

PENINSULA AIRPORT COMMISSION
A Component Unit of the
City of Newport News, Virginia

FINANCIAL STATEMENTS AND
SUPPLEMENTARY INFORMATION

As of and for the Year Ended June 30, 2024

And Report of Independent Auditor

PENINSULA AIRPORT COMMISSION
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PENINSULA AIRPORT COMMISSION
COMMISSION MEMBERS

JUNE 30, 2024

Lindsey Smith	Chair
Thomas Garner	Vice-Chair
Jay Joseph	Treasurer
Dr. McKinley Price	Secretary
John Lawson	Assistant Secretary

Report of Independent Auditor

To the Board of Commissioners
Peninsula Airport Commission

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Peninsula Airport Commission (the "Commission"), a component unit of the City of Newport News, Virginia, as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic 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 Commission, as of June 30, 2024, and the changes in financial position, and its cash flows for the year 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, and the *Specifications for Audits of Authorities, Boards, and Commissions* (the "*Specifications*"), issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Our responsibilities under those standards and *Specifications* 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 Commission and to meet our other ethical responsibilities, in accordance with the 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 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 Commission'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.

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, *Government Auditing Standards*, and the *Specifications* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission'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 judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission'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 the Required Supplementary 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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Commission's basic financial statements. The accompanying supplementary information, as listed in the table of contents, is 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 Information

Management is responsible for the other information included in the annual report. The other information comprises the Commission Members but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 3, 2024, on our consideration of the Commission'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 Commission'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 Commission's internal control over financial reporting and compliance.



Richmond, Virginia
December 3, 2024

PENINSULA AIRPORT COMMISSION

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

Management's Discussion and Analysis ("MD&A") of the Peninsula Airport Commission's ("Commission") activities and financial performance provides the reader with an introduction and overview to the basic financial statements of the Commission as of and for the fiscal year ended June 30, 2024. The Commission is directly responsible for the operation of the Newport News-Williamsburg International Airport's ("PHF" or "Airport") activities. The information contained in MD&A should be considered in conjunction with the financial statements and various historic summaries of activities and financial performance included in this report.

Following the MD&A are the basic financial statements of the Commission together with the notes thereto, which are essential to a full understanding of the data contained in the financial statements. In addition to the basic financial statements and accompanying notes, this section also presents certain supplementary information regarding debt service requirements to maturity and information regarding capital acquisition and construction activities.

Airport Activities and Highlights

Airport activities increased (decreased) in major areas in relation to previous years as follows:

	2024	2023
Enplanements	65,733	75,085
% Increase (decrease)	-12.46%	-21.95%
Aircraft operations	34,670	39,090
% Increase (decrease)	-11.31%	-24.83%
Landed weight	102,290,831	106,622,340
% Increase (decrease)	-4.06%	1.17%
Parking (vehicles)	32,246	27,863
% Increase (decrease)	15.73%	-26.18%
Parking (revenue)	709,755	746,150
% Increase (decrease)	-4.88%	-5.80%
Rental car commissions	1,808,166	1,779,242
% Increase (decrease)	1.63%	-2.60%
Customer facility charge	770,262	676,137
% Increase (decrease)	13.92%	-7.28%

Activity levels for the year of FY 2024 are reflective of continued weak recovery of air travel at smaller airports. The nationwide rebound in air travel since the "COVID-19" pandemic shutdowns have not proportionally benefited all airports evenly. A continuing industry wide shortage of pilots, aircraft, and flight support staff has resulted in increasing concentration of passenger traffic to airports able to provide better economies of scale.

PENINSULA AIRPORT COMMISSION MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

Financial Operations Highlights

Net position decreased by \$5.2 million in 2024 compared to a \$3.2 million decrease in 2023.

- Operating income decreased by a small percentage of 0.43% from \$5.29 million to \$5.26 million due to steady passenger traffic mixed with pricing adjustments to match market conditions.
- Operating expenses decreased by 14.2% from \$16 million to \$13.7 million because of a decrease in general maintenance activities that were suspended after the sale of the Trailer Park as well as a decrease in labor and marketing expenses after Avelo stopped operations.
- The above factors resulted in a loss from operations of \$2.2 million less than the 2023 results.
- Nonoperating income (expenses) decreased by approximately \$4.6 million from 2023, with a net nonoperating gain of \$57 thousand in 2024 compared to a net gain of \$4.7 million in 2023. This decrease in nonoperating activity was primarily due to having a smaller gain on sale of capital assets.
- Capital contributions received in the form of grants from the federal government and the Commonwealth of Virginia increased by 17.4% from \$2.8 million in 2023 to \$3.3 million in 2024 due to the timing of capital projects.
- There were no capital projects that were completed or started in FY2024. Expenditures of in progress projects included \$1.18 million on design, engineering and master plan consulting, and the purchase of \$75 thousand on maintenance equipment.

Summary of Operations and Changes in Net Position

	2024	2023
Operating income	\$ 5,269,893	\$ 5,292,408
Operating expenses	13,787,424	16,036,458
Loss Before Other Nonoperating Income and Expenses	(8,517,531)	(10,744,050)
Other nonoperating income	56,797	4,694,179
Loss Before Capital Contributions	(8,460,734)	(6,049,871)
Capital contributions	3,309,939	2,819,985
Change in Net Position	<u>\$ (5,150,795)</u>	<u>\$ (3,229,886)</u>

Financial Position Summary

Net position may serve over time as a useful indicator of the Commission's financial position. The Commission's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$72.1 million at June 30, 2024, a \$5.2 million decrease from June 30, 2023.

PENINSULA AIRPORT COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

	2024	2023
ASSETS:		
Current assets	\$ 3,730,348	\$ 4,604,667
Restricted assets	14,487,375	12,665,597
Capital assets, net	64,390,520	71,150,493
Other noncurrent assets	693,946	1,214,594
Total Assets	<u>83,302,189</u>	<u>89,635,351</u>
Deferred outflows of resources	<u>795,556</u>	<u>1,149,017</u>
Liabilities:		
Current liabilities	1,528,414	1,219,748
Long-term liabilities	<u>8,070,176</u>	<u>8,125,051</u>
Total Liabilities	<u>9,598,590</u>	<u>9,344,799</u>
Deferred inflows of resources	<u>2,363,434</u>	<u>4,153,053</u>
Net Position:		
Net investment in capital assets	60,062,066	66,331,034
Restricted	20,487,518	18,565,098
Unrestricted	<u>(8,413,863)</u>	<u>(7,609,616)</u>
Total Net Position	<u><u>\$ 72,135,721</u></u>	<u><u>\$ 77,286,516</u></u>

The largest portion of the Commission's net position each year (83.3% at June 30, 2024), represents its investment in capital assets (e.g., land, buildings, improvements, equipment, and right-of-use assets – IT subscriptions), less the related indebtedness outstanding used to acquire those capital assets. The Commission uses these capital assets to provide services to its passengers and visitors to the Airport; consequently, these assets are not available for future spending. Although the Commission's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations, since it is unlikely the capital assets themselves will be liquidated to pay liabilities.

An additional portion of the Commission's net position (28% at June 30, 2024), represents federal and state grant funds that are subject to external restrictions as well as the net pension asset. These restrictions stipulate how funds can be used. Annual entitlement funds from the Commonwealth of Virginia can be used for 100% of the nonfederal portion of projects that are funded under provisions of the Federal Airport Improvement Program as well as other approved uses as stipulated in the Airport Program Manual. Passenger Facility Charge Funds are reserved for Federal Aviation Administration and Airline approved projects.

PENINSULA AIRPORT COMMISSION

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

Airport Rates and Charges

The Commission established an Airline Use and Lease Agreement ("Agreement") effective November 1, 1992, which in part establishes the rates and charges for the use of the Airport. Landing fees are \$1.98 per 1,000 lbs. of landed weight at June 30, 2024. Terminal rental rates are \$34 per square foot at June 30, 2024. The Commission also has the ability under the Agreement to adjust Airport rates and charges annually to ensure adherence to all financial covenants in its bond resolutions. It establishes new rates and charges for the use of its facilities and for services provided to its customers on an annual basis. Airline permits were negotiated with the airlines in 2012 and are on a month-to-month schedule. New Airport rates and charges were approved for FY 2020 and went into effect on July 1, 2019.

Revenues

A summary of revenues is as follows:

	2024	Percent of Total	2023	Percent of Total
Operating Revenues:				
Airfield	\$ 1,549,523	28.1%	\$ 1,448,250	14.2%
Terminal and landside	3,336,327	60.5%	3,437,367	33.7%
Other rents	381,647	6.9%	361,114	3.5%
Administrative and miscellaneous	2,396	0.0%	45,677	0.4%
Total Operating Revenues	5,269,893	95.5%	5,292,408	51.8%
Nonoperating Income:				
Federal grants	-	0.0%	705,129	6.9%
Interest income	2,551	0.0%	3,520	0.0%
Other	-	0.0%	405	0.0%
Gain on sale of assets	245,000	4.4%	4,212,197	41.2%
Total Nonoperating Income	247,551	4.5%	4,921,251	48.2%
Total Revenues	<u>\$ 5,517,444</u>	<u>100.0%</u>	<u>\$ 10,213,659</u>	<u>100.0%</u>

PENINSULA AIRPORT COMMISSION

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

Expenses

A summary of expenses is as follows:

	2024	Percent of Total	2023	Percent of Total
Operating Expenses:				
Airfield	807,564	5.8%	1,414,198	9.0%
Terminal and landside	2,481,301	17.8%	3,241,976	20.5%
Other rents	299,691	2.1%	408,270	2.6%
Trailer park rent	1,340	0.0%	638,170	4.0%
Administrative and miscellaneous	1,882,399	13.5%	2,236,653	14.2%
Maintenance	301,032	2.2%	(318,954)	-2.0%
Total Operating Expenses	5,773,327	41.3%	7,620,313	48.2%
Depreciation Expense	8,014,097	57.3%	7,949,330	50.3%
Nonoperating Expense:				
Interest expense	190,754	1.4%	227,072	1.4%
Total Nonoperating Expenses	190,754	1.4%	227,072	1.4%
Total Expenses	\$ 13,978,178	100.0%	\$ 15,796,715	100.0%

Summary of Cash Flow Activities

The Commission's available cash and cash equivalents decreased by \$851 thousand between 2023 and 2024. Pending reimbursements from the Federal Aviation Administration on capital projects totaled \$187 thousand at June 30, 2024 and is not reflected in the cash flow above.

Financial Statements

The Commission's financial statements are prepared on the accrual basis in accordance with accounting principles generally accepted in the United States of America. The Commission is structured as a single enterprise fund with operating income recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and (except land and construction-in-progress) are depreciated over their useful lives. Reference the notes to the financial statements for a summary of the Commission's significant accounting policies.

Capital Acquisitions and Construction Activities

During FY 2024, the Commission removed from capital asset cost and accumulated depreciation of the fully depreciated Mobile Home park improvements which is no longer a revenue producing activity.

All gains on sales of capital assets during FY 2024 were collections for easement transfers to municipal and utility partners related to the improvement of existing land assets of the Commission. No previously capitalized costs were reduced in conjunction with these easement transfer payments received.

PENINSULA AIRPORT COMMISSION

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2024

Long-Term Debt

In 2006, the Airport issued \$7,000,000 of Airport Improvements Bonds, Unsecured Tax-Exempt Bond, Series 2005A, dated December 21, 2005, at 4.30% interest, maturing in January 2032. The Airport used the proceeds to pay for the construction of a parking garage.

Balance outstanding June 30, 2024 – \$2,954,568 and 2023 – \$3,276,058.

In 2006, the Airport issued \$3,000,000 of Airport Improvements Bonds, Unsecured Taxable Bond, Series 2005B, dated December 21, 2005, at 5.81% interest, maturing in January 2032. During 2018, the interest rate was reduced to 3.95%. The Airport used the proceeds to pay for the construction of a parking garage.

Balance outstanding June 30, 2024 – \$1,334,135 and 2023 – \$1,481,449.

Request for Information

This financial report is designed to provide a general overview of the Commission's finances for all those interested. Questions concerning any of the information provided in this report or request for additional information should be addressed in writing to the Director of Finance, Peninsula Airport Commission, Newport News – Williamsburg International Airport, 900 Bland Boulevard, Suite G, Newport News, VA.

PENINSULA AIRPORT COMMISSION
STATEMENT OF NET POSITION

JUNE 30, 2024

ASSETS

Current Assets:

Cash and cash equivalents (Note 3)	\$ 2,976,032
Accounts receivable, net of \$5,000 allowance for doubtful accounts	252,616
Accounts receivable - Federal Aviation Administration (Note 4)	406,048
Current portion of leases receivable (Note 11)	91,771
Prepaid expenses and other assets	<u>3,881</u>
Total Current Assets	<u>3,730,348</u>

Restricted Assets:

Cash and cash equivalents (Notes 3 and 6)	<u>14,487,375</u>
Total Restricted Assets	<u>14,487,375</u>

Capital Assets (Note 5):

Land	7,354,949
Construction-in-progress	3,005,255
Capital assets, net of accumulated depreciation and amortization	<u>54,030,316</u>
Total Capital Assets, Net	<u>64,390,520</u>

Leases receivable (Note 11)	365,937
Net pension asset (Note 8)	<u>328,009</u>
Total Assets	<u><u>\$ 83,302,189</u></u>

DEFERRED OUTFLOWS OF RESOURCES:

Pension (Note 8)	\$ 329,437
Healthcare OPEB Local (Note 9)	431,465
GLI OPEB VRS (Note 10)	<u>34,654</u>
Total Deferred Outflows of Resources	<u><u>\$ 795,556</u></u>

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

PENINSULA AIRPORT COMMISSION
STATEMENT OF NET POSITION (CONTINUED)

JUNE 30, 2024

LIABILITIES

Current Liabilities:

Accounts payable	\$ 498,541
Accrued liabilities	495,385
Current portion of bonds payable (Note 7)	490,762
Current portion of Net GLI OPEB - VRS (Note 10)	11,754
IT subscription liability (Note 8)	31,972
Total Current Liabilities	<u>1,528,414</u>

Long-Term Liabilities:

Bonds payable, less current portion (Note 7)	3,797,941
Net healthcare OPEB - (Note 9)	4,148,227
Net GLI OPEB - VRS (Note 10)	124,008
Total Long-Term Liabilities	<u>8,070,176</u>
Total Liabilities	<u><u>\$ 9,598,590</u></u>

DEFERRED INFLOWS OF RESOURCES:

Pension (Note 8)	\$ 163,649
Healthcare OPEB (Note 9)	1,710,583
GLI OPEB VRS (Note 10)	31,494
Leases (Note 11)	457,708
Total Deferred Inflows of Resources	<u><u>\$ 2,363,434</u></u>

NET POSITION:

Net investment in capital assets	\$ 60,062,066
Restricted	20,487,518
Unrestricted	<u>(8,413,863)</u>
Total Net Position	<u><u>\$ 72,135,721</u></u>

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

PENINSULA AIRPORT COMMISSION**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION***YEAR ENDED JUNE 30, 2024*

Operating Revenues:	
Airfield	\$ 1,549,523
Terminal and landside	3,336,327
Other rents	381,647
Administrative and miscellaneous	2,396
Total Operating Revenues	<u>5,269,893</u>
Operating Expenses:	
Advertising	50,766
Audit	78,905
Commission fee	10,149
Communications	80,958
Cost of sales	248,250
Crash and rescue	39,953
Depreciation and amortization	8,014,097
Dues and subscriptions	17,175
General office	9,618
Insurance	275,846
Janitorial supplies	20,186
Labor	2,402,272
Miscellaneous	1,439
Payroll taxes and benefits	627,143
Postage	1,815
Professional services	136,115
Repairs, maintenance, and supplies	817,932
Training	9,639
Trash removal	39,999
Travel and promotions	14,577
Uniforms	5,211
Utilities	797,348
Others	88,031
Total Operating Expenses	<u>13,787,424</u>
Loss from Operations	<u>(8,517,531)</u>
Nonoperating Revenues (Expenses):	
Interest income	2,551
Interest expenses	(190,754)
Gain on sale of capital assets	245,000
Net Nonoperating Revenues	<u>56,797</u>
Loss Before Capital Contributions	<u>(8,460,734)</u>
Capital contributions	<u>3,309,939</u>
Change in net position	(5,150,795)
Total net position, beginning of the year	<u>77,286,516</u>
Total net position, end of the year	<u>\$ 72,135,721</u>

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

PENINSULA AIRPORT COMMISSION
STATEMENT OF CASH FLOWS

YEAR ENDED JUNE 30, 2024

Cash flows from operating activities:

Receipts from customers and users	\$ 5,273,242
Payments to employees	(3,895,379)
Payments to suppliers	<u>(1,824,444)</u>
Net cash flows from operating activities	<u>(446,581)</u>

Cash flows from capital and related financing activities:

Acquisition of capital assets	(1,485,485)
Proceeds from the sale of equipment	245,000
Principal payments on bonds	(468,804)
Interest paid on debt	(197,703)
Capital contributions	<u>3,322,058</u>
Net cash flows from capital and related financing activities	<u>1,415,066</u>

Cash flows from investing activities:

Interest received and other income	<u>2,551</u>
Net cash flows from investing activities	<u>2,551</u>

Net change in cash and cash equivalents	971,036
Cash and cash equivalents, beginning of year	<u>16,492,371</u>
Cash and cash equivalents, end of year	<u><u>\$ 17,463,407</u></u>

**Cash and cash equivalents are presented in the accompanying
Statements of Net Position as follows:**

Cash	\$ 2,976,032
Restricted cash	<u>14,487,375</u>
	<u><u>\$ 17,463,407</u></u>

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

PENINSULA AIRPORT COMMISSION
STATEMENT OF CASH FLOWS (CONTINUED)

YEAR ENDED JUNE 30, 2024

**Reconciliation of operating loss to net cash from
operating activities:**

Loss from operations	\$ (8,517,531)
Adjustments to reconcile loss from operations to net cash used in operating activities:	
Depreciation and amortization	8,014,097
Change in operating assets and liabilities:	
Accounts receivable	3,352
Prepaid expenses and other assets	11,181
Lease receivable	83,369
Accounts payable	468,017
Accrued liabilities	24,070
Net pension liability (asset) and related flows of resources	24,395
Net OPEB liability and related flows of resources	(474,162)
Lease related deferred inflows of resources	(83,369)
Net cash flows from operating activities	<u>\$ (446,581)</u>

**Supplemental disclosure of noncash capital and
related financing activities:**

Contributed capital funded by accounts receivable - FAA	<u>\$ 406,048</u>
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The accompanying notes to the financial statements are an integral part of these statements.

PENINSULA AIRPORT COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 1—Organization and nature of business

The Peninsula Airport Commission (the “Commission”) is a municipal corporation created by the Virginia General Assembly in February 1946. The Commission is directly responsible for operation of the Newport News – Williamsburg International Airport (“Airport”) and is the owner of approximately 2,000 acres of property surrounding the Airport. A Board of Commissioners consisting of six members, four appointed by the City of Newport News, Virginia (“City”) and two by the City of Hampton, Virginia, exercises oversight responsibility. Professional management conducts the day-to-day operations of the Commission.

The Commission is considered a component unit of the City in accordance with accounting principles generally accepted in the United States of America (“U.S. GAAP”). The City appoints four of PAC’s six commission members and has a financial benefit/burden relationship with the PAC as described below.

The PAC charter § 6.B. A. states that any deficit budgeted by the Commission in any fiscal year, i.e., any excess of its estimated expenses over its estimated revenues, and the cost of any budgeted capital expenditures in excess of the amount shown as available therefor, as shown on the Commission’s operating and capital budgets approved by the participating political subdivisions, shall be allocated among the participating political subdivisions in proportion to their respective populations as most recently before such fiscal year determined by the Center for Public Service of the University of Virginia. In the event the appropriation of any participating political subdivision is insufficient to pay its portion of the deficit incurred in any fiscal year, the allocation of any deficit for any succeeding fiscal year shall take into account the cumulative deficiency attributable to such participating political subdivision; however, no participating political subdivision shall be required to pay the Commission in any fiscal year any amount in excess of that appropriated to the Commission by the governing body of such participating political subdivision.

The City is a participating political subdivision as defined in the charter. In accordance with the charter and in recognition that the Newport News/Williamsburg International Airport is a valuable community asset, the City is committed to supporting the Commission’s operations and will take all necessary considerations into account to ensure its continued function and success. This support may include, but is not limited to, financial assistance, resource allocation, and collaborative planning activities. Discussions between the City and PAC are ongoing and will continue to occur on a regular basis as the Airport seeks to stabilize its operations.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 2—Summary of significant accounting policies

Measurement Focus and Basis of Accounting – The Commission’s financial statements are presented as a business-type activity using the economic resources measurement focus and the accrual basis of accounting as prescribed by GASB. Under the accrual basis of accounting, revenues are recorded when earned, and expenses are recorded when incurred. Business-type activities are those that are financed in whole or in part by fees charged to external parties for goods or services. Current assets include cash and amounts convertible to cash during the next normal operating cycle, or one year. Current liabilities include those obligations to be liquidated with current assets. The Commission generally uses restricted assets first for expenses incurred for which both restricted and unrestricted assets are available. The Commission may defer the use of restricted assets based on a review of the specific transaction.

Operating Income – The Commission’s main sources of operating income are from operation of the Airport, parking facilities, concessions.

Cash and Cash Equivalents – The Commission includes all cash accounts not subject to withdrawal restrictions or penalties and all highly liquid debt instruments with an original purchased maturity of three months or less as cash and cash equivalents in the accompanying statement of net position and statement of cash flows.

Capital Assets – Capital assets are stated at cost or acquisition value if acquired without cost. Capital acquisitions and improvements exceeding \$5,000 are capitalized at cost. Depreciation/amortization is computed on the straight-line basis over the estimated useful lives of the assets as follows:

Airfield	5 – 33 years
Terminal	3 – 33 years
Parking	5 – 30 years
Equipment	3 – 20 years
Trailer Park	15 – 20 years
Rental Units	3 – 33 years
Right-of-use asset – IT Subscription	Contract Term

Maintenance and repairs, including replacement of minor items of physical properties that do not improve or extend the life of the respective assets, are expensed currently.

Capital assets also include certain right-of-use (“ROU”) Information Technology (“IT”) subscription assets. These ROU assets arise in association with agreements where the Commission enters into an IT subscription. The ROU IT subscription assets are initially measured at an amount equal to the initial measurement of the subscription liability plus any subscription payments made at the start of the subscription term, if applicable. The ROU subscription assets are amortized on a straight-line basis over the subscription term.

Allowance for Doubtful Accounts – The Commission evaluates its accounts receivable individually. A change to income to absorb possible credit losses is provided when, in the opinion of management, it is appropriate.

Compensated Absences – All employees of the Commission are entitled to vacation in accordance with Commission policy. At termination or retirement, employees are paid for any unused leave up to 240 hours. The Commission has accrued \$176,000 for compensated absences as of June 30, 2024. These liabilities are recorded in accrued liabilities on the statement of net position.

All employees of the Commission are also entitled to sick leave in accordance with Commission policy. At retirement, employees are paid for unused leave. The Commission has accrued \$100,000 for sick leave as of June 30, 2024. These liabilities are recorded in accrued liabilities on the statement of net position.

PENINSULA AIRPORT COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 2—Summary of significant accounting policies (continued)

Virginia Retirement System (“VRS”) Pensions and Other Postemployment Benefits (“OPEB”) – For purposes of measuring all financial statement elements related to pension and OPEB plans, information about the fiduciary net position of the Commission's plans and the additions to/deductions from the Commission's Plan's fiduciary net position have been determined on the same basis as they were reported by the VRS. 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.

Deferred Outflows/Inflows of Resources – In addition to assets, the statement of net position reports a separate section for deferred outflows of resources, representing a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources until then. In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources, representing an acquisition of net assets that applies to future periods and so will not be recognized as an inflow of resources until that time. The Commission has the following items that qualify for reporting as either deferred inflows or outflows:

- Contributions subsequent to the measurement date for pensions and OPEB are a deferred outflow and will be applied to the net pension or OPEB liability in the next fiscal year.
- Differences between expected and actual experience for economic/demographic factors in the measurement of the total pension or OPEB liability. These differences will be recognized in pension or OPEB expense over the expected average remaining service life of all employees provided with benefits in the plan and may be reported as a deferred inflow or outflow.
- Differences resulting from changes in assumptions on pension plan or OPEB investments. This change in flow of resources will be recognized in pension or OPEB expense over the estimated remaining service life of employees subject to the plan.
- Difference between projected and actual earnings on pension and OPEB plan investments. This change in flow of resources will be recognized in pension or OPEB expense over a closed five-year period.
- Difference resulting from a change in the Commission's proportion of the collective net OPEB liability. This change in flow of resources will be recognized in OPEB expense over the expected average remaining service life of all employees provided with benefits in the plan.
- Differences result from deferred amounts related to leases.

Government Accounting Standards Board (“GASB”) has issued several other pronouncements that may impact future financial presentations. Management has not currently determined what, if any, impact implementation of the following statements may have on the financial statements of the Airport:

- GASB Statement No. 101, Compensated Absences
- GASB Statement No. 102, Certain Risk Disclosures
- GASB Statement No. 103, Financial Reporting Model Improvements
- GASB Statement No. 104, Disclosure of Certain Capital Assets

Subsequent Events – In preparing these financial statements, the Commission has evaluated events and transactions for potential recognition or disclosure through December 3, 2024, the date the financial statements were available to be issued.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 3—Cash and cash equivalents

The Commission is governed by the Virginia Security for Public Deposits Act and the Investment of Public Funds Act. The deposits held and reported at carrying value are shown below:

<u>Type</u>	<u>Carrying Value</u>
Demand deposits	\$ 17,458,907
Cash on hand	4,500
Total deposits	<u>\$ 17,463,407</u>
Reconciliation to Statement of Net Position:	
Current - cash and cash equivalents	\$ 2,976,032
Restricted assets - cash and cash equivalents	<u>14,487,375</u>
	<u>\$ 17,463,407</u>

Custodial Credit Risk and Concentration of Investments – Deposits in financial institutions, reported as components of cash and cash equivalents, had a bank balance of approximately \$17,492,000 at June 30, 2024, which was fully insured by depository insurance or secured with collateral held by the Commission's agent in its name. At June 30, 2024, amounts subject to custodial credit risk as they were uninsured by the Federal Deposit Insurance Corporation ("FDIC"), due to exceeding the \$250,000 financial institutions limit, were approximately \$16,992,000 and were fully collateralized in accordance with the Virginia Security for Public Deposits Act (the "Act"). Under the Act, banks holding public deposits in excess of the amounts insured by FDIC must pledge collateral in the amount of 50% of excess deposits to a collateral pool in the name of the State Treasury Board.

The State Treasury Board is responsible for monitoring compliance with the collateralization and reporting requirements of the Act and for notifying local governments of compliance by banks. A multiple financial institution collateral pool that provides for additional assessments is similar to depository insurance. If any member financial institution fails, the entire collateral pool becomes available to satisfy the claims of governmental entities. If the value of the pool's collateral is inadequate to cover a loss, additional amounts would be assessed on a pro rata basis to the members of the pool.

All investments, if any, evidenced by individual securities, are registered in the name of the Commission. The Commission places no limit on the amount it may invest in any one issuer.

Investment Interest Rate Risk – The Commission has no formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. No investments were held by the Commission at June 30, 2024.

PENINSULA AIRPORT COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 3—Cash and cash equivalents (continued)

Investment Credit Risk – The Commission has no investment policy that limits its investment choices other than the limitation of state law as follows:

1. Direct obligations of the U.S. government, its agencies, and instrumentalities to which the full faith and credit of the U.S. government is pledged, or obligations to the payment of which the full faith and credit of the Commonwealth of Virginia is pledged;
2. Certificates of deposit or savings accounts that are either insured or secured with acceptable collateral with in-state financial institutions, and fully insured certificates of deposit or savings accounts in out of state financial institutions;
3. With certain limitation, negotiable certificates of deposit, prime bankers' acceptances, prime commercial paper, and repurchase agreements with certain limitations;
4. County, municipal, or school district tax supported debt obligations; bond or revenue anticipation notes; money judgments; or bond or revenue anticipation notes of public trusts whose beneficiary is a county, municipality, or school district;
5. Notes or bonds secured by a mortgage or trust deed insured by the Federal Housing Administration and debentures issued by the Federal Housing Administrator, and obligations of the National Mortgage Association; and
6. Money market funds regulated by the Securities and Exchange Commission in which investments consist of the investments mentioned in points above.

Note 4—Accounts receivable – Federal Aviation Administration

The Virginia Department of Aviation and the Federal Aviation Administration ("FAA") contributes grant funds to finance construction costs for Airport improvements and terminal expansion. At June 30, 2024, \$406,048 was receivable by the Commission on cost reimbursable grants.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 5—Capital assets

A summary of changes in capital assets for the Commission follows:

	Balances, June 30, 2023	Increases	Decreases	Balances, June 30, 2024
Capital assets not being depreciated:				
Land	\$ 7,354,949	\$ -	\$ -	\$ 7,354,949
Construction-in-progress	1,826,068	1,179,187	-	3,005,255
Total non-depreciable	9,181,017	1,179,187	-	10,360,204
Other capital assets:				
Airfield	99,835,794	-	-	99,835,794
Terminal	75,145,278	-	-	75,145,278
Parking	16,315,912	-	-	16,315,912
Equipment	4,475,096	74,938	-	4,550,034
Trailer Park	1,117,033	-	(1,117,033)	-
Rental units	2,785,368	-	-	2,785,368
Right-of-use assets - IT subscriptions	128,795	-	-	128,795
Total depreciable	199,803,276	74,938	(1,117,033)	198,761,181
Less accumulated depreciation and amortization for:				
Airfield	73,501,044	4,241,157	-	77,742,201
Terminal	47,032,791	2,868,194	-	49,900,985
Parking	10,496,038	561,859	-	11,057,897
Equipment	3,557,459	204,467	-	3,761,926
Trailer Park	1,117,033	-	(1,117,033)	-
Rental units	2,074,406	101,597	-	2,176,003
Right-of-use assets - IT subscriptions	55,030	36,823	-	91,853
Total accumulated depreciation and amortization	137,833,801	8,014,097	(1,117,033)	144,730,865
Depreciable capital assets, net	61,969,476	(7,939,159)	-	54,030,316
Capital assets, net	\$ 71,150,493	\$ (6,759,972)	\$ -	\$ 64,390,520

Note 6—Restricted cash

The Commission receives annual entitlement funds from the Commonwealth. The amount allocated to each airport is calculated on the basis of the previous calendar year's enplaned passengers at that airport as a percentage of the total enplaned passengers in the Commonwealth. Entitlement funds may be used for 100% of the nonfederal portion of projects that are funded under provisions of the Federal Airport Improvement Program and for various projects not funded by the Airport Improvement Program. Restricted cash also includes the Passenger Facility Charge ("PFC") disclosed in Note 14 as well as asset forfeiture funds. Asset forfeitures are funds received through federal agencies for assisting in a law enforcement effort resulting in a federal forfeiture. These funds may be used to supplement, not supplant, the law enforcement department's normal operating budget. At June 30, 2024, the Commission's restricted cash from entitlement funds and asset forfeiture funds is \$11,227,464 and the restricted cash from PFC is \$3,259,911. Total restricted cash at June 30, 2024 was \$14,487,375.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 7—Long-term obligations

Following is a summary of long-term obligations of the Commission:

	Balance, June 30, 2023	Additions	Reductions	Balance, June 30, 2024	Current Portion
Airport improvement bonds:					
Series 2005A	\$ 3,276,058	\$ -	\$ (321,490)	\$ 2,954,568	\$ 336,918
Series 2005B	1,481,449	-	(147,314)	1,334,135	153,844
Total improvement bonds	<u>\$ 4,757,507</u>	<u>\$ -</u>	<u>\$ (468,804)</u>	<u>\$ 4,288,703</u>	<u>\$ 490,762</u>
IT subscription liability	<u>\$ 61,952</u>	<u>\$ -</u>	<u>\$ (29,980)</u>	<u>\$ 31,972</u>	<u>\$ 31,972</u>
Compensated absences - vacation	<u>\$ 176,000</u>	<u>\$ 140,522</u>	<u>\$ (140,522)</u>	<u>\$ 176,000</u>	<u>\$ 176,000</u>
Compensated absences - sick	<u>\$ 100,000</u>	<u>\$ 47,182</u>	<u>\$ (47,182)</u>	<u>\$ 100,000</u>	<u>\$ 100,000</u>
Net OPEB liabilities - local	<u>\$ 3,676,459</u>	<u>\$ 471,768</u>	<u>\$ -</u>	<u>\$ 4,148,227</u>	<u>\$ -</u>
Net OPEB liabilities - GLI	<u>\$ 138,712</u>	<u>\$ -</u>	<u>\$ (2,950)</u>	<u>\$ 135,762</u>	<u>\$ 11,754</u>

Airport Improvement Bonds

Airport Improvement Bonds Series 2005A - In December 2005, the Commission issued \$7,000,000 of Unsecured Tax-Exempt Bonds, at 4.30% interest. Monthly principal and interest payments of \$38,118 are due. The bonds mature in January 2032.

\$ 2,954,568

Airport Improvement Bonds Series 2005B - In December 2005, the Commission issued \$3,000,000 of Unsecured Taxable Bonds, at 5.81% interest with monthly principal and interest payments of \$18,982. During 2018, the Commission negotiated an interest rate reduction to 3.95% for the remainder of the term of the bond, which reduced the monthly principal and interest payment to \$16,982. The bonds mature in January 2032.

1,334,135

Total maturities

4,288,703

Less current maturities

(490,762)

Net long-term maturities

\$ 3,797,941

Years Ending June 30:

	Principal	Interest
2025	\$ 490,762	\$ 170,440
2026	511,726	149,476
2027	533,588	127,614
2028	556,385	104,817
2029	580,157	81,045
2030 - 2034	1,616,085	92,020
	<u>\$ 4,288,703</u>	<u>\$ 725,412</u>

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 7—Long-term obligations (continued)

IT Subscription Liability

The Commission recognizes a subscription liability at the commencement of the subscription term. The discount rate used to measure the subscription liability was the Commission’s incremental borrowing rate, and the subscription liability is measured at the present value of the subscription payments expected to be paid during the subscription term. The Commission’s future minimum payments for the year ending June 30, 2025, are \$31,972.

Note 8—Defined benefit pension plan

Plan Description – All full-time, salaried permanent employees of the Commission are automatically covered by the VRS Retirement Plan upon employment. This multi-employer agent plan is administered by the VRS along with plans for other employer groups in the Commonwealth of Virginia. Members earn one month of service credit for each month they are employed and for which they and their employer pay contributions to VRS. Members are eligible to purchase prior service, based on specific criteria as defined in the Code of Virginia, as amended. Eligible prior service that may be purchased includes prior public service, active military service, certain periods of leave, and previously refunded service.

The VRS administers three different benefit structures for covered employees – Plan 1, Plan 2, and Hybrid. Each of these benefit structures has different eligibility criteria. The specific information for each plan and the eligibility for covered groups within each plan is available at:

- <https://www.varetire.org/members/benefits/defined-benefit/plan1.asp>,
- <https://www.varetire.org/members/benefits/defined-benefit/plan2.asp>,
- <https://www.varetirement.org/hybrid.html>.

Employees Covered by Benefit Terms – As of the June 30, 2023, actuarial valuation, the following employees were covered by the benefit terms of the pension plan:

Inactive members or their beneficiaries currently receiving benefits	45
Inactive members:	
Vested inactive members	14
Nonvested inactive members	36
Inactive members active elsewhere in VRS	16
Total inactive members	66
Active members	48
Total covered employees	159

Contributions – The contribution requirement for active employees is governed by Section 51.1-145 of the Code of Virginia, as amended, but may be impacted as a result of funding options provided to political subdivisions by the Virginia General Assembly. Employees are required to contribute 5.00% of their compensation toward their retirement.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 8—Defined benefit pension plan (continued)

The Commission's contractually required contribution rate for the year ended June 30, 2024 was 4.53% of covered employee compensation. This rate was based on an actuarially determined rate from an actuarial valuation as of June 30, 2023.

This rate, when combined with employee contributions, was expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. Contributions to the pension plan from the Commission were \$98,602 for the year ended June 30, 2024.

Net Pension Liability (Asset) – The net pension liability (asset) is calculated separately for each employer and represents that particular employer's total pension liability determined in accordance with U.S. GAAP, less that employer's fiduciary net position. For political subdivisions, the net pension liability (asset) was measured as of June 30, 2024. The total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation performed as of June 30, 2023, rolled forward to the measurement date of June 30, 2024.

Actuarial Assumptions – The total pension liability for General Employees in the Political Subdivision's Retirement Plan was based on an actuarial valuation as of June 30, 2022, using the Entry Age Normal actuarial cost method and the following assumptions, applied to all periods included in the measurement and rolled forward to the measurement date of June 30, 2023:

Inflation	2.50% General
Employees – Salary increases, including inflation	3.50 – 5.35%
Public safety employees with hazardous duty benefits – Salary increases, including inflation	3.50 – 4.75%
Investment rate of return, net of pension plan investment expense, including inflation	6.75%

Mortality Rates: General Employees – Rates projected generationally with Modified MP-2020 Improvement Scale that is 75% of the MP-2020 rates.

The actuarial assumptions used in the June 30, 2022 valuation were based on the results of an actuarial experience study for the period from 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, 2024. Changes to the actuarial assumptions as a result of the experience study are as follows:

General Employees:

- Mortality Rates (Preretirement, postretirement, healthy, and disabled) – Update to PUB2010 public sector mortality tables. For future mortality improvements, replace load with a modified Mortality Improvement Scale MP-2020 Retirement
- Retirement Rates – Adjusted rates to better fit experience for Plan 1; set separate rates based on experience for Plan 2/Hybrid; changed final retirement age from 75 to 80 for all.
- Withdrawal Rates – adjusted rates to better fit experience at each year age and service through nine years of service
- Disability Rates – No change
- Line of Duty Disability – No change
- Discount Rate – No change

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 8—Defined benefit pension plan (continued)

Public Safety Employees:

- Mortality Rates (Preretirement, postretirement, healthy, and disabled) – updated to a more current mortality table (RP-2014 projected to 2020)
- Retirement Rates – increased age 50 rates at older ages and lowered rates at older ages
- Withdrawal Rates – adjusted rates to better fit experience at each year age and service through nine years of service
- Disability Rates – adjusted rates to better fit experience
- Line of Duty Disability – decreased rate from 60% to 45%
- Discount Rate – decrease rate from 7.00% to 6.75%

Long-Term Expected Rate of Return – The long-term expected rate of return on pension VRS investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected returns, net of pension System 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 target asset allocation and best estimate of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class (Strategy)	Target Allocation	Arithmetic Long-Term Expected Rate of Return	Weighted Average Long-Term Expected Rate of Return
Public equity	34.00%	6.14%	2.09%
Fix 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%
MAPS - multi-asset public strategies	4.00%	4.50%	0.18%
PIP - private investment partnership	2.00%	7.18%	0.14%
Cash	1.00%	1.20%	0.01%
	<u>100.00%</u>		<u>5.75%</u>
		Inflation	<u>2.50%</u>
		*Expected arithmetic nominal return	<u>8.25%</u>

* The above allocation provides for a one-year return of 8.25%. However, one-year returns do not take into account the volatility present in each of the asset classes. In setting the long-term expected rate of return for the System, 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 2.5%. On June 15, 2023, the VRS Board elected a long-term rate of return of 6.75%, which was roughly at the 45th percentile of expected long-term results of the VRS fund asset allocation at that time, providing a median return of 7.14%, including expected inflation of 2.50%.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 8—Defined benefit pension plan (continued)

Discount Rate – The discount rate used to measure the total pension liability was 6.75%. The projection of cash flows used to determine the discount rate assumed that VRS member contributions will be made per the VRS statutes and the employer contributions will be made in accordance with the VRS funding policy at rates equal to the difference between actuarially determined contribution rates adopted by the VRS Board of Trustees and the member rate. Consistent with the phased-in funding provided by the General Assembly for state and teacher employer contributions, political subdivisions were also provided with an opportunity to use an alternate employer-contribution rate. For the year ended June 30, 2024, the alternate rate was the employer contribution rate used in FY 2012 or 100% of the actuarially determined employer-contribution rate from the June 30, 2021, actuarial valuations, whichever was greater. From July 1, 2021, on, participating employers are assumed to continue to contribute 100% of the actuarially determined contribution rates. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return was applied to all periods of projected benefit payments to determine the total pension liability.

Changes in Net Pension Liability (Asset)

	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) – (b)
Balances at June 30, 2023	\$ 8,747,953	\$ 9,510,166	\$ (762,213)
Changes for the year:			
Service cost	221,162	-	221,162
Interest	589,989	-	589,989
Differences between expected and actual experience	444,571	-	444,571
Contributions – employer	-	97,277	(97,277)
Contributions – employee	-	120,882	(120,882)
Net investment income	-	609,260	(609,260)
Benefit payments, including refunds of employee contributions	(457,079)	(457,079)	-
Administrative expenses	-	(6,146)	6,146
Other changes	-	245	(245)
Net changes	798,643	364,439	434,204
Balances at June 30, 2024	\$ 9,546,596	\$ 9,874,605	\$ (328,009)

Sensitivity of the Net Pension Liability (Asset) to Changes in the Discount Rate – The following presents the net pension liability of the Commission using the discount rate of 6.75%, as well as what the Commission's net pension liability would be if it were calculated using a discount rate that is one percentage point lower (5.75%) or one percentage point higher (7.75%) than the current rate:

	1% Decrease (5.75%)	Current Discount Rate (6.75%)	1% Increase (7.75%)
Net pension asset	\$ 820,065	\$ (328,009)	\$ (1,437,506)

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 8—Defined benefit pension plan (continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions – For the year ended June 30, 2024, the Commission recognized pension expense of \$124,114. At June 30, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	\$ -	\$ 150,548
Change of assumptions	-	-
Differences between expected and actual experience	230,835	13,101
Employer contributions subsequent to the measurement date	98,602	-
Total as of June 30, 2024	<u>\$ 329,437</u>	<u>\$ 163,649</u>

The \$98,602 reported as deferred outflows of resources related to pensions resulting from the Commission's contributions subsequent to the measurement date will be recognized as a reduction of the net pension asset in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years Ending June 30,

2023	\$ 92,530
2024	(166,982)
2025	136,757
Thereafter	4,881
	<u>\$ 67,186</u>

Pension Plan Data – Information about the VRS Political Subdivision Retirement Plans is also available in the separately issued VRS 2024 Annual Comprehensive Financial Report ("Annual Report"). A copy of the 2023 VRS Annual Report may be downloaded from the VRS website at <http://www.varetire.org/pdf/publications/2023-annual-report.pdf> or by writing to the System's Chief Financial Officer at P.O. Box 2500, Richmond, VA, 23218 2500.

Note 9—Other postemployment benefits, healthcare

Plan Description – In addition to providing the pension benefits described in Note 9, the Commission provides OPEB for retired employees through a single-employer, defined benefit plan ("Plan"). The benefits, benefit levels, employee contributions, and employer contributions are governed by the Commission and can be amended by the Commission through its personnel manual and employment contracts. The Plan does not issue a publicly available report.

Benefits Provided – The Commission provides postemployment healthcare benefits to its retirees. Employees hired prior to July 1, 2010 are eligible to retire and receive postretirement medical benefits at the earlier of age 55 with at least five years of service or age 50 with 30 years of service. Employees hired on or after July 1, 2010 are eligible to retire and receive postretirement medical benefits at the earlier of age 60 with at least five years of service or when the employees' age plus service is greater than or equal to 90.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 9—Other postemployment benefits, healthcare (continued)

The Commission receives health coverage through the City, which offers medical coverage to eligible retirees and their eligible dependents through Anthem KeyCare Plans and Optima Health, a Humana Plan and Delta Dental. Benefits include general inpatient and outpatient medical services, dental care, and prescription drugs. Non-Medicare eligible retirees had a choice of three: Anthem KeyCare Plans: a PPO Plan, a HMO Plan, or a High-Deductible Health Plan with a health savings account for the first half of the fiscal year. Optima Health Plans were offered for the second half of the fiscal year. For those retirees eligible for Medicare, the Commission provides the benefits available through the Humana Plan reduced by any amounts payable by Medicare.

Employees Covered by Benefit Terms – As of the June 30, 2023, measurement date, the following employees were covered by the benefit terms of the plan:

Inactive members	30
Active members	50
Total covered employees	80

Total OPEB Liability – The Commission’s total OPEB liability of \$4,148,227 was based on the total OPEB liability as of the valuation date, June 30, 2024.

Actuarial Assumptions and Other Inputs – The total OPEB liability was determined using the following assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.5%
Salary increases, including inflation	3.0%
Healthcare cost trend rates	Ranging from 2.32 to 8.16%
Retirees’ share of benefit related costs	85% of projected health insurance

Mortality rates were based on the RP-2014 Healthy Annuitant Mortality Table for Males or Females, as appropriate, with adjustments for mortality improvements based on scale BB.

The actuarial assumptions used in the July 1, 2024, valuation were based on the results of an actuarial experience study for the period from July 1, 2020 through June 30, 2022.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 9—Other postemployment benefits, healthcare (continued)

	OPEB Liability
Balances at June 30, 2023	<u>\$ 3,676,459</u>
Changes for the year:	
Service cost	164,670
Interest	134,701
Differences between expected and actual experience	(12,888)
Contributions – employer	-
Contributions – employee	-
Change in assumptions	257,934
Benefit payments, including refunds of employee contributions	(72,649)
Net changes	<u>471,768</u>
Balances at June 30, 2024	<u><u>\$ 4,148,227</u></u>

Discount Rate – Since the Plan is pay-as-you-go and is not funded, the discount rate will be based on a 20-year, tax-exempt general obligation municipal bond index. This Plan uses the Bond Buyer GO 20-Bond Municipal Bond Index to satisfy the requirements of U.S. GAAP. As this index is issued weekly, the value closest to but not after the reporting date is used in determining the appropriate rate. Based on this practice, the municipal bond rate at June 30, 2024 was 3.65%.

The Plan does not have a trust established for the payment of OPEB benefits.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate – The following presents the total OPEB liability of the Commission, as well as what the Commission's total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower (2.65%) or one percentage point higher (4.65%) than the current discount rate:

	1% Decrease 2.65%	Current Discount Rate 3.65%	1% Increase 4.65%
OPEB liability	\$ 4,794,973	\$ 4,148,227	\$ 3,624,633

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 9—Other postemployment benefits, healthcare (continued)

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates – The following presents the total OPEB liability of the Commission, as well as what the Commission's total 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:

	Trend Minus 1%	Current Healthcare Cost Trend %	Trend Plus 1%
OPEB liability	\$ 3,548,087	\$ 4,148,227	\$ 4,897,044

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB – For the year ended June 30, 2024, the Commission recognized OPEB benefit of \$425,582. At June 30, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Change of assumptions	\$ 292,667	\$ 1,138,569
Differences between expected and actual experience	79,434	572,014
Employer contributions subsequent to the measurement date	59,364	-
Total as of June 30, 2024	<u>\$ 431,465</u>	<u>\$ 1,710,583</u>

The \$59,364 reported deferred outflows of resources related to OPEB resulting from the Commission's contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending June 30,

2024	\$ (584,865)
2025	(379,734)
2026	(422,893)
2027	49,010
	<u>\$ (1,338,482)</u>

PENINSULA AIRPORT COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 10—Other postemployment benefits – VRS Group Life Insurance Program (“GLI”)

Plan Description – In addition to their participation in the pension plans offered through the VRS, the Commission also participates in the VRS GLI OPEB (“GLI”) plan, which is a multiple-employer, cost-sharing plan providing coverage to state employees, teachers, and employees of participating political subdivisions. The GLI was established pursuant to Section 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 is a defined benefit plan that provides a basic group life insurance benefit for employees of participating employers. For purposes of measuring the net GLI OPEB liability, deferred outflows of resources, and deferred inflows of resources related to the GLI OPEB, and GLI OPEB expense, information about the fiduciary net position of the VRS GLI OPEB, and the additions to/deductions from the VRS GLI OPEB’s fiduciary net position have been determined on the same basis as they were reported by VRS. In addition, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

In addition to the basic GLI benefit, members are also eligible to elect additional coverage for themselves as well as a spouse or dependent children through the optional GLI. 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 OPEB.

Specific information for the GLI is available at <https://www.varetire.org/members/benefits/life-insurance/basic-group-life-insurance.asp>.

Contributions – The contribution requirements for the GLI program are governed by Sections 51.1-506 and 51.1-508 of the Code of Virginia, as amended, but may be impacted as a result of funding provided to state agencies and school divisions by the Virginia General Assembly. The total rate for the GLI program was 1.34% of covered employee compensation. This was allocated into an employee and an employer component using a 60/40 split. The employee component was 0.80% (1.34% x 60%) and the employer component was 0.54% (1.34% x 40%). Employers may elect to pay all or part of the employee contribution; however, the employer must pay all of the employer contribution. Each employer’s contractually required employer-contribution rate for the year ended June 30, 2024, was .54% of covered employee compensation. This rate was based on an actuarially determined rate from an actuarial valuation as of June 30, 2022. The actuarially determined rate, when combined with employee contributions, was expected to finance the costs of benefits payable during the year, with an additional amount to finance any unfunded accrued liability. Contributions to the GLI program from the Commission were \$11,754 for the year ended June 30, 2024.

GLI OPEB Liability, Expense, and Deferred Inflows and Outflows of Resources Related to the GLI Program – The net GLI OPEB liability was measured as of June 30, 2023 and the total GLI OPEB liability used to calculate the net GLI OPEB liability was determined by an actuarial valuation performed as of June 30, 2022, and rolled forward to the measurement date of June 30, 2023. The covered employer’s proportion of the net GLI OPEB liability was based on the covered employer’s actuarially determined employer contributions to the GLI program for the year ended June 30, 2024, relative to the total of the actuarially determined employer contributions for all participating employers.

June 30, 2023 proportionate share of liability	\$135,762
June 30, 2023 proportionate share of contributions	0.011320%
June 30, 2022 proportionate share of contributions	0.011520%
June 30, 2023 expense	\$2,355

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 10—Other postemployment benefits – VRS Group Life Insurance (GLI) Program (continued)

Since there was a change in proportionate share between measurement dates, a portion of the OPEB expense above was related to deferred amount from changes in proportion.

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on OPEB plan investments	\$ -	\$ 5,456
Change of assumptions	2,902	9,406
Change in proportionate share	6,439	12,511
Differences between expected and actual experience	13,559	4,121
Employer contributions subsequent to the measurement date	11,754	-
Total as of June 30, 2024	<u>\$ 34,654</u>	<u>\$ 31,494</u>

The \$11,754 reported deferred outflows of resources related to OPEB resulting from the Commission's contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending June 30,

2025	\$ (2,902)
2026	(7,982)
2027	389
2028	1,901
	<u>\$ (8,594)</u>

Actuarial Assumptions and Other Inputs – The total OPEB liability was determined using the following assumptions based on an actuarial valuation date of June 30, 2022, applied to all periods included in the measurement and rolled forward to the measurement date of June 30, 2023:

Inflation	2.50%
Salary increases, including inflation:	
Locality – general employees	3.50 – 5.95%
Investment rate of return, net of expense, including inflation	6.75%

Mortality rates used for the various VRS OPEB plans are the same as those used for the actuarial valuations of the VRS pension plans. The mortality rates are discussed in detail at Note 9.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 10—Other postemployment benefits – VRS Group Life Insurance (GLI) Program (continued)

Net OPEB Liability – The net OPEB liability represent the program’s total OPEB liability determined in accordance with U.S. GAAP, less the associated fiduciary net position. As of the measurement date June 30, 2024, net OPEB liability amounts for the GLI VRS OPEB program are as follows (amounts expressed in thousands):

	Group Life Insurance Program
Total OPEB liability	\$ 3,907,052
Plan fiduciary net position	2,707,739
Employers’ net OPEB liability	<u>\$ 1,199,313</u>

Plan fiduciary net position as a percentage of total OPEB liability 69.30%

The total liability is calculated by the VRS actuary and each plan’s fiduciary net position is reported in the VRS financial statements. The net OPEB liability is disclosed in accordance with the requirements of U.S. GAAP in the VRS notes to the financial statements and required supplementary information.

Long-Term Expected Rate of Return – The long-term expected rate of return on VRS investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB 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 target asset allocation and best estimate of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class (Strategy)	Target Allocation	Arithmetic Long-Term Expected Rate of Return	Weighted Average Long-Term Expected Rate of Return
Public equity	34.00%	6.14%	2.09%
Fix 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%
MAPS - multi-asset public strategies	4.00%	4.50%	0.18%
PIP - private investment partnership	2.00%	7.18%	0.14%
Cash	1.00%	1.20%	0.01%
	<u>100.00%</u>		<u>5.75%</u>
		Inflation	<u>2.50%</u>
		*Expected arithmetic nominal return	<u>8.25%</u>

* The above allocation provides for a one-year return of 8.25%. However, one-year returns do not take into account the volatility present in each of the asset classes. In setting the long-term expected rate of return for the System, 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 2.5%. On June 15, 2023, the VRS Board elected a long-term rate of return of 6.75%, which was roughly at the 45th percentile of expected long-term results of the VRS fund asset allocation at that time, providing a median return of 7.14%, including expected inflation of 2.50%.

PENINSULA AIRPORT COMMISSION
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 10—Other postemployment benefits – VRS Group Life Insurance (GLI) Program (continued)

Discount Rate – The discount rate used to measure the GLI OPEB liability was 6.75%. The projection of cash flows used to determine the discount rate assumed that VRS member contributions will be made per the VRS guidance and the employer contributions will be made in accordance with the VRS funding policy at rates equal to the difference between actuarially determined contribution rates adopted by the VRS Board of Trustees and the member rate. Through the fiscal year ended June 30, 2023, the rate contributed by the employer for the OPEB liabilities will be subject to the portion of the VRS board-certified rates that are funded by the Virginia General Assembly. From July 1, 2023 forward, participating employers are assumed to contribute 100% of the actuarially determined contribution rates. Based on those assumptions, the GLI OPEB's fiduciary net position was projected to be available to make all projected future benefit payments of eligible employees. Therefore, the long-term expected rate of return was applied to all periods of projected benefit payments to determine the total OPEB liability.

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate – The following presents the net GLI OPEB liability of the Commission using the discount rate of 6.75%, as well as what the Commission's net OPEB liability would be if it were calculated using a discount rate that is one percentage point lower (5.75%) or one percentage point higher (7.75%) than the current discount rate:

	1% Decrease (5.75%)	Current (6.75%)	1% Increase (7.75%)
Net OPEB liability	\$ 201,242	\$ 135,762	\$ 82,821

OPEB Plan Fiduciary Net Position – Information about the various VRS OPEB plan fiduciary net position is available in the separately issued VRS 2023 Annual Report. A copy of the 2023 VRS Annual Report may be downloaded from the VRS website at varetire.org/pdf/publications/2023-annual-report.pdf, or by writing to the System's Chief Financial Officer at P.O. Box 2500, Richmond, VA, 23218-2500.

Note 11—Leasing arrangements as lessor

The Commission leases portions of the Airport property to tenants. The leases are discounted at 1.5%. As the lessor, the Commission recognizes lease revenue and interest revenue in a systematic and rational manner over the terms of the underlying leases. Lease receivables are measured based on payments using the interest method during the respective lease terms.

Future lease receipts as of June 30, 2024 were as follows:

<u>Years Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>
2025	\$ 91,771	\$ 6,171
2026	93,532	4,840
2027	95,339	3,441
2028	97,183	1,969
2028	55,485	777
2029	24,398	85
	<u>\$ 457,708</u>	<u>\$ 17,283</u>

PENINSULA AIRPORT COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2024

Note 12—Regulated leases

The Commission has entered into regulated leases as lessor for the use of space at the airport. As of June 30, 2024, the value of the expected future receipts is \$8,911,711. These lessees are required to make monthly fixed payments in accordance with the terms of each lease. The Commission recognized lease revenues of \$1,301,805 from regulated leases during the fiscal year.

Future lease receipts as of June 30, 2024 are as follows:

Years Ending June 30,

2025	\$ 1,263,386
2026	965,806
2027	733,493
2028	513,323
2029	473,237
2030-2034	2,141,082
2035-2039	1,251,501
2040-2044	1,048,861
2045-2049	521,022
	<u>\$ 8,911,711</u>

Note 13—Passenger facility charge

As of July 1, 2010, the FAA has given the Commission authority to impose a PFC, under multiple PFC applications, of \$4.50 per passenger for 17 planned projects. The total approved revenue to be collected under these multiple applications is \$15,313,209. During 2024, \$294,912 of PFC revenue was collected under these agreements and was recognized as capital contributions on the statement of revenue, expenses, and changes in net position.

Note 14—Contingencies

Federally Assisted Grant Programs – The Commission participates in a number of federally assisted grant programs. Although the Commission has been audited in accordance with provisions of the Uniform Guidance, these programs remain subject to financial and compliance audits by the grantors or their representatives. Such audits could lead to requests for reimbursements to the grantor agency for disallowed expenditures under terms of the grant. Based on prior experience, the Commission believes such disallowances, if any, will not be significant.

Lawsuits – From time to time, the Commission is a defendant in certain lawsuits and claims which are incidental to its operations. Management is of the opinion that the accompanying financial statements will not be materially affected by the ultimate resolution of litigation pending or threatened as of June 30, 2024.

REQUIRED SUPPLEMENTARY INFORMATION

PENINSULA AIRPORT COMMISSION

SCHEDULE OF CHANGES IN NET PENSION LIABILITY (ASSET) AND RELATED RATIOS (UNAUDITED)

JUNE 30, 2024

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Schedule of Changes in the Commission's Net Pension Liability (Asset) and Related Ratios:										
Total Pension Liability:										
Service cost	\$ 221,162	\$ 198,115	\$ 186,141	\$ 220,559	\$ 218,774	\$ 196,971	\$ 245,825	\$ 252,646	\$ 247,082	\$ 238,814
Interest	589,989	573,497	547,396	523,017	502,928	517,397	492,440	463,530	431,301	408,005
Differences between expected and actual experience	444,571	(110,151)	(416,205)	86,622	12,947	(523,768)	68,645	74,866	145,651	-
Changes of assumptions	-	-	344,663	-	227,543	-	(56,025)	-	-	-
Benefit payments, including refunds of employee contributions	(457,079)	(423,282)	(523,568)	(414,500)	(382,446)	(412,169)	(376,548)	(379,542)	(347,684)	(280,352)
Net Change in Total Pension Liability	798,643	238,179	138,427	415,698	579,746	(221,569)	374,337	411,500	476,350	366,467
Total pension liability – beginning	8,747,953	8,509,774	8,371,347	7,955,649	7,375,903	7,597,472	7,223,135	6,811,635	6,335,285	5,968,818
Total pension liability – ending (a)	9,546,596	8,747,953	8,509,774	8,371,347	7,955,649	7,375,903	7,597,472	7,223,135	6,811,635	6,335,285
Plan Fiduciary Net Position:										
Contributions – employer	97,277	120,355	106,315	95,291	97,542	132,061	137,317	156,792	158,360	220,175
Contributions – employee	120,882	113,948	101,911	114,232	115,053	108,617	116,965	117,182	118,594	117,539
Net investment income	609,260	(10,164)	2,127,188	150,873	505,920	534,359	801,269	113,294	291,702	870,249
Benefit payments, including refunds of employee contributions	(457,079)	(423,282)	(523,568)	(414,500)	(382,446)	(412,169)	(376,548)	(379,542)	(347,684)	(280,352)
Administrative expense	(6,146)	(6,066)	(5,463)	(5,232)	(5,070)	(4,660)	(4,659)	(4,133)	(4,010)	(4,591)
Other	245	223	199	(178)	(318)	(474)	(711)	(48)	(61)	45
Net Change in Plan Fiduciary Net Position	364,439	(204,986)	1,806,582	(59,514)	330,681	357,734	673,633	3,545	216,901	923,065
Plan fiduciary net position – beginning	9,510,166	9,715,152	7,908,570	7,968,084	7,637,403	7,279,669	6,606,036	6,602,491	6,385,590	5,462,525
Plan fiduciary net position – ending (b)	9,874,605	9,510,166	9,715,152	7,908,570	7,968,084	7,637,403	7,279,669	6,606,036	6,602,491	6,385,590
Commission's net pension liability(asset) – ending (a)-(b)	\$ (328,009)	\$ (762,213)	\$ (1,205,378)	\$ 462,777	\$ (12,435)	\$ (261,500)	\$ 317,803	\$ 617,099	\$ 209,144	\$ (50,305)
Plan fiduciary net position as a percentage of the total pension liability (b) / (a)	103.44 %	108.71 %	114.16 %	94.47 %	100.16 %	103.55 %	95.82 %	91.46 %	96.93 %	100.79 %
Covered payroll (c)	\$ 2,176,639	\$ 2,666,440	\$ 2,225,207	\$ 2,462,544	\$ 2,441,718	\$ 2,268,631	\$ 2,286,395	\$ 2,369,678	\$ 2,382,571	\$ 2,352,297
Commission's net pension liability(asset) as a percentage of covered payroll [(a)-(b)] / (c)	(15.07)%	(28.59)%	(54.17)%	18.79 %	(0.51)%	(11.53)%	13.90 %	26.04 %	8.78 %	(2.14)%

Net pension liabilities are reported using the measurement date, which is one year prior to the reporting date.

See accompanying notes and Report of Independent Auditor

PENINSULA AIRPORT COMMISSION

SCHEDULE OF CHANGES IN TOTAL HEALTHCARE OPEB LIABILITY AND RELATED RATIOS (UNAUDITED)

JUNE 30, 2024

	2023	2022	2021	2020	2019	2018	2017
Schedule of Changes in the Commission's OPEB Liability and Related Ratios:							
Total OPEB Liability:							
Service cost	\$ 164,670	\$ 173,862	\$ 226,766	\$ 341,320	\$ 305,601	\$ 333,652	\$ 387,298
Interest	134,701	90,710	90,681	214,771	208,945	229,887	198,590
Differences between expected and actual experience	(12,888)	132,390	-	(1,045,450)	-	(795,584)	-
Changes of assumptions	257,934	(710,016)	(90,318)	(1,343,817)	302,125	(640,341)	(980,611)
Benefit payments, including refunds of employee contributions	(72,649)	(71,935)	(83,775)	(86,714)	(142,981)	(101,287)	(95,518)
Net Change in Total OPEB Liability	471,768	(384,989)	143,354	(1,919,890)	673,690	(973,673)	(490,241)
Total OPEB liability – beginning	3,676,459	4,061,448	3,918,094	5,837,984	5,164,294	6,137,967	6,628,208
Total OPEB liability – ending (a)-(b)	\$ 4,148,227	\$ 3,676,459	\$ 4,061,448	\$ 3,918,094	\$ 5,837,984	\$ 5,164,294	\$ 6,137,967

OPEB liabilities are reported using the measurement date, which is one year prior to the reporting date.

This schedule is intended to show information for 10 years. Since fiscal year 2018 (plan year 2017) is the first year for this presentation, no earlier data is available. Additional years will be included as they become available.

See accompanying notes and Report of Independent Auditor

PENINSULA AIRPORT COMMISSION

SCHEDULE OF EMPLOYER'S SHARE OF NET GROUP LIFE INSURANCE OPEB LIABILITY (UNAUDITED)

YEAR ENDED JUNE 30, 2024

	2023	2022	2021	2020	2019	2018	2017
GLI Plan:							
Commission's proportion of the net GLI OPEB liability	0.011320%	0.011520%	0.011030%	0.011990%	0.012490%	0.01194%	0.01240%
Commission's proportionate share of net GLI OPEB liability	124,008	\$ 138,712	\$ 128,419	\$ 200,093	\$ 203,246	\$ 182,000	\$ 187,000
Employer's covered payroll	2,666,440	2,504,788	2,225,207	2,462,544	2,441,718	2,268,631	2,286,395
Employer's proportionate share of the net GLI OPEB liability as a percentage of its covered payroll	4.65%	5.54%	5.77%	8.13%	8.32%	8.02%	8.18%
Plan fiduciary net position as a percentage of the total GLI OPEB liability	69%	67.21%	67.45%	52.64%	52.00%	51.22%	48.86%

OPEB liabilities are reported using the measurement date, which is one year prior to the reporting date.

This schedule is intended to show information for 10 years. Since fiscal year 2018 (plan year 2017) is the first year for this presentation, no earlier data is available. Additional years will be included as they become available.

See accompanying notes and Report of Independent Auditor

PENINSULA AIRPORT COMMISSION
SCHEDULE OF EMPLOYER CONTRIBUTIONS (UNAUDITED)

YEAR ENDED JUNE 30, 2024

Year	Contractually Required Contribution	Contribution in Relation to Contractually Required Contribution	Contribution Deficiency (Excess)	Employer's Covered Payroll	Contributions as a % of Covered Payroll
VRS Pension Plan:					
2024	\$ 98,602	\$ 98,602	\$ -	\$ 2,176,639	4.53%
2023	120,790	120,790	-	2,666,440	4.53%
2022	139,928	139,928	-	2,498,721	5.60%
2021	124,612	124,612	-	2,225,207	5.60%
2020	111,829	111,829	-	2,462,544	4.54%
2019	110,854	110,854	-	2,441,718	4.54%
2018	139,067	139,067	-	2,268,631	6.13%
2017	140,156	140,156	-	2,286,395	6.13%
2016	158,058	158,058	-	2,369,678	6.67%
2015	158,918	158,918	-	2,382,571	6.67%
GLI OPEB Plan:					
2024	11,754	11,754	-	2,176,639	0.54%
2023	14,399	14,399	-	2,666,440	0.54%
2022	13,526	13,526	-	2,504,788	0.54%
2021	12,300	12,300	-	2,225,207	0.55%
2020	12,835	12,835	-	2,462,544	0.52%
2019	12,730	12,730	-	2,441,718	0.52%
2018	11,812	11,812	-	2,268,631	0.52%
2017	11,889	11,889	-	2,286,395	0.52%

This schedule is intended to present 10 years of information, additional years will be presented as the information becomes available.

See accompanying notes and Report of Independent Auditor

PENINSULA AIRPORT COMMISSION
NOTES TO REQUIRED SUPPLEMENTAL INFORMATION

YEAR ENDED JUNE 30, 2024

Changes of Benefit Terms: There have been no actuarially material changes to the System benefit provisions since the prior actuarial valuation.

Changes of Assumptions: The actuarial assumptions used in the June 30, 2022 valuation were based on the results of an actuarial experience study for the period from 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, 2019. Changes to the actuarial assumptions as a result of the experience study and VRS Board action are as follows:

- Updated the mortality table to PUB 2010 public sector. For future mortality improvements, replaced the load with a modified Mortality Improvement Scale SP-2020. Increased disability life expectancy for hazardous duty employees.
- Adjusted retirement rates for general employees to better fit experience for Plan 1, set separate rates based on experience for Plan 2 and Hybrid, and changed the final retirement age. Hazardous duty retirement rates were adjusted to better fit experience and changed final retirement from 65 to 70.
- Adjusted withdrawal rates for general employees to better fit experience at each year age and service through nine years of service. Reduced withdrawal rates for hazardous duty employees and changed from rates based on age and service to rates based on service only to better fit experience and to be more consistent with Locals Largest 10 hazardous duty.

SUPPLEMENTARY INFORMATION

PENINSULA AIRPORT COMMISSION
SCHEDULE OF OPERATING INCOME

YEAR ENDED JUNE 30, 2024

	<u>Amount</u>	<u>Percent</u>
AIRFIELD		
Landing and tie-down fees	\$ 243,367	
Fixed base operator commissions	302,865	
Fuel flowage fees	116,660	
Hangar rental and operations fees	886,631	
Total Airfield	<u>1,549,523</u>	<u>29.40%</u>
TERMINAL AND LANDSIDE		
Rents:		
Airline offices	281,812	
Car rental and other	76,974	
Commissions:		
Car rental	1,808,166	
Communications and other	304,222	
Parking lot fees	709,755	
Other	155,398	
Total Terminal and Landside	<u>3,336,327</u>	<u>63.31%</u>
OTHER RENTS	<u>381,647</u>	<u>7.24%</u>
ADMINISTRATIVE AND MISCELLANEOUS	<u>2,396</u>	<u>0.05%</u>
Total Operating Income	<u>\$ 5,269,893</u>	<u>100%</u>

See accompanying notes and Report of Independent Auditor.

PENINSULA AIRPORT COMMISSION

SCHEDULE OF INCOME (LOSS) FROM OPERATIONS BEFORE DEPRECIATION PER ACTIVITY

YEAR ENDED JUNE 30, 2024

	Airfield	Terminal and Landside	Other Rents	Trailer Park	Allocated Costs - Administrative and Miscellaneous	Allocated Costs - Maintenance	Total
Operating Income:	\$ 1,549,523	\$ 3,336,327	\$ 381,647	\$ -	\$ 2,396	\$ -	\$ 5,269,893
Cost of sales	-	248,250	-	-	-	-	248,250
Net operating income	1,549,523	3,088,077	381,647	-	2,396	-	5,021,643
Operating Expenses:							
Advertising	-	-	-	-	50,766	-	50,766
Audit	-	-	-	-	78,905	-	78,905
Commission fee	-	-	-	-	10,149	-	10,149
Communications	-	49,550	-	-	31,408	-	80,958
Crash and rescue	39,953	-	-	-	-	-	39,953
Dues and subscriptions	-	-	-	-	17,175	-	17,175
General office	-	-	-	-	9,618	-	9,618
Insurance	-	-	-	-	275,846	-	275,846
Janitorial supplies	-	19,602	-	-	-	584	20,186
Labor	540,758	1,203,215	207,462	-	319,201	131,636	2,402,272
Miscellaneous	-	-	-	994	152	293	1,439
Payroll taxes and benefits	168,044	341,440	61,197	-	9,284	47,178	627,143
Postage	-	-	-	-	1,815	-	1,815
Professional services	-	-	-	-	136,115	-	136,115
Repairs, maintenance, and supplies	-	-	-	-	817,029	903	817,932
Training	8,603	-	-	-	877	159	9,639
Trash removal	-	39,999	-	-	-	-	39,999
Travel and promotions	81	-	-	-	12,431	2,065	14,577
Uniforms	4,146	-	-	-	-	1,065	5,211
Utilities	45,979	576,784	31,032	346	104,044	39,163	797,348
Other	-	2,461	-	-	7,584	77,986	88,031
Total Operating Expenses	807,564	2,233,051	299,691	1,340	1,882,399	301,032	5,525,077
Income (Loss) from Operations Before Depreciation	\$ 741,959	\$ 855,026	\$ 81,956	\$ (1,340)	\$ (1,880,003)	\$ (301,032)	\$ (503,434)

See accompanying notes and Independent Auditor's Report.

See accompanying notes and Report of Independent Auditor.

COMPLIANCE SECTION

PENINSULA AIRPORT COMMISSION
A COMPONENT UNIT OF THE CITY OF NEWPORT NEWS, VIRGINIA
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2024

<u>Federal Grantor/Program Title</u>	<u>Assistance Listing</u>	<u>Project Number</u>	<u>Expenditures</u>
Department of Transportation:			
Federal Aviation Administration:			
Airport Improvement Program	20.106	3-51-0035-059-2023	\$460,996
Airport Improvement Program	20.106	3-51-0035-060-2023	492,318
Total Airport Improvement Program			<u>\$ 953,314</u>

PENINSULA AIRPORT COMMISSION
A COMPONENT UNIT OF THE CITY OF NEWPORT NEWS, VIRGINIA
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2024

Note 1—Basis of presentation

The schedule of expenditures of federal awards (the "Schedule") include all grants, contracts, and similar agreements entered into directly between the Peninsula Airport Commission (the "Commission") and agencies and departments of the federal government. The information in the Schedule is prepared on the accrual basis of accounting and is presented in accordance with the 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"). The grants reflect transactions for the fiscal year irrespective of the year of grant award and, accordingly, the Schedule does not include a full year's activity for grants awarded or terminated on dates not coinciding with the aforementioned fiscal year.

The Commission has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

There were no awards passed through to subrecipients.

PENINSULA AIRPORT COMMISSION
A COMPONENT UNIT OF THE CITY OF NEWPORT NEWS, VIRGINIA
SCHEDULE OF PASSENGER FACILITY CHARGE REVENUES AND EXPENDITURES

YEAR ENDED JUNE 30, 2024 AND EACH QUARTER DURING THE YEAR ENDED JUNE 30, 2024

	Quarter Ended				Total Year Ended June 30, 2024
	September 30, 2023	December 31, 2023	March 31, 2024	June 30, 2024	
Collections	\$ 50,707	\$ 73,556	\$ 57,762	\$ 59,013	\$ 241,038
Interest	7,584	7,766	7,907	8,037	31,294
	58,291	81,322	65,669	67,050	272,332
Expenditures: Application #6 PFC application administration	-	7,853	-	37,174	45,027
	Beginning Balance				Ending Balance
	<u>\$ 3,021,533</u>				<u>\$ 3,248,838</u>
Running Quarter End Total	<u>\$ 58,291</u>	<u>\$ 73,469</u>	<u>\$ 65,669</u>	<u>\$ 29,876</u>	
Collected and unexpended PFCs	<u>\$ 3,021,533</u>	<u>\$ 58,291</u>	<u>\$ 73,469</u>	<u>\$ 29,876</u>	<u>\$ 3,248,838</u>

Revenues received and expenditures spent on approved projects in the schedule above agree to the Passenger Facility Charge Quarterly Status Reports (PFC Reports) submitted by the Peninsula Airport Commission to the Federal Aviation Administration (FAA).

¹ PFC revenues are shown on this schedule when the cash is received (cash basis).

PENINSULA AIRPORT COMMISSION
A COMPONENT UNIT OF THE CITY OF NEWPORT NEWS, VIRGINIA
NOTES TO THE SCHEDULE OF PASSENGER FACILITY CHARGES

YEAR ENDED JUNE 30, 2024

Note 1—Basis of presentation

The accompanying schedule of passenger facility charges includes the passenger facility charges of the Peninsula Airport Commission (the "Commission") and is presented on the cash basis of accounting. The information in this schedule is presented in accordance with the requirements of the *Passenger Facility Charge Audit Guide for Public Agencies* issued by the Federal Aviation Administration ("FAA").

Note 2—Reconciliation to the statement of revenues, expenses and changes in net position

Passenger Facility Charges ("PFC") are reported on an accrual basis in the Commission's statement of revenues, expenses and changes in net position in the annual financial statements. Reporting standards adopted by the FAA require for purposes of the PFC Revenues and Disbursements Schedule such charges be reported on a cash basis. A reconciliation between cash collections and revenues and expenditures reported on the accrual basis is as follows:

Passenger Facility Charges:

Cash Collections per Schedule of Passenger Facility Charges	\$ 241,038
Less: Prior Year Accrual	-
Add: Current Year Accrual	

Passenger Facility Charges Interest:

Cash Collections per Schedule of Passenger Facility Charges	31,294
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Amount per Statement of Revenues, Expenses, and Changes in Net Position

\$ 272,332

Expenditures:

Cash Disbursements per Schedule of Passenger Facility Charges	\$ 45,027
Add: Amounts paid by the Commission to be reimbursed by the PFC restricted account:	
Expenditures incurred for the Quarter Ending June 30, 2024	-

Amount per Statement of Revenues, Expenses, and Changes in Net Position

\$ 45,027

**Report of Independent Auditor 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 Board of Commissioners
Peninsula Airport Commission
Newport News, Virginia

We have audited, in accordance with the 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 *Specifications for Audits of Authorities, Boards, and Commissions* issued by the Auditor of Public Accounts of the Commonwealth of Virginia (the “Specifications”), the financial statements of the Peninsula Airport Commission (the “Commission”), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission’s basic financial statements, and have issued our report thereon dated December 3, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Commission’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 Commission’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission’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 entity’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 and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We identified a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2024-001 that we consider to be a significant deficiency.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Commission’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* or the *Specifications*.

Peninsula Airport Commission's Responses to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the Commission's responses to the findings identified in our audit and described in the accompanying schedule of findings and responses. The Commission's responses were not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the responses.

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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cherry Bekaert LLP

Richmond, Virginia
December 3, 2024

Report of Independent Auditor on Compliance for the Major Federal Program and on Internal Control over Compliance Required by the Uniform Guidance

To the Board of Commissioners
Peninsula Airport Commission
Newport News, Virginia

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Peninsula Airport Commission's (the "Commission") 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 the Commission's major federal program for the year ended June 30, 2024. The Commission'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 Commission complied, in all material respects, with the types of 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 the Major Federal 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 Commission 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 on compliance for the major federal program. Our audit does not provide a legal determination of the Commission'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 Commission'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 Commission'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 judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of each major federal program as a whole.

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

- Exercise professional judgment 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 Commission'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 Commission'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 Commission'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.

Cherry Bekaert LLP

Richmond, Virginia
December 3, 2024

PENINSULA AIRPORT COMMISSION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2024

A. Summary of Auditor’s Results

- 1. The type of report issued on the basic financial statements: **Unmodified opinion**
- 2. Significant deficiencies in internal control disclosed by the audit of the financial statements: **Yes**
- 3. Material weaknesses in internal control disclosed by the audit of financial statements: **No**
- 4. Noncompliance, which is material to the financial statements: **No**
- 5. Significant deficiencies in internal control over major program: **None reported**
- 6. Material weaknesses in internal control over major program: **No**
- 7. The type of report issued on compliance for major program: **Unmodified opinion**
- 8. Any audit findings which are required to be reported under the Uniform Guidance: **No**
- 9. The program tested as major programs were:

<u>Assistance Listing Number</u>	<u>Name of Federal Program and Cluster</u>
20.106	Airport Improvement Program

- 10. Dollar threshold used to distinguish between Type A and Type B programs: **\$750,000**
- 11. The Peninsula Airport Commission did not qualify as a low-risk auditee under the Uniform Guidance

B. Findings Relating to the Financial Statements Reported in Accordance with Government Auditing Standards

2024-001 – Significant Deficiency – Segregation of Duties and Financial Reporting Review

Criteria: Yearly, the Commission’s Finance Department oversees the preparation, processing, and recordation of thousands of financial transactions that ultimately will be reported externally through its financial statements. The efficient, effective, and timely preparation of the financial statement depends heavily on finance personnel to monthly close the Commission’s general ledger, performing appropriate financial analyses and reconciliations of financial activity, and accumulating the required data for reporting and to ensure Federal Aviation Administration compliance. To verify the transactions are fairly presented, procedures must be in place and functioning effectively to ensure the financial and operational information is complete, accurate, and in accordance with U.S. GAAP. Key to effectively functioning procedures is the segregation of duties throughout the performance of said procedures to reduce the risk of misstatement due to fraud or error.

Condition: As of June 30, 2024, the Commission does not have adequate segregation of duties over initiating, recording, and reconciling transactions involving key financial cycles. Although the size of the Commission’s accounting department limits the extent of separation of duties, we believe certain steps could be taken to separate duties performed by members of the accounting function. The basic premise is that no one employee or individual should have access to both physical assets and the related accounting records or to all phases of a transaction. Specifically, we noted the following examples lacking a segregation of duties:

PENINSULA AIRPORT COMMISSION

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2024

- Our review of the general journal entries revealed that manual entries lack secondary review and approval by someone other than the preparer. We recommend the adoption of a policy whereby all journal entries are approved by a designated member of management of the Commission, separate of the preparer. All entries should be initialed, or electronically signed, by the preparer and the individual approving them in order to attribute responsibility to the appropriate individuals.
- Deferred inflows and outflows related to Virginia Retirement System ("VRS") pension and GLI plans were not properly recorded in the fiscal year ended June 30, 2023. A \$17,413 adjusting entry to the respective deferred amounts was necessary to properly state the ending balances as of June 30, 2024.
- Our review of the Parking Lot Month End Reports revealed that the reports are not being properly reviewed by the Commission.

Cause: Turnover in finance related positions without additional hiring and other Commission personnel cross trained to fill the segregation void.

Effect: Lack of a segregation of duties increases the potential for inaccurate financial reporting and ineffective finance management.

Recommendation: The Commission should review the current level of finance personnel and responsibilities and address any identified deficiencies in number or knowledge of personnel through additional hiring's, re-assignment of responsibilities and cross-training of other Commission personnel to augment the finance control environment.

Views of Responsible Officials and Planned Corrective Actions: During the initial time period of COVID-19, federal and state travel and other economic activity restrictions necessitated a severe reduction in staffing. Anticipation of air travel recovery is being constantly reviewed so staffing plans can be properly structured to achieve the numbers, task assignments, and knowledge necessary to ensure compliance. The national health emergency was anticipated to be temporary. The accommodations and responses to it resulting in staffing deficiency which were expected to be reversed in a pattern consistent with overall air travel recovery. The recovery has proven to be lopsided and on the lower end of the spectrum with respect to all smaller airports. A key driver in the smaller airport recovery is the industry wide recognized shortage in pilots. Especially hard hit is the category of regional commuter jet service designed to feed the central main line airline hub terminals. The Peninsula Airport Commission is no exception and has been significantly impacted by this macro-economic slowdown condition. Airline allocation of their reduced available capacity now appears will be a main driver of continuing staffing decisions. Measures to match operating costs with passenger activity revenue will be required. During the year ended June 30, 2024, further staff reductions were necessary in light of budget and other funding constraints. Significant redistribution of control processes and accounting activity assignments were required as part of the staff reductions. With management's endorsement and support, many accounting transaction processing tasks have been turned over to staff not directly involved in the finance department. The processing time formerly required by the finance department staff is now available for training of non-finance department associates. A side benefit found from this new structure is the staff members not formerly associated with finance activities proved to have knowledge of airport operations which is directly beneficial to understanding the financial transactions. The time burden for these other staff members ended up being less than predicted. The new responsibilities are considered a good control procedure for these accounting control reconciliations and reviews. Having more airport staff involved leads to a natural separation of duties and additional independent sets of eyes on the process. By having more staff involved, it was determined no incompatible process assignments related to journal entry posting or accounting reconciliation controls will be an issue once the plan is fully implemented.

The process of training and allowance for the time necessary to gain the necessary experience is expected to be lengthy. To achieve the fully desired segregation of accounting duties assigned to the identified non-finance staff associates is best handled in a "get it right the first time" objective. The final system design will be handled by the Chief Finance Officer with the review of appropriateness as to assignment of duties managed by the Acting Airport Executive Director. All cross-training and personnel assignments are expected to be in place by July 1, 2025.

PENINSULA AIRPORT COMMISSION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2024

C. Findings and Questioned Costs Relating to Federal Awards

None reported

D. Findings and Questions Costs Related to Passenger Facility Charges

None reported

E. Findings and Questioned Costs Relating to Compliance with Commonwealth of Virginia Laws, Regulations, Contracts, and Grants

None reported

F. Status of Prior Year Findings

Finding 2023-001 was corrected. Finding 2023-003 repeated as finding 2024-001.

**Report of Independent Auditor on Compliance for the Passenger Facility Charge Program
and on Internal Control over Compliance Required by the Passenger Facility Charge
Audit Guide for Public Agencies**

To the Board of Commissioners
Peninsula Airport Commission
Newport News, Virginia

Report on Compliance for the Passenger Facility Charge Program
Opinion on the Passenger Facility Charge Program

We have audited the Peninsula Airport Commission's (the "Commission") compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies* (the "Guide"), issued by the Federal Aviation Administration, that could have a direct and material effect on the Commission's Passenger Facility Charge Program for the year ended June 30, 2024.

In our opinion, the Commission complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its Passenger Facility Charge 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 Uniform Guidance 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 Commission 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 on compliance for the Passenger Facility Charge Program. Our audit does not provide a legal determination of the Commission'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 Commission's Passenger Facility Charge 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 Commission'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 judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the Passenger Facility Charge Program as a whole.

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

- Exercise professional judgment 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 Commission'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 Commission'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 Commission'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 Guide. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Richmond, Virginia
December 3, 2024