as of January 1, 2023, calculated based on the discount rate and actuarial assumptions below, and was then projected forward to June 30, 2024. The discount rate is the same as the 20-year tax-exempt municipal bond yield.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

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

Inflation	2.50%
Salary increases	2.50% - 5.00%
Discount rate	3.93%
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>2024</u>	<u>2023</u>
Balance, beginning of year	\$ 500,000	\$ 139,000
Service cost	26,000	7,000
Interest	19,000	5,000
Effect of economic/demographic losses	0	14,000
Effect of assumption changes	(15,000)	369,000
Benefit payments	<u>(28,000)</u>	<u>(34,000)</u>
Balance, end of year	<u>\$ 502,000</u>	<u>\$ 500,000</u>

OPEB expense for fiscal years 2024 and 2023 was \$30,000 and \$395,000, 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>2024</u>		<u>2023</u>	
	<u>Deferred outflows</u>	<u>Deferred inflows</u>	<u>Deferred outflows</u>	<u>Deferred inflows</u>
Assumption changes	\$ 233,000	\$ 26,000	\$ 301,000	\$ 11,000
Experience	<u>22,000</u>	<u>(7,000)</u>	<u>33,000</u>	<u>0</u>
	<u>\$ 255,000</u>	<u>\$ 19,000</u>	<u>\$ 334,000</u>	<u>\$ 11,000</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:

2025	\$ 70,000
2026	71,000
2027	68,000
2028	<u>27,000</u>
	<u>\$ 236,000</u>



**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

---

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 (2.93%)		Current rate (3.93%)		1% increase (4.93%)
Net OPEB liability	\$	557,000	\$	502,000	\$	454,000

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 (2.90% - 3.60%)		Current rate (3.90% - 4.60%)		1% increase (4.90% - 5.60%)
Net OPEB liability	\$	438,000	\$	502,000	\$	580,000

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 2024 and 2023, was \$4,040,000 and \$3,549,000, respectively. Contributions to the GLI Program from the Airport were \$19,000 and \$17,000, respectively, for the years ended June 30, 2024 and 2023, which was approximately .47% and .48% of the covered employee payroll for the Airport. No material amounts were due to or from the GLI Program at June 30, 2024 or 2023.

The net OPEB liability was measured as of June 30, 2023 and 2022, 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 2023 and 2022 relative to the total of the actuarially determined employer contributions for all participating employers.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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At June 30, 2024 and 2023, the Airport reported a net OPEB liability of \$178,000 and \$177,000 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, 2023 and 2022. 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, 2023 and 2022 relative to the total of the actuarially determined employer contributions for all participating employers. The Airport's proportion was 3.87% and 3.80%, respectively, for the years ended June 30, 2023 and 2022. For the years ended June 30, 2024 and 2023, the Airport's VRS GLI OPEB expense was \$3,000 and \$1,000, 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:

	2024		2023	
	Deferred outflows	Deferred inflows	Deferred outflows	Deferred inflows
Assumption changes	\$ 4,000	\$ 12,000	\$ 6,000	\$ 15,000
Change in proportion	0	13,000	0	14,000
Experience	18,000	5,000	12,000	10,000
Net difference between projected and actual earnings on pension plan investments	0	7,000	0	6,000
	\$ 22,000	\$ 37,000	\$ 18,000	\$ 45,000

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:

2025	\$ (3,000)
2026	(4,000)
2027	(4,000)
2028	(4,000)
	\$ (15,000)

The GLI OPEB liability was based on an actuarial valuation as of June 30, 2023, 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, 2023 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**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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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, 2023. 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, 2023.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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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	34.00%	6.14%	2.09%
Fixed income	15.00%	2.56%	0.38%
Credit strategies	14.00%	5.60%	0.78%
Real assets	14.00%	5.02%	0.70%
Private equity	16.00%	9.17%	1.47%
Multi-asset public strategies	4.00%	4.50%	0.18%
Private investment partnership	2.00%	7.18%	0.14%
Cash	1.00%	1.20%	0.01%
	100.00%		5.75%
		Inflation	2.50%
			8.25%

The above allocation provides a one-year return of 8.25%. 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 GLI program, stochastic projections are employed to model future returns under various economic conditions. The results provide a range of returns over various time periods that ultimately provide a median return of 7.14%, 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:

	1% decrease	Current rate	1% increase
	<u>(5.75%)</u>	<u>(6.75%)</u>	<u>(7.75%)</u>
Net OPEB GLI liability	\$ 264,000	\$ 178,000	\$ 109,000

Detailed information about the GLI Program is available in the separately issued VRS 2023 annual comprehensive financial report at <https://www.varetire.org/pdf/publications/2023-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 \$23,000 and \$25,000, respectively, for the years ended June 30, 2024 and 2023. 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, 2024 AND 2023**

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**10. CONCENTRATIONS**

Revenue from landed weights, parking, and concessionaires comprise the majority of operating revenues for the Airport. Three airlines accounted for approximately 81.8% and 75.4% of the landed weight for commercial airlines during the years ended June 30, 2024 and 2023. 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, 2024 and 2023.

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, 2024 and 2023, the Airport had outstanding contractual commitments approximating \$6.8 million and \$2.1 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:

	2024		2023	
	City of Roanoke	County of Roanoke	City of Roanoke	County of Roanoke
Pension contributions	\$ 850,000	\$ 0	\$ 518,000	\$ 0
Storm water utility fees	209,000	0	178,000	0
Retirement, life insurance	53,000	0	43,000	0
Retiree health insurance	6,000	0	20,000	0
Radio repair and replacement	0	26,000	0	21,000
Other	9,000	0	8,000	0
<b>Total</b>	<b>\$ 1,127,000</b>	<b>\$ 26,000</b>	<b>\$ 767,000</b>	<b>\$ 21,000</b>

In addition to the above, the Airport received \$152,000 and \$144,000, respectively, in rental revenues for the years ended June 30, 2024 and 2023 from the City of Roanoke.

As discussed in Note 7, at June 30, 2024 and 2023, \$40,000 and \$36,000, 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, 2024 or 2023.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2024 AND 2023**

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**13. DEFERRED OUTFLOWS AND INFLOWS**

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

	<u>2024</u>		<u>2023</u>	
	<u>Deferred outflows</u>	<u>Deferred inflows</u>	<u>Deferred outflows</u>	<u>Deferred inflows</u>
Pension	\$ 4,180,000	\$ 0	\$ 4,911,000	\$ 0
Other postemployment benefits, health insurance	255,000	19,000	334,000	11,000
Other postemployment benefits, life insurance	18,000	45,000	18,000	45,000
Leases receivable	<u>0</u>	<u>3,263,000</u>	<u>0</u>	<u>3,916,000</u>
Balance, end of year	<u>\$ 4,453,000</u>	<u>\$ 3,327,000</u>	<u>\$ 5,263,000</u>	<u>\$ 3,972,000</u>

**14. RESTRICTED CASH AND INVESTMENTS**

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

<u>Description</u>	<u>2024</u>	<u>2023</u>
State entitlement funds	\$ 17,792,000	\$ 16,826,000
Debt service reserve	2,574,000	1,048,000
Car rental facility	74,000	409,000
Employee flexible spending account	<u>21,000</u>	<u>19,000</u>
	<u>\$ 20,461,000</u>	<u>\$ 18,302,000</u>

The above amounts are included in cash and temporary investments 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, 2024 and 2023 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, 2024 and 2023, \$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>2024</u>	<u>2023</u>
State entitlement funds	\$ 17,792,000	\$ 16,826,000
Debt service reserve	2,574,000	1,048,000
Employee flexible spending account	<u>21,000</u>	<u>19,000</u>
	<u>\$ 20,387,000</u>	<u>\$ 17,893,000</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 CHANGES IN OPEB LIABILITY AND RELATED RATIOS, RETIREE HEALTH INSURANCE**  
**LAST TEN FISCAL YEARS**

	2024	2023	2022	2021	2020	2019	2018	2017
<b>Total OPEB liability</b>								
Service cost	\$ 26,051	\$ 6,804	\$ 10,287	\$ 9,889	\$ 6,572	\$ 7,215	\$ 6,630	\$ 6,406
Interest	18,697	4,560	3,497	2,608	3,611	4,686	4,225	4,447
Effect of economic/demographic gains (losses)	0	14,148	0	43,550	0	3,209	0	0
Effect of assumption changes or inputs	(14,634)	369,505	(19,344)	712	10,100	(22,782)	(3,286)	0
Benefit payments (premium subsidies)	(27,396)	(34,209)	(14,145)	(12,301)	(5,311)	(7,494)	(14,370)	(20,461)
Net change in total OPEB liability	2,718	360,808	(19,705)	44,458	14,972	(15,166)	(6,801)	(9,608)
Total OPEB liability, beginning	499,761	138,953	158,658	114,200	99,228	114,394	121,195	130,803
Total OPEB liability, ending	<u>\$ 502,479</u>	<u>\$ 499,761</u>	<u>\$ 138,953</u>	<u>\$ 158,658</u>	<u>\$ 114,200</u>	<u>\$ 99,228</u>	<u>\$ 114,394</u>	<u>\$ 121,195</u>
<b>Plan fiduciary net position</b>								
Contributions (payments for premiums)	\$ 27,396	\$ 34,209	\$ 14,145	\$ 12,301	\$ 5,311	\$ 7,494	\$ 14,370	\$ 20,461
Benefit payments (premium subsidies)	(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
Plan fiduciary net position, beginning	0	0	0	0	0	0	0	0
Plan fiduciary net position, ending	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Net OPEB liability</b>	<u>\$ 502,479</u>	<u>\$ 499,761</u>	<u>\$ 138,953</u>	<u>\$ 158,658</u>	<u>\$ 114,200</u>	<u>\$ 99,228</u>	<u>\$ 114,394</u>	<u>\$ 121,195</u>
<b>Plan fiduciary net position as a percentage of the total OPEB liability</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Covered employee payroll (rounded)</b>	<u>\$ 1,771,000</u>	<u>\$ 1,771,000</u>	<u>\$ 1,772,000</u>	<u>\$ 1,772,000</u>	<u>\$ 1,628,000</u>	<u>\$ 1,628,000</u>	<u>\$ 1,330,000</u>	<u>\$ 1,330,000</u>
<b>Net OPEB liability as a percentage of covered employee payroll</b>	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 - January 1, 2023. Roll forward computation through June 30, 2024. Actuarial cost method - Entry Age Normal. Inflation - 2.50%.

Salary increases - 3.50%. Discount rate - 3.65% for 2023 and 3.93% for 2024. Same as 20-year tax-exempt municipal bond yield.

Based on Bond Buyer 20-year GO index.

Healthcare trend rates - 3.90% to 4.60% over 53 years. Coverage election assumptions - 40% for employees. 30% for spouses.

Retirement rates - general employees: 55-69 - 15-40%, 70 - 100%. Retirement rates - public safety: 55-61 - 10-20%, 62-64 - 50%, 65 - 100%.

Marital status - 100% assumed married with male spouses three years older than female spouses.

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.



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

	2024	2023	2022	2021	2020	2019	2018	2017
Airport's proportion of the net OPEB liability	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	\$ 178,000	\$ 177,000	\$ 156,000	248,000	\$ 244,000	\$ 225,000	\$ 221,000	\$ 252,000
Covered employee payroll	\$ 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	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%	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 AIRPORT CONTRIBUTIONS TO THE OPEB GROUP LIFE INSURANCE PLAN**  
**LAST TEN FISCAL YEARS**

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	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Contractually required contribution	\$ 19	\$ 17	\$ 16	\$ 16	\$ 15	\$ 15	\$ 14	6
Contributions in relation to the contractually required contribution	19	17	16	16	15	15	14	6
Contribution deficiency (excess)	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>0</u>
Airport's covered-employee payroll	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	2,794
Contributions as a percentage of covered-employee payroll	0.47%	0.48%	0.48%	0.51%	0.48%	0.50%	0.49%	0.21%

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**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
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	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	\$ 2,794	\$ 2,620	\$ 2,746
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**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Contractually required contribution	\$ 797	\$ 518	\$ 508	\$ 635	\$ 652	\$ 643	\$ 627	\$ 582	\$ 549	\$ 599
Contributions in relation to the contractually required contribution	<u>797</u>	<u>518</u>	<u>508</u>	<u>635</u>	<u>652</u>	<u>643</u>	<u>627</u>	<u>582</u>	<u>549</u>	<u>599</u>
Contribution deficiency (excess)	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Airport's covered payroll	\$ 4,040	\$ 3,549	\$ 3,332	\$ 3,144	\$ 3,121	\$ 3,019	\$ 2,885	\$ 2,794	\$ 2,620	\$ 2,746
Contributions as a percentage of covered payroll	19.73%	14.60%	15.25%	20.20%	20.89%	21.30%	21.73%	20.83%	20.95%	21.81%

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, 2024**

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<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	3-51-0045-67	\$ 4,610,811 <b>A</b>	\$ 4,104,338
		3-51-0045-68	309,380 <b>B</b>	184,037
		3-51-0045-69	4,000,000	4,000,000
Total			<u>\$ 8,920,191</u>	<u>\$ 8,288,375</u>

**A** Funds received for Airport Rescue Grant.

**B** Funds received for Concessions Rent Relief Airport Rescue Grant.

No amounts were provided to subrecipients.

**ROANOKE REGIONAL AIRPORT COMMISSION**  
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
YEAR ENDED JUNE 30, 2024

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**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 Regional 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.

**3. RECONCILIATION TO FINANCIAL STATEMENTS**

Below is a reconciliation of the SEFA to amounts reflected in the basic financial statements.

Total expenditures per SEFA		\$	<u>8,288,375</u>
Amounts per statement of revenues, expenses and changes in net position:			
Noncapital grants, federal		\$	4,104,338
Capital grants, federal			4,000,000
Concession credits included in terminal revenue			<u>184,037</u>
		\$	<u>8,288,375</u>

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**SCHEDULE OF PASSENGER FACILITY CHARGES (PFCs) COLLECTED AND EXPENDED**  
**YEAR ENDED JUNE 30, 2024**

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
<b>U.S. Department of Transportation</b>								
<b>Passenger Facility Charge Program</b>								
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	2,897,347	230,736	3,128,083
22-06-C-00-ROA	3,358,232	1,415,431	1,433,362	2,848,793	729	0	822,791	822,791
	<u>\$ 30,893,090</u>	<u>\$ 28,950,289</u>	<u>\$ 1,433,362</u>	<u>\$ 30,383,651</u>	<u>\$ 729</u>	<u>\$ 27,304,122</u>	<u>\$ 1,053,527</u>	<u>\$ 28,357,649</u>
Per PFC quarterly reports								
	Quarter ended	Quarter ended	Quarter ended	Quarter ended	Interest from prior years	Total		
	Sept 30, 2023	Dec 31, 2023	Mar 31, 2024	June 30, 2024				
19-06-C-00-ROA:								
Collections	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
Interest	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
Expenditures	\$ 167,923	\$ 62,813	\$ 0	\$ 0	\$ 0	\$ 230,736		
22-07-C-00-ROA:								
Collections	\$ 339,157	\$ 374,318	\$ 319,262	\$ 400,625	\$ 0	\$ 1,433,362		
Interest	\$ 43	\$ 50	\$ 46	\$ 48	\$ 542	\$ 729		
Expenditures	\$ 0	\$ 0	\$ 623,709	\$ 199,082	\$ 0	\$ 822,791		

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

See report of independent auditors on pages 1 through 3 and accompanying notes to the Schedule of Passenger Facility Charges Collected and Expended.



**ROANOKE REGIONAL AIRPORT COMMISSION**  
NOTES TO THE SCHEDULE OF PASSENGER FACILITY CHARGES COLLECTED AND EXPENDED  
YEAR ENDED JUNE 30, 2024

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**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, 2024. 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, 2024 AND 2023**

	<u>2024</u>	<u>2023</u>
Operating revenues	\$ 11,459,905	\$ 10,421,649
Noncapital grants, federal *	4,104,338	7,814,675
Interest income	3,127,042	1,939,677
Pledged revenue, passenger facility charges	398,164	199,082
Revenues, per Financing Agreements	<u>19,089,449</u>	<u>20,375,083</u>
Operation and maintenance expenses, per financial statements	18,484,986	17,038,957
Depreciation	<u>(6,444,899)</u>	<u>(6,900,774)</u>
Operation and maintenance expenses, per Financing Agreements	<u>12,040,087</u>	<u>10,138,183</u>
Net revenues available for debt service	<u>\$ 7,049,362</u>	<u>\$ 10,236,900</u>
Required principal payments	\$ 465,920	\$ 499,500
Required interest payments	54,687	251,017
Total required principal and interest payments	<u>\$ 520,607</u>	<u>\$ 750,517</u>
Debt service coverage	1354.07%	1363.98%
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 and December 1, 2021 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 Financing Agreement.

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 November 4, 2024.

### 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

Page Two

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.

A handwritten signature in black ink that reads "Blue & Co., LLC". The signature is written in a cursive, slightly slanted style.

Lexington, Kentucky  
November 4, 2024



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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, 2024. 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, 2024.

*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  
November 4, 2024

**ROANOKE REGIONAL AIRPORT COMMISSION**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**YEAR ENDED JUNE 30, 2024**

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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:

<u>AL Number</u>	<u>Name of Federal Program or Cluster</u>
20.106	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, 2024

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Federal Award Findings and Questioned Costs

No findings or questioned costs for federal award programs were reported for the year ended June 30, 2023.



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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, 2024 (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, 2024.

*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  
November 4, 2024

**ROANOKE REGIONAL AIRPORT COMMISSION**  
SCHEDULE OF PASSENGER FACILITY CHARGE FINDINGS AND QUESTIONED COSTS  
YEAR ENDED JUNE 30, 2024

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Summary of Auditors' Results

We have issued an unmodified opinion, dated November 4, 2024 on the financial statements of Roanoke Regional Airport Commission as of and for the year ended June 30, 2023.

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 November 4, 2024 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, 2024

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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, 2023.