



Financial Statements

December 31, 2024 and 2023

Sioux Falls Regional Airport Authority

Sioux Falls Regional Airport Authority

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December 31, 2024 and 2023

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Independent Auditor's Report

The Board of Commissioners
Sioux Falls Regional Airport Authority
Sioux Falls, South Dakota

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the business-type activities of the Sioux Falls Regional Airport Authority ("the Authority") as of and for the years ended December 31, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Sioux Falls Regional Airport Authority as of December 31, 2024 and 2023, and the changes in financial position, and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, 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 Authority'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 Authority'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, Schedule of Authority's Contributions, and Schedule of Authority's Proportionate Share of Net Pension Liability (Asset) 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 GAAS, 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 opinions on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of expenditures of federal awards as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, 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 GAAS. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated April 21, 2025, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, 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 Authority'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 Authority's internal control over financial reporting and compliance.



Sioux Falls, South Dakota
April 21, 2025

This discussion and analysis present the highlights of financial activities and financial position for Sioux Falls Regional Airport Authority ("the Authority"). The analysis focuses on significant financial issues, major financial activities and resulting changes in financial position, and specific issues related to funds and the economic factors affecting the Authority.

Management's Discussion and Analysis (MD&A) focuses on current year activities and the resulting changes. Please read it in conjunction with the Authority's financial statements.

Financial Highlights

The Sioux Falls Regional Airport continued to see record levels of passenger traffic in 2024. Total passengers increased 6.5% for a total number of 1,426,211 travelers which was a new record. 2024 marked the third year in a row of record traffic. Concession revenue increased as well as parking revenue increasing 18.0% compared the previous year, which was another record.

The Sioux Falls Regional Airport saw increased commercial flight activity and up gauges in aircraft type throughout the year contributing to the record level of passengers. Cargo, military, and general aviation flight operations were at similar levels to previous years.

Work was completed on the addition to our Snow Removal Equipment building in the amount of \$6.8 million. However, the major capital project undertaken was the construction of a new 4-level parking structure which began in the Fall of 2023. The \$63 million project was completed and open for business October 1, 2024. Parking revenue has seen a 30% increase since the new structure was opened. Increased revenue is expected to continue into 2025, especially during the peak months of January through March, which see the highest volume of parkers.

Considerable time has been devoted to the design of a new concourse which would provide five gates or a net increase of four gates to allow for future flight growth. The design for this project is \$8.7 million with construction costs estimated at over \$105 million. Airport management has been working with Federal, State and Local governments to secure funding to assist with this generational project. It is expected the Airport Authority will be required to issue \$30 million in revenue bonds to secure the full financing for the projects. Construction is currently planned to begin in July of 2025 and will take an estimated 18-24 months to complete.

In 2024 the largest operating revenue source was parking lot revenue at \$8,283,757, up 18.0% from 2023. The Authority's second largest operating revenue source was airline fees, which are negotiated based on actual costs. The Authority's third largest operating revenue source was car rental commissions, up 31.1% versus the prior year. In 2024, on site-car rental agency revenue reported to the Authority totaled \$22,719,583 resulting in commissions paid to the Authority of \$2,444,085.

Overview of the Financial Statements

The Statements of Net Position provides information about the liquidity and solvency of the Authority by indicating the nature and the amounts of investments in resources (assets), its deferred outflows of resources, obligations to Authority creditors (liabilities), its deferred inflows of resources and its resulting net position. Net position represents the amount of total assets, plus deferred outflows of resources, less total liabilities, less deferred inflows of resources. The organization of the statement separates assets and liabilities into current and non-current components.

The Statements of Revenues, Expenses, and Changes in Net Position provides information for all of the revenues and expenses in order to measure the success of the Authority's operations over the past year. This statement is organized by separating operating revenues and expenses from nonoperating revenues and expenses. Transactions which are reported as capital and related financing activities, non-capital financing activities, or investing activities are reported as components of nonoperating revenues.

The Statements of Cash Flows provides information about the net change in the Authority's cash and cash equivalents and is presented using the direct method of reporting. It provides information about the Authority's cash receipts, cash payments and net changes in cash resulting from operating, investing, and financing activities. Cash receipts and payments are presented in this statement to arrive at the net increase or decrease in cash and cash equivalents for each year.

These statements provide long-term and short-term information about the Authority's financial status. These statements are accompanied by a complete set of Notes to the Financial Statements that communicate information essential for fair presentation of the basic financial statements. As such, the Notes form an integral part of the basic financial statements.

The following tables show the significant changes that have taken place over the past three fiscal years ended December 31, 2024, 2023 and 2022.

Changes in Assets, Deferred Outflows, Liabilities, Deferred Inflows and Net Position

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Assets			
Capital	\$ 223,861,099	\$ 201,242,134	\$ 156,451,378
Other	24,817,549	28,076,236	53,882,216
Total assets	<u>248,678,648</u>	<u>229,318,370</u>	<u>210,333,594</u>
Deferred Outflow of Resources	<u>559,167</u>	<u>639,277</u>	<u>712,127</u>
Liabilities			
Long-term	5,462,425	3,049,268	27,298
Other	3,707,097	5,285,573	1,667,522
Total liabilities	<u>9,169,522</u>	<u>8,334,841</u>	<u>1,694,820</u>
Deferred Inflow of Resources	<u>8,266,009</u>	<u>6,699,082</u>	<u>8,260,367</u>
Net Position			
Net investment in capital assets	216,861,099	198,242,134	156,451,378
Restricted for capital projects	933,549	842,925	706,052
Restricted for pension benefits	142,078	222,408	251,892
Unrestricted	<u>13,865,558</u>	<u>15,616,257</u>	<u>43,681,212</u>
Total net position	<u><u>\$ 231,802,284</u></u>	<u><u>\$ 214,923,724</u></u>	<u><u>\$ 201,090,534</u></u>

Sioux Falls Regional Airport Authority
Management's Discussion and Analysis
December 31, 2024 and 2023

Changes in Statement of Revenues, Expenses, and Net Position

	2024	2023	2022
Operating Revenues			
Rentals and commissions, net	\$ 13,944,376	\$ 11,955,288	\$ 11,207,323
Landing fees	2,162,569	1,773,861	1,284,506
State security reimbursements	46,970	137,425	118,075
Fines, forfeitures and other revenue	740,152	962,160	847,374
Total operating revenues	<u>16,894,067</u>	<u>14,828,734</u>	<u>13,457,278</u>
Operating Expenses			
Depreciation	7,405,580	6,952,830	6,642,811
Personnel	3,739,437	3,306,584	3,022,209
Professional services	1,449,509	1,361,748	1,294,069
Utilities and bulk energy	922,189	854,438	777,704
Repairs and maintenance	621,990	615,856	645,917
Supplies and materials	1,250,483	1,577,889	1,499,722
Insurance	271,717	266,565	242,744
Other expenses	1,204,760	1,245,509	660,177
Total operating expenses	<u>16,865,665</u>	<u>16,181,419</u>	<u>14,785,353</u>
Operating Income (Loss)	<u>28,402</u>	<u>(1,352,685)</u>	<u>(1,328,075)</u>
Nonoperating Revenues			
Passenger facility charges	2,948,312	2,722,074	2,588,347
Customer facility charges	977,118	893,964	809,313
Federal and state grants	11,025,347	9,092,838	17,486,154
Taxes, air flight, net	408,498	514,973	280,702
Interest and investment income	1,259,608	2,302,815	1,030,352
Loss on disposal or retirement of property and equipment	(5,628)	(331,376)	-
Debt issuance costs	(303,475)	(10,000)	-
Miscellaneous	540,378	587	31,029
Total nonoperating revenues	<u>16,850,158</u>	<u>15,185,875</u>	<u>22,225,897</u>
Change in Net Position	<u>\$ 16,878,560</u>	<u>\$ 13,833,190</u>	<u>\$ 20,897,822</u>

The Authority's total net position increased \$16,878,560 or 7.9% over the course of this year's operations.

Capital Assets and Debt Administration

Capital Assets

As of December 31, 2024, the Authority had net investments in capital assets of \$223,861,099 as reflected in the following table. Total depreciation expense for the year ended December 31, 2024, was \$7,405,580.

	2024	2023	2022
Land	\$ 1,152,384	\$ 1,152,384	\$ 1,152,384
Construction in Progress	8,486,490	57,579,384	9,135,037
Buildings	136,999,699	63,434,747	64,435,158
Improvements, Other Than Buildings	148,136,528	144,740,259	156,665,407
Machinery and Equipment	15,387,410	13,306,972	12,786,289
Accumulated Depreciation	<u>(86,301,412)</u>	<u>(78,971,612)</u>	<u>(87,722,897)</u>
Total capital assets	<u>\$ 223,861,099</u>	<u>\$ 201,242,134</u>	<u>\$ 156,451,378</u>

Long-Term Liabilities

At year end, the Authority had long term liabilities of \$7,294,563, consisting of notes payable of \$7,000,000 and compensated absences of \$294,563. More detailed information about the Authority's long-term liabilities is presented in Note 6 to the financial statements.

Factors Bearing on the Authority's Future

The Sioux Falls Regional Airport is supported by a strong local economy which drives leisure and business travel. The Airport continues on firm footing with a modest growth forecast in 2025 of 1-2%. The region continues to see an influx of population that will support stable growth for years to come.

Contacting the Authority's Financial Management

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to Finance and Administration Manager, 2801 N Jaycee Lane, Sioux Falls SD 57104 or visit the Authority's web site at www.sfairport.com.

Sioux Falls Regional Airport Authority

Statements of Net Position

December 31, 2024 and 2023

	2024	2023
Assets		
Current Assets		
Cash and cash equivalents	\$ 11,625,766	\$ 16,885,371
Restricted cash	933,549	842,925
Accounts receivable	799,933	738,848
Grants receivable	1,977,012	1,236,248
Interest receivable	99,050	74,562
Passenger facility charges receivable	460,030	407,193
Customer facility charges receivable	69,276	73,950
Current portion of leases receivable	1,652,025	761,018
Inventories	220,399	164,674
Prepaid expenses	136,807	95,443
Total current assets	17,973,847	21,280,232
Investments		
Certificates of deposit	-	745,741
Other Assets		
Long-term leases receivable	6,840,400	6,041,937
Pension asset	3,302	8,326
Total other assets	6,843,702	6,050,263
Capital Assets		
Land	1,152,384	1,152,384
Construction in progress	8,486,490	57,579,384
Buildings	136,999,699	63,434,747
Improvements other than buildings	148,136,528	144,740,259
Machinery and equipment	15,387,410	13,306,972
	310,162,511	280,213,746
Less accumulated depreciation	(86,301,412)	(78,971,612)
Total capital assets	223,861,099	201,242,134
Total assets	248,678,648	229,318,370
Deferred Outflow of Resources		
Related to pension	559,167	639,277

Sioux Falls Regional Airport Authority
Statements of Net Position
December 31, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Liabilities		
Current Liabilities		
Accounts payable	1,805,478	5,134,583
Accrued salaries	69,481	63,109
Current maturities of notes payable	1,781,113	-
Compensated absences	51,025	87,881
Total current liabilities	<u>3,707,097</u>	<u>5,285,573</u>
Long-Term Liabilities		
Notes payable	5,218,887	3,000,000
Compensated absences - long-term	243,538	49,268
Total long-term liabilities	<u>5,462,425</u>	<u>3,049,268</u>
Total liabilities	<u>9,169,522</u>	<u>8,334,841</u>
Deferred Inflow of Resources		
Related to pension	420,391	425,195
Related to leases	7,845,618	6,273,887
Total deferred inflow of resources	<u>8,266,009</u>	<u>6,699,082</u>
Net Position		
Net investment in capital assets	216,861,099	198,242,134
Restricted for capital projects	933,549	842,925
Restricted for pension benefits	142,078	222,408
Unrestricted	13,865,558	15,616,257
Total net position	<u>\$ 231,802,284</u>	<u>\$ 214,923,724</u>

Sioux Falls Regional Airport Authority
Statements of Revenues, Expenses, and Changes in Net Position
Years Ended December 31, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Operating Revenues		
Rentals and commissions, net	\$ 13,944,376	\$ 11,955,288
Landing fees	2,162,569	1,773,861
State security reimbursements	46,970	137,425
Fines, forfeitures and other revenue	740,152	962,160
Total operating revenues	<u>16,894,067</u>	<u>14,828,734</u>
Operating Expenses		
Depreciation	7,405,580	6,952,830
Personnel	3,739,437	3,306,584
Professional services	1,449,509	1,361,748
Utilities and bulk energy	922,189	854,438
Repairs and maintenance	621,990	615,856
Supplies and materials	1,250,483	1,577,889
Insurance	271,717	266,565
Other expenses	1,204,760	1,245,509
Total operating expenses	<u>16,865,665</u>	<u>16,181,419</u>
Operating Income (Loss)	<u>28,402</u>	<u>(1,352,685)</u>
Nonoperating Revenues (Expenses)		
Passenger facility charges	2,948,312	2,722,074
Customer facility charges	977,118	893,964
Federal and state grants	11,025,347	9,092,838
Taxes - air flight	408,498	514,973
Interest and investment income	1,259,608	2,302,815
Miscellaneous	540,378	587
Loss on disposal or retirement of property and equipment	(5,628)	(331,376)
Loan fees	(303,475)	(10,000)
Total nonoperating revenues (expenses)	<u>16,850,158</u>	<u>15,185,875</u>
Change in Net Position	16,878,560	13,833,190
Total Net Position, Beginning of Year	<u>214,923,724</u>	<u>201,090,534</u>
Total Net Position, End of Year	<u><u>\$ 231,802,284</u></u>	<u><u>\$ 214,923,724</u></u>

Sioux Falls Regional Airport Authority

Statements of Cash Flows

Years Ended December 31, 2024 and 2023

	2024	2023
Operating Activities		
Cash received by providing services	\$ 9,173,029	\$ 8,157,448
Cash received from parking lot customers	7,495,244	6,294,065
Cash received for reimbursements	46,970	137,425
Payments to personnel	(3,495,321)	(3,239,097)
Payments to suppliers	(6,462,686)	(6,171,226)
Net Cash from Operating Activities	6,757,236	5,178,615
Non-Capital Financing Activities		
Taxes - air flight	408,498	514,973
Other contributions	5,360,211	8,890,405
Net Cash from Non-Capital Financing Activities	5,768,709	9,405,378
Capital and Related Financing Activities		
Proceeds from contributions	5,464,750	3,363,075
Proceeds from passenger facility charges	2,895,475	2,694,562
Proceeds from customer facility charges	981,792	931,800
Proceeds from the issuance of debt	4,000,000	3,000,000
Debt issuance costs	(303,475)	(10,000)
Proceeds from sale of property and equipment	-	25,000
Purchases of property and equipment	(32,714,329)	(48,208,435)
Net Cash Used for Capital and Related Financing Activities	(19,675,787)	(38,203,998)
Investing Activities		
Redemptions of certificates of deposit	745,741	3,649,462
Purchases of certificates of deposit	-	(130,342)
Interest received	1,235,120	2,306,229
Net Cash from Investing Activities	1,980,861	5,825,349
Net Change in Cash and Cash Equivalents	(5,168,981)	(17,794,656)
Cash and Cash Equivalents at Beginning of Year	17,728,296	35,522,952
Cash and Cash Equivalents at End of Year	\$ 12,559,315	\$ 17,728,296
Supplemental Disclosure of Cash Flow Information		
Cash and cash equivalents consist of the following		
Cash and cash equivalents	\$ 11,625,766	\$ 16,885,371
Restricted cash	933,549	842,925
	\$ 12,559,315	\$ 17,728,296

Sioux Falls Regional Airport Authority

Statements of Cash Flows

Years Ended December 31, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Reconciliation of Operating Income (Loss) to Net Cash from		
Operating Activities		
Operating Loss	\$ 28,402	\$ (1,352,685)
Adjustments to Reconcile Operating Income (Loss) to		
Net Cash from Operating Activities		
Depreciation	7,405,580	6,952,830
Changes in Assets and Liabilities		
Accounts receivable	(61,085)	6,031
Inventories	(55,725)	14,035
Prepaid expenses	(41,364)	(14,547)
Lease receivable	(1,689,470)	1,313,364
Lease related deferred outflow of resources	1,571,731	(1,518,391)
Accounts payable	(644,949)	(289,509)
Related to pension	80,330	29,484
Accrued salaries	6,372	16,033
Compensated absences	157,414	21,970
Net Cash from Operating Activities	<u>\$ 6,757,236</u>	<u>\$ 5,178,615</u>
Supplemental Disclosure of Noncash Financing Activities		
Capital asset additions included in accounts payable	<u>\$ 1,605,017</u>	<u>\$ 4,289,173</u>

Note 1 - Principal Business Activity and Significant Accounting Policies**Principal Business Activity**

The Sioux Falls Regional Airport Authority (the Authority) was created June 10, 1986, pursuant to South Dakota State law, to operate the affairs of the airport located in Sioux Falls, South Dakota. The Authority is managed by a Board of Commissioners whose members are appointed by the City Council of the City of Sioux Falls. The Authority is not financially accountable for any other organization, nor is the Authority a component unit of any other primary governmental entity.

Basis of Accounting

The financial statements of the Sioux Falls Regional Airport Authority have been prepared using the economic resources measurement focus and the accrual basis of accounting. The accounting policies of the Authority conform to accounting principles generally accepted in the United States of America as applicable to a governmental entity proprietary fund. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority's financial statements contain a statement of net position, a statement of revenue, expenses, and changes in net position, and a statement of cash flows.

The Authority's policy is to first apply unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted resources are available. Also, transactions for which cash flows are reported as capital and related financing activities, non-capital financing activities, or investing activities are reported as components of nonoperating revenues. The Authority reports all other revenues received as operating revenues.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

Cash and Cash Equivalents and Restricted Cash

For purposes of the statements of cash flows, the Authority considers all highly liquid investments with a term to maturity of three months or less when purchased to be cash equivalents.

Restricted cash of the Authority relates to funds set aside from customer facility charges for capital developments and improvements for the Quick Turn Around Facility and other rental car operations.

Receivables and Credit Policies

Accounts receivable are uncollateralized customer obligations due under normal trade terms requiring payment within 30 days from the invoice date. At December 31, 2024 and 2023, accounts receivable were generally due from the airline and car rental industries. Unpaid accounts receivable over 30 days do not bear interest.

Accounts receivable are stated at the amount billed to the customer. Payments of accounts receivable are allocated to the specific invoices identified on the customer's remittance advice or, if unspecified, are applied to the earliest unpaid invoices. The Authority performs periodic credit evaluations of the financial condition of its airline and car rental operators and generally does not require collateral. The carrying amount of accounts receivable is reduced by a valuation allowance that reflects management's best estimate of the amounts that will not be collected. If accounts become uncollectible, they are charged to operations when that determination is made. At December 31, 2024 and 2023, all accounts were considered collectible and therefore an allowance for doubtful accounts is not provided.

Inventories

Inventories are valued at the lower of cost, (first-in, first-out method) or net realizable value and consist of supplies, fuel, and deicer fluid.

Prepaid Expenses

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid expenses. Prepaid expenses are reported using the consumption method and recorded as an expense at the time of consumption.

Lease Receivables

Lease receivables are recorded by the Authority as the present value of future lease payments expected to be received from the lessee during the lease term, reduced by any provision for estimated uncollectible amounts. Lease receivables are subsequently reduced over the life of the lease as cash is received in the applicable reporting period. The present value of future lease payments to be received are discounted based on the interest rate the Authority charges the lessee.

Capital Assets

Capital assets are capitalized at historical cost, or estimated historical cost for assets where actual historic cost is not available. Donated capital assets are recorded at acquisition value at the date of donation. Acquisition value is the price that would have been paid to acquire an asset with equivalent service potential on the date of the donation. The Authority maintains a threshold level of \$3,500 or more for capitalizing capital assets. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Depreciation is computed on the straight-line method over the following estimated useful lives:

Buildings	20 - 50 years
Improvements, other than buildings	5 - 50 years
Machinery and equipment	5 - 30 years

The Authority reviews the carrying value of property and equipment for impairment whenever events and circumstances indicate that the carrying value of an asset may not be recoverable from the estimated future cash flows expected to result from its use and eventual disposition. In cases where undiscounted expected future cash flows are less than the carrying value, an impairment loss is recognized equal to an amount by which the carrying value exceeds the fair value of assets. The factors considered by management in performing this assessment include current operating results, trends and prospects, the manner in which the property is used, and the effects of obsolescence, demand, competition, and other economic factors. Based on this assessment there was no impairment at December 31, 2024 and 2023.

Investments

The Authority invests in certificates of deposits. Investments are valued at their fair value on the statements of net position. Realized and unrealized gains and losses are included in interest and investment income on the statements of revenues, expenses, and changes in net position.

Pensions

For purposes of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension revenue, information about the fiduciary net position of the South Dakota Retirement System (SDRS) and additions to/deletions from SDRS's fiduciary net position have been determined on the same basis as they are reported by SDRS. The Authority contributions and net pension asset are recognized on an accrual basis of accounting. Investments are reported at fair value.

Compensated Absences

Vacation leave is earned by the employees based on years of service. Generally, full-time employees earn five days for the first year of service, 10 days for one to three years of service, 15 days for four to nine years, 20 days for 10 to 18 years, and 25 days for 19 or more years. The vacation year is a calendar year and starts on January 1 of each year based on the vacation earned from the previous year. Employees will be paid for any earned but unused vacation time at termination of employment if proper two-week notice has been given.

Sick leave/bereavement leave for full-time employees is accrued at a rate of 2.46 hours per pay period, for a total of eight days annually. Upon termination, employees who have been employed by the Authority for at least 20 years and accumulated 1,000 hours of sick leave prior to their retirement or death will receive payment for one-fourth of their accrued sick leave hours paid at their regular base hourly rate of pay at the date of retirement or death.

Long-term Obligations

Long-term debt and other long-term obligations are reported as liabilities in the statement of net position. Issuance costs are expensed as they are incurred.

Deferred Outflows of Resources

Deferred outflows of resources represent a consumption of net position that applies to future periods and will not be recognized as an outflow of resources (expense) until then. Deferred outflows of resources consist of unrecognized items not yet charged to pension expense and contributions from the Authority after the measurement date but before the end of the Authority's reporting period.

Deferred Inflows of Resources

Deferred inflows of resources represent an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources consist of the unamortized portion of the net difference between projected and actual earnings on pension plan investments, and other unrecognized items not yet credited to pension expense. Deferred inflows related to leases where the Authority is the lessor are recognized as an inflow of resources (revenue) on the straight-line basis over the term of the lease.

Operating Revenue and Expenses

The Authority recognizes operating revenue and expenses when persuasive evidence of an arrangement exists, services have been provided, the fee is fixed or determinable and collectability is reasonably assured. Operating revenue is comprised of rentals and commissions of airport facilities as well as landing fees from airline operations, state security reimbursements, and fines and forfeitures. All other revenue is considered non-operating.

Air Flight Property Taxes

Air flight property taxes are assessed by the State of South Dakota and certified to the respective County Auditor no later than the fourth Monday in August of each year. The air flight taxes are due and payable on January 1 of the following year, at which time the tax lien on the property attaches as an enforceable lien. The County bills and collects the taxes and remits them to the Authority.

Federal and State Grants

The Authority receives federal financial assistance from the U. S. Department of Transportation Security Administration and state financial assistance from the South Dakota Department of Transportation. The funds are provided to finance capital improvements and are not intended to finance current operations. Accordingly, these federal and state grant funds are recorded as capital contributions.

The Authority also received federal assistance from the federal government under the CARES Act and Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) and American Rescue Plan Act (Arp Act). These funds may be used to finance current operations. Accordingly, these federal funds are recorded as non-operating revenues.

Passenger Facility Charges

The Authority has received approval from the Federal Aviation Administration (FAA) to impose a passenger facility charge (PFC) up to \$4.50 for each enplaned passenger that utilizes the Sioux Falls Regional Airport. The charge is collected by all carriers and remitted to the Authority, less a \$0.11 per passenger handling fee. The proceeds from the PFC's are restricted for use by the Authority for certain FAA approved projects per Code of Federal Regulations (C.F.R.) 158.13. PFC proceeds are recorded as non-operating revenues.

Customer Facility Charges

The Authority began assessing a customer facility charge (CFC) to rental car concessionaires. Current charges are \$3.00 per day with a limit of 14 days. The proceeds from the CFC's are restricted for rental car facilities construction projects. CFC proceeds are recorded as non-operating revenues.

Income Taxes

On June 15, 1988, the Authority received a ruling from the Internal Revenue Service determining that the Authority is a political subdivision and is not required to file a federal tax return.

Reclassifications

Certain reclassification of amounts previously reported have been made to the accompanying financial statements to maintain consistency between periods presented. The reclassification had no impact on previously reported net position.

Adoption of New Standard

As of January 1, 2024, the Authority adopted GASB Statement No. 101, *Compensated Absences*. The provisions of this standard modernize the types of leave that are considered a compensated absence and provides guidance for a consistent recognition and measurement of the compensated absence liability. There was not a significant effect on the Authority's financial statements as a result of the implementation of this standard.

Note 2 - Bank Deposits and Investments

The Authority's deposits are made and held in qualified public depositories. In South Dakota, qualified depositories are required by SDCL 4-6A-3 to maintain at all times, segregated from their other assets, eligible collateral having a value equal to at least 110% of the public deposit accounts which exceed deposit insurance such as the FDIC and NCUA. In lieu of pledging eligible securities, a qualified public depository may furnish irrevocable standby letters of credit issued by Federal Home Loan Banks accompanied by written evidence of that bank's public debt rating which may not be less than "AA" or a qualified public depository may furnish a corporate surety bond of a corporation authorized to do business in South Dakota. The Authority has entered into a general depository agreement in which deposits in excess of the amounts insured by the FDIC shall be fully and continually secured by the bank by the deposit or setting aside of collateral of the types and in the manner as is prescribed by State law for the security of public funds.

The Authority follows an investment policy to maintain an investment portfolio consisting of government backed securities, securities issued by government-sponsored enterprises or federally related institutions that are guaranteed directly or indirectly by the U.S. government (U.S. Agencies), and certificates of deposit.

SDCL 4-5-6 permits public funds to be invested in (a) securities of the United States and securities guaranteed by the United States government either directly or indirectly; (b) repurchase agreements fully collateralized by securities described in (a); or in shares of an open-end; no-load fund administered by an investment company whose investments are in securities described in (a) and repurchase agreements described in (b). Also, SDCL 4-5-9 requires that investments shall be in the physical custody of the Authority or may be deposited in a safekeeping account with any bank or trust company designated by the Authority as its fiscal agent.

Credit Risk - The credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The Authority's investments in certificates of deposit were fully insured by the Federal Deposit Insurance Company (FDIC). Insured deposits are backed by the full faith and credit of the U.S. Government.

Custodial Credit Risk - The custodial credit risk is the risk that, in the event of a depository failure, the Authority will not be able to recover deposits. Authority deposits in excess of depository insurance must be 110 percent collateralized. As of December 31, 2024, \$11,831,523 of the Authority's bank balance of \$12,081,523 was exposed to custodial credit risk. As of December 31, 2023, \$16,665,108 of the Authority's bank balance of \$16,915,108 was exposed to custodial credit risk. At December 31, 2024 and 2023, the amounts in excess of FDIC limits were adequately covered by collateral with securities held by the pledging financial institution.

Exposure to custodial credit risk is summarized below:

	2024	2023
Uninsured and Collateral Held by Pledging Bank	\$ 11,831,523	\$ 16,665,108
Uninsured and Collateral Held by the Pledging Bank's Trust Department Not in the Authority's Name	1,651,303	828,800
	<u>\$ 13,482,826</u>	<u>\$ 17,493,908</u>

Concentration of Credit Risk - The risk of loss attributed to the magnitude of an investment in a single issuer. The Authority does not have a policy regarding concentration of credit risk.

Interest Rate Risk - The interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, then the greater the sensitivity of its fair value to changes in market interest rates. In accordance with the Authority's investment policy, the Authority minimizes the market value risk of investments in the portfolio by structuring its investment portfolio so that securities mature to meet cash requirements for operations, thereby avoiding the need to sell securities in the open market prior to maturity.

As of December 31, 2024 and 2023, CFC contributions of \$933,549 and \$842,925, respectively, are considered restricted cash for rental car construction projects at the Authority under the CFC program requirements.

Note 3 - Fair Value Measurements

The Authority's investments are measured at fair value and are classified according to the following hierarchy:

- Level 1 - Investments reflect prices quoted in active markets.
- Level 2 - Investments reflect prices that are based on a similar observable asset either directly or indirectly, which may include inputs in markets that are not considered active.
- Level 3 - Investments reflect prices based upon unobservable sources.

First Premier Bank in Sioux Falls uses a pricing service to value investments. This service uses market approach pricing which utilizes models and pricing systems as well as mathematical tools and pricing analyst judgment. All investments are priced by this service, which is not quoted prices in an active market, but rather significant other observable inputs; therefore, the investments in certificates of deposit are categorized as level 2.

The fair value of investments at December 31, 2024, is as follows:

<u>Investment Type</u>	<u>Fair Value</u>	<u>Less than 1 year</u>	<u>1-5 years</u>
Certificates of Deposit	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

The fair value of investments at December 31, 2023 is as follows:

<u>Investment Type</u>	<u>Fair Value</u>	<u>Less than 1 year</u>	<u>1-5 years</u>
Certificates of Deposit	<u>\$ 745,741</u>	<u>\$ 745,741</u>	<u>\$ -</u>

Note 4 - Leases Receivable

The Authority has accrued a receivable for land and building leases. The remaining receivable for these leases was \$8,492,425 and \$6,802,955 for the years ended December 31, 2024 and 2023, respectively. Deferred inflows related to these leases were \$7,845,618 and \$6,273,887 as of December 31, 2024 and 2023, respectively. Interest revenue recognized on these leases was \$528,224 and \$430,041 for the years ended December 31, 2024 and 2023, respectively. Principal receipts of \$1,728,010 and \$1,313,364 were recognized during the years ended December 31, 2024 and 2023, respectively. The interest rate on the leases was 6.0%. Final receipt is expected in fiscal year 2056.

For certain lease agreements for airport gates and aprons, specific terms are regulated by the Federal Aviation Administration (FAA). The Authority entered into various lease agreements for the right to use these airport gates and aprons to third parties in accordance with these provisions set by the FAA. Specified regulated terms include limits on lease rates, consistency of lease rates for all lessees, and leasing opportunities made available to any potential lessees if the facilities are vacant. The lease revenue related to these regulated agreements amounted to \$395,529 and \$265,403 for the years ended December 31, 2024 and 2023, respectively.

The future principal and interest receipts as of December 31, 2024, were as follows:

Years Ending December 31,	Principal	Interest
2025	\$ 1,652,025	\$ 447,558
2026	1,536,317	354,021
2027	449,985	297,223
2028	476,095	271,371
2029	196,822	252,475
2030-2034	850,943	1,135,718
2035-2039	1,218,795	827,971
2040-2044	1,259,109	456,361
2045-2049	610,574	177,841
2050-2054	234,389	35,129
2055-2056	7,371	454
	<u>\$ 8,492,425</u>	<u>\$ 4,256,122</u>

Note 5 - Capital Assets

Property and equipment at December 31, 2024, consists of the following:

	Balance 1/1/24	Additions	Retirements or Disposals	Balance 12/31/24
Non-depreciable Assets				
Land	\$ 1,152,384	\$ -	\$ -	\$ 1,152,384
Construction in progress	57,579,384	29,641,036	(78,733,930)	8,486,490
Total non-depreciable assets	58,731,768	29,641,036	(78,733,930)	9,638,874
Depreciable Assets				
Buildings	63,434,747	73,585,112	(20,160)	136,999,699
Improvements, other than buildings	144,740,259	3,396,269	-	148,136,528
Machinery and equipment	13,306,972	2,141,686	(61,248)	15,387,410
Total depreciable assets	221,481,978	79,123,067	(81,408)	300,523,637
Total capital assets	280,213,746	108,764,103	(78,815,338)	310,162,511
Accumulated Depreciation				
Buildings	20,233,548	2,100,074	(14,532)	22,319,090
Improvements, other than buildings	52,180,441	4,602,165	-	56,782,606
Machinery and equipment	6,557,623	703,341	(61,248)	7,199,716
Total accumulated depreciation	78,971,612	7,405,580	(75,780)	86,301,412
Net capital assets	\$ 201,242,134	\$ 101,358,523	\$ (78,739,558)	\$ 223,861,099

Property and equipment at December 31, 2023, consists of the following:

	Balance 1/1/23	Additions	Retirements or Disposals	Balance 12/31/23
Non-depreciable Assets				
Land	\$ 1,152,384	\$ -	\$ -	\$ 1,152,384
Construction in progress	9,135,037	51,775,864	(3,331,517)	57,579,384
Total non-depreciable assets	10,287,421	51,775,864	(3,331,517)	58,731,768
Depreciable Assets				
Buildings	64,435,158	-	(1,000,411)	63,434,747
Improvements, other than buildings	156,665,407	2,144,808	(14,069,956)	144,740,259
Machinery and equipment	12,786,289	1,510,807	(990,124)	13,306,972
Total depreciable assets	233,886,854	3,655,615	(16,060,491)	221,481,978
Total capital assets	244,174,275	55,431,479	(19,392,008)	280,213,746
Accumulated Depreciation				
Buildings	19,331,132	1,746,846	(844,430)	20,233,548
Improvements, other than buildings	61,734,023	4,516,374	(14,069,956)	52,180,441
Machinery and equipment	6,657,742	689,610	(789,729)	6,557,623
Total accumulated depreciation	87,722,897	6,952,830	(15,704,115)	78,971,612
Net capital assets	\$ 156,451,378	\$ 48,478,649	\$ (3,687,893)	\$ 201,242,134

Note 6 - Long-Term Liabilities

Changes in long-term liabilities for the year ended December 31, 2024, were as follows:

	Balance December 31, 2023	Additions	Reductions	Balance December 31, 2024	Current Portion
Note Payable	\$ 3,000,000	\$ 4,000,000	\$ -	\$ 7,000,000	\$ 1,781,113
Compensated Absences*	137,149	157,414	-	294,563	51,025
	<u>\$ 3,137,149</u>	<u>\$ 4,157,414</u>	<u>\$ -</u>	<u>\$ 7,294,563</u>	<u>\$ 1,832,138</u>

*Change in compensated absences is presented as net change

Changes in long-term liabilities for the year ended December 31, 2023, were as follows:

	Balance December 31, 2022	Additions	Reductions	Balance December 31, 2023	Current Portion
Note Payable	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
Compensated Absences	115,179	118,021	(96,051)	137,149	87,881
	<u>\$ 115,179</u>	<u>\$ 3,118,021</u>	<u>\$ (96,051)</u>	<u>\$ 3,137,149</u>	<u>\$ 87,881</u>

Note Payable

During the year ended December 31, 2023, the Authority entered into a revenue obligation loan agreement for the Series 2023 Borrower Note in an amount up to \$10,000,000 to finance construction of a parking ramp and related improvements. As of December 31, 2024, the Authority has drawn \$7,000,000 on this note and does not anticipate any further draws. The note bears an interest rate of 6.10% and calls for monthly payments of interest only commencing January 2024 through December 2024, and monthly payments of principal and interest commencing January 2025. The note requires that the net revenues available for debt service derived from the operation of the parking ramp must equal at least 150% of the project debt service for the fiscal year. The Authority is in compliance with this covenant.

Future principal and interest payments on the note are as follows:

Years Ending December 31,	Principal	Interest
2025	\$ 1,781,113	\$ 350,614
2026	2,060,589	264,931
2027	2,191,706	133,814
2028	966,592	15,253
	<u>\$ 7,000,000</u>	<u>\$ 764,612</u>

Note 7 - Retirement Plan*Plan Information*

All employees, working more than 20 hours per week during the year, participate in the South Dakota Retirement System (SDRS). SDRS is a hybrid defined benefit plan designed with several defined contribution plan type provisions and is administered by SDRS to provide retirement benefits for employees of the State of South Dakota and its political subdivisions. The SDRS provide retirement, disability, and survivor benefits. Authority for establishing, administering, and amending plan provisions are found in SDCL 3-12. The SDRS issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained at <http://sdrs.sd.gov/publications.aspx> or by writing to the SDRS , P.O. Box 1098, Pierre, SD 57501-1098 or by calling (605) 773-3731.

Benefits Provided

SDRS has four classes of members: Class A general members, Class B public safety and judicial members, Class C Cement Plant Retirement Fund members, and Class D Department of Labor and Regulation members.

Members that were hired before July 1, 2017, are Foundation members. Class A Foundation members and Class B Foundation members who retire after age 65 with three years of contributory service are entitled to an unreduced annual retirement benefit. An unreduced annual retirement benefit is also available after age 55 for Class A Foundation members where the sum of age and credited service is equal to or greater than 85 or after age 55 for Class B Foundation judicial members where the sum of age and credited service is equal to or greater than 80. Class B Foundation public safety members can retire with an unreduced annual retirement benefit after age 55 with three years of contributory service. An unreduced annual retirement benefit is also available after age 45 for Class B Foundation public safety members where the sum of age and credited service is equal to or greater than 75. All Foundation retirement benefits that do not meet the above criteria may be payable at a reduced level. Class A and B eligible spouses of Foundation members will receive a 60 percent joint survivor benefit when the member dies.

Members that were hired on/after July 1, 2017, are Generational members. Class A Generational members and Class B Generational judicial members who retire after age 67 with three years of contributory service are entitled to an unreduced annual retirement benefit. Class B Generational public safety members can retire with an unreduced annual retirement benefit after age 57 with three years of contributory service. At retirement, married Generational members may elect a single-life benefit, a 60 percent joint and survivor benefit, or a 100 percent joint and survivor benefit. All Generational retirement benefits that do not meet the above criteria may be payable at a reduced level. Generational members will also have a variable retirement account (VRA) established, in which they will receive up to 1.5 percent of compensation funded by part of the employer contribution. VRAs will receive investment earnings based on investment returns.

Legislation enacted in 2017 established the current COLA process. At each valuation date:

- Baseline actuarial accrued liabilities will be calculated assuming the COLA is equal to the long-term inflation assumption of 2.25%.
- If the fair value of assets is greater or equal to the baseline actuarial accrued liabilities, the COLA will be the increase in the 3rd quarter CPI-W, no less than 0.5% and no greater than 3.5%.
- If the fair value of assets is less than the baseline actuarial accrued liabilities, the COLA will be the increase in the 3rd quarter CPI-W, no less than 0.5% and no greater than a restricted maximum such that, that if the restricted maximum is assumed for future COLAs, the fair value of assets will be greater or equal to the accrued liabilities.

Legislation enacted in 2021 reduced the minimum COLA from 0.5 percent to 0.0 percent.

All benefits except those depending on the Member's Accumulated Contributions are annually increased by the Cost-of-Living Adjustment.

Contributions

Per SDCL 3-12, contribution requirements of the active employees and the participating employers are established and may be amended by the SDRS Board. Covered employees are required by state statute to contribute the following percentages of their salary to the plan: Class A Members, 6.0% of salary; Class B Judicial Members, 9.0% of salary; and Class B Public Safety Members, 8.0% of salary. State statute also requires the employer to contribute an amount equal to the employee's contribution. State statute also requires the employer to contribute an amount equal to the employee's contribution. The Authority's share of contributions to the SDRS for the fiscal years ended December 31, 2024, 2023, and 2022, equal to required contributions each year, were as follows:

Year	Amount
2024	\$ 140,655
2023	127,938
2022	117,907

Pension (Assets) Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows or Resources to Pensions

At June 30, 2024 and 2023, SDRS is 100.00% and 100.10%, respectively, funded and accordingly has a net pension asset. The proportionate shares of the components of the net pension asset of SDRS for the Authority as of December 31, 2024 and 2023, are as follows:

	2024	2023
Proportionate Share of Pension Liability	\$ 12,170,318	\$ 12,360,706
Less Proportionate Share of Net Pension Restricted for Pension Benefits	<u>12,173,620</u>	<u>12,369,032</u>
Proportionate share of net pension asset	<u>\$ (3,302)</u>	<u>\$ (8,326)</u>

At December 31, 2024, the Authority reported an asset of \$3,302 for its proportionate share of the net pension asset. The net pension asset was measured as of June 30, 2024, and the total pension asset used to calculate the pension asset was based on a projection of the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. At June 30, 2024, the Authority's proportion was 0.0815800%, which is a decrease of 0.0037210% from its proportion measured as of June 30, 2023.

For the year ended December 31, 2024, the Authority recognized pension expense of \$80,330.

At December 31, 2023, the Authority reported an asset of \$8,326 for its proportionate share of the net pension asset. The net pension asset was measured as of June 30, 2023, and the total pension asset used to calculate the pension asset was based on a projection of the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. At June 30, 2024, the Authority's proportion was 0.0853010%, which is an increase of 0.0021880% from its proportion measured as of June 30, 2023.

Sioux Falls Regional Airport Authority

Notes to Financial Statements

December 31, 2024 and 2023

For the year ended December 31, 2023, the Authority recognized pension expense of \$29,485.

At December 31, 2024, the Authority 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
Difference Between Expected and Actual Experience	\$ 305,799	\$ -
Changes in Assumption	54,446	415,017
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	124,390	-
Changes in Proportion and Difference Between Authority Contributions and Proportionate Share of Contributions	5,628	5,374
Authority Contributions Subsequent to Measurement Date	68,904	-
	<u>\$ 559,167</u>	<u>\$ 420,391</u>

At December 31, 2023, the Authority 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
Difference Between Expected and Actual Experience	\$ 235,998	\$ -
Changes in Assumption	284,646	416,089
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	55,430	-
Changes in Proportion and Difference Between Authority Contributions and Proportionate Share of Contributions	7	9,106
Authority Contributions Subsequent to Measurement Date	63,196	-
	<u>\$ 639,277</u>	<u>\$ 425,195</u>

Deferred outflows of resources related to pension resulting from the Authority's contributions subsequent to the June 30, 2024, measurement date of \$68,904 will be recognized as a reduction of the net pension liability in the year ending December 31, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense (reduction of pension expense) as follows:

<u>Years Ending December 31,</u>	
2025	\$ (117,034)
2026	158,938
2027	17,552
2028	10,416
	<u>\$ 69,872</u>

Actuarial Assumptions

The total pension asset in the June 30, 2024 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50%
Salary Increases	Graded by years of service, from 7.66% at entry to 3.15% after 25 years of service
Discount Rate	6.50% net of pension plan investment expense. This is composed of an average inflation rate of 2.50% and real returns of 4.00%
Future COLAs	1.71%

All mortality rates were based on Pub-2010 amount-weighted mortality tables, projected generationally with improvement scale MP-2020

- Active and Terminated Vested Members:
 - Teachers, Certified Regents, and Judicial: PubT-2010
 - Other Class A Members: PubG-2010
 - Public Safety Members: PubS-2010
- Retired Members:
 - Teachers, Certified Regents, and Judicial Retirees: PubT-2010, 108% of rates above age 65
 - Other Class A Retirees: PubG-2010, 93% of rates through age 74, increasing by 2% per year until 111% of rates at age 83 and above
 - Public Safety Retirees: PubS-2010, 102% of rates at all ages
- Beneficiaries:
 - PubG-2010 contingent survivor mortality table
- Disabled Members:
 - Public Safety: PubS-2010 disabled member mortality table
 - Others: PubG-2010 disabled member mortality table

The actuarial assumptions used in the June 30, 2024 valuation were based on the results of an actuarial experience study for the period of July 1, 2016 to June 30, 2021.

Investment portfolio management is the statutory responsibility of the South Dakota Investment Council (SDIC), which may utilize the services of external money managers for management of portion of the portfolio. SDIC is governed by the Prudent Man Rule (i.e., the council should use the same degree of care as a prudent man). Current SDIC investment policies dictate limits on the percentage of assets invested in various types of vehicles (equities, fixed income securities, real estate, cash, private equity, etc.). The long-term expected rate of return on pension plan investments was determined using a method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan 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 weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of real rates of return for each major asset class included in the pension plan's target asset allocation as of June 30, 2024 (see the discussion of the pension plan's investment policy) are summarized in the following table using geometric means:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Public Equity	56.3%	3.6%
Investment Grade Debt	22.8%	2.3%
High Yield Debt	7.0%	2.8%
Real Estate	12.0%	4.0%
Cash	1.9%	0.8%
Total	<u>100.0%</u>	

Discount Rate

The discount rate used to measure the total pension liability (asset) was 6.50%. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that matching employer contributions will be made at rates equal to the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability (asset).

Sensitivity of the Employer's Proportionate Share of the Net Pension (Asset) Liability to Changes in the Discount Rate

The following presents the Authority's proportionate share of net pension asset at December 31, 2024 and 2023, calculated using the discount rate of 6.50%, as well as what the Authority's proportionate share of the net pension asset would be if it were calculated using a discount rate that is 1 percentage point lower (5.50%) or one percentage point higher (7.50%) than the current rate:

	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
Authority's Proportionate Share of the Net Pension (Asset) Liability - December 31, 2024	\$ 1,678,069	\$ (3,302)	\$ (1,379,188)
Authority's Proportionate Share of the Net Pension (Asset) Liability - December 31, 2023	\$ 1,706,488	\$ (8,326)	\$ (1,410,716)

Pension Plan Fiduciary Net Position

Detailed information about the plan's fiduciary net position is available in the separately issued SDRS financial report.

Note 8 - Commitments and Contingencies

Construction projects are placed in service once the project is substantially completed. Construction in progress and commitments consisted of construction projects as of December 31, 2024 as follows:

	<u>Total Project Costs</u>	<u>In Process Costs Incurred to Date</u>	<u>Cost to Complete</u>
Cargo Apron Expansion	\$ 11,387,785	\$ 1,739,173	\$ 9,648,612
Tank Monitoring System	35,000	8,748	26,252
Mobile Aircraft Stair	192,998	96,499	96,499
Regulator Replacement - Vault	91,632	1,900	89,732
Concourse Expansion	9,248,768	6,640,170	2,608,598
	<u>\$ 20,956,183</u>	<u>\$ 8,486,490</u>	<u>\$ 12,469,693</u>

The Authority has approved forward commitments of support to various community agencies totaling \$513,332 through 2026 as of December 31, 2024.

Note 9 - Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. Insurance is purchased by the Authority to provide coverage of losses that may occur. Settlement amounts paid did not exceed insurance coverage for the years ended December 31, 2024, 2023, and 2022.

Note 10 - Related Party Transactions

The financial statements of the Authority include payments to the City of Sioux Falls for utilities in the amounts of \$837,706 and \$756,166 during the years ended December 31, 2024 and 2023, respectively. The City Council of the City of Sioux Falls appoints the Authority's Board of Commissioners.



Required Supplementary Information
December 31, 2024 and 2023

Sioux Falls Regional Airport Authority

Sioux Falls Regional Airport Authority
Schedule of Authority's Contributions
December 31, 2015 through 2024

**South Dakota Retirement System
Last 10 Years**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually Required Contribution	\$ 140,655	\$ 127,938	\$ 117,907	\$ 111,620	\$ 105,537	\$ 97,805	\$ 89,374	\$ 82,022	\$ 74,827	\$ 62,852
Contributions in Relation to the Contractually Required Contribution	140,655	127,938	117,907	111,620	105,537	97,805	89,374	82,022	74,827	62,852
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's Covered Payroll	\$ 2,344,255	\$ 2,132,287	\$ 1,965,119	\$ 1,860,326	\$ 1,758,955	\$ 1,630,085	\$ 1,489,567	\$ 1,367,033	\$ 1,247,113	\$ 1,047,533
Contributions as a Percentage of Covered Payroll	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%

Sioux Falls Regional Airport Authority
Schedule of Authority's Proportionate Share of the Net Pension Liability (Asset)
December 31, 2015 through 2024

**South Dakota Retirement System
Last 10 Years**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's Proportion of the Net Pension Liability (Asset)	0.0815800%	0.0853010%	0.0831130%	0.0789820%	0.0781917%	0.0738554%	0.0691863%	0.0639804%	0.0594110%	0.0570954%
Authority's Proportionate Share of Net Pension Liability (Asset) \$	(3,302)	(8,326)	(7,854)	(607,867)	(3,396)	(7,827)	(1,614)	(5,806)	200,685	(242,158)
Authority's Covered Payroll \$	2,249,123	2,135,251	1,908,298	1,749,334	1,671,082	1,579,399	1,409,383	1,295,888	1,129,700	1,042,400
Authority's Proportionate Share of the Net Pension Liability Asset as a Percentage of its Covered Payroll	0.15%	0.39%	0.41%	34.75%	0.20%	0.50%	0.11%	0.45%	17.76%	23.23%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability (Asset)	100%	100%	100%	106%	100%	100%	100%	100%	97%	104%

Notes to Required Supplementary Information

Changes from Prior Valuation

The June 30, 2024 Actuarial Valuation reflects no changes to the plan provisions or actuarial methods and one change to the actuarial assumptions from the June 30, 2023 Actuarial Valuation.

The details of the changes since the last valuation are as follows.

Benefit Provision Changes

During the 2024 Legislative Session no significant SDRS benefit changes were made.

Actuarial Method Changes

No changes in actuarial methods were made since the prior valuation.

Actuarial Assumption Changes

The SDRS COLA equals the percentage increase in the most recent third calendar quarter CPI-W over the prior year, no less than 0% and no greater than 3.5%. However, if the FVFR assuming the long-term COLA is equal to the baseline COLA assumption (currently 2.25%) is less than 100%, the maximum COLA payable will be limited to the increase that if assumed on a long-term basis, results in a FVFR equal to or exceeding 100%.

As of June 30, 2023, the FVFR assuming the long-term COLA is equal to the baseline COLA assumption (2.25%) was less than 100% and the July 2024 SDRS COLA was limited to a restricted maximum of 1.91%. For the June 30, 2023, Actuarial Valuation, future COLAs were assumed to equal the restricted maximum COLA assumption of 1.91%.

As of June 30, 2024, the FVFR assuming future COLAs equal to the baseline COLA assumption of 2.25% is again less than 100% and the July 2025 SDRS COLA is limited to a restricted maximum of 1.71%. The July 2025 SDRS COLA will equal inflation, between 0% and 1.71%. For this June 30, 2024, Actuarial Valuation, future COLAs were assumed to equal the restricted maximum COLA of 1.71%.

Actuarial assumptions are reviewed for reasonability annually and reviewed in depth periodically, with the next experience analysis anticipated before the June 30, 2027, Actuarial Valuation and any recommended changes approved by the Board of Trustees are anticipated to be first implemented in the June 30, 2027, Actuarial Valuation.



**Independent Auditor's Report 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***

The Board of Commissioners
Sioux Falls Regional Airport Authority
Sioux Falls, South Dakota

We have audited, 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 (*Government Auditing Standards*), the financial statements of the business-type activities of Sioux Falls Regional Airport Authority ("the Authority"), as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated April 21, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority'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 Authority'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 have not been identified. 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 material weakness.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority'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*.

Authority's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the finding identified in our audit and described in the accompanying Schedule of Findings and Questioned Costs. The Authority's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

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 Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. However, as required by South Dakota Codified Law 4-11-11, this report is a matter of public record and its distribution is not limited.

The image shows a handwritten signature in cursive script that reads "Eide Bailly LLP". The signature is written in dark ink and is positioned above the printed name and address of the firm.

Sioux Falls, South Dakota
April 21, 2025



Independent Auditor's Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance Required by Uniform Guidance

The Board of Commissioners
Sioux Falls Regional Airport Authority
Sioux Falls, South Dakota

Report on Compliance for the Major Federal Program

Qualified Opinion

We have audited Sioux Falls Regional Airport Authority ("the Authority")'s 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 Authority's major federal program for the year ended December 31, 2024. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Qualified Opinion on Airport Improvement Program

In our opinion, except for the noncompliance described in the Basis for Qualified Opinion section of our report, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major Federal program identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs for the year ended December 31, 2024.

Basis for Qualified Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); 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 Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Matter Giving Rise to Qualified Opinion on Airport Improvement Program

As described in the accompanying schedule of findings and questioned costs, the Authority did not comply with requirements regarding Assistance Listing No. 20.106, Airport Improvement Program, as described in finding number 2024-002 for Reporting.

Compliance with such requirements is necessary, in our opinion, for the Authority to comply with the requirements applicable to that program.

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 Authority's federal 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 Authority'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 GAAS, *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 Authority's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *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 Authority'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 Authority'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 Authority'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

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 and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we did identify a certain deficiency in internal control over compliance that we consider to be a material weakness.

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. We consider the deficiency in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2024-002 to be a material weakness.

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.

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the internal control over compliance finding identified in our compliance audit described in the accompanying schedule of findings and questioned costs. The Authority's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

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.



Sioux Falls, South Dakota
April 21, 2025



Supplemental Information
December 31, 2024

Sioux Falls Regional Airport Authority

Sioux Falls Regional Airport Authority
Schedule of Expenditures of Federal Awards
Year Ended December 31, 2024

<u>Federal Grantor/Program Title</u>	<u>Federal Financial Assistance Number</u>	<u>Project Number</u>	<u>Expenditures</u>
<u>Department of Transportation</u>			
COVID-19 Airport Improvement Program (ARPA)	20.106	AIP3-46-0050-59	\$ 4,765,654
COVID-19 Airport Improvement Program (CARES)	20.106	AIP3-46-0050-62	31,179
Airport Improvement Program	20.106	AIP3-46-0050-63	5,791,514
Airport Improvement Program	20.106	AIP3-46-0050-64	<u>414,000</u>
Total Federal Financial Assistance			<u><u>\$ 11,002,347</u></u>

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards ("the schedule") includes the federal award activity of the Sioux Falls Regional Airport Authority ("the Authority") under programs of the federal government for the year ended December 31, 2024. The information in this schedule 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"). Because the schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported in the schedule are reported on the accrual basis of accounting. When applicable, such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. No federal financial assistance has been provided to a subrecipient.

Note 3 - Indirect Cost Rate

The Authority does not draw for indirect administrative expense and has not elected to use the 10% de minimis cost rate.

Note 4 - Airport Improvement Program

Description of each airport improvement program identified in the schedule is as follows:

Project Number AIP-46-0050-59 - American Rescue Plan Act (ARPA) to reimburse airport operational and maintenance expenses directly related to Joe Foss Field incurred no earlier than January 20, 2020.

Project Number AIP-46-0050-62 - Coronavirus Aid, Relief and Economic Security Act (CARES) to reimburse airport operational and maintenance expenses directly related to Joe Foss Field incurred no earlier than January 20, 2020.

Project Number AIP-46-0050-63 – For Phase 1: Design of expansion to terminal building (approx. 42,000 square feet) and improvements, modifications, and rehabilitation of terminal building (approx. 24,600 square feet).

Project Number AIP-46-0050-64 – For Phase 1: Design of expansion of east cargo apron and reconstruction of east cargo apron.

Section I - Summary of Auditor's Results

FINANCIAL STATEMENTS

Type of auditor's report issued	Unmodified
Internal control over financial reporting:	
Material weakness identified	Yes
Significant deficiencies identified not considered to be material weaknesses	None reported
Noncompliance material to financial statements noted	No

FEDERAL AWARDS

Internal control over major programs:	
Material weakness identified	Yes
Significant deficiencies identified not considered to be material weaknesses	None reported
Type of auditor's report issued on compliance for major programs	Qualified
Any audit findings disclosed that are required to be reported in accordance with Uniform Guidance 2 CFR 200.516 (a):	Yes

Identification of major programs:

<u>Name of Federal Program</u>	<u>Federal Financial Assistance Listing</u>
COVID-19 Airport Improvement Program	20.106
Dollar threshold used to distinguish between type A and type B programs:	\$750,000
Auditee qualified as low-risk auditee?	No

Section II - Financial Statement Findings

**Finding 2024-001 Preparation of Financial Statements and Material Audit Adjustments
Material Weakness**

Criteria - Proper controls over financial reporting include an adequate system for recording and processing entries material to the financial statements, as well as the ability to prepare financial statements and the accompanying notes to the financial statements.

Condition - The Authority does not have an internal control system designed to provide for the preparation of the financial statements. As auditors, we proposed material audit adjustments that would not have been identified as a result of the Authority's existing controls, and therefore could have resulted in a material misstatement of the financial statements. We were also requested to draft the financial statements and accompanying notes to the financial statements.

Cause - The Authority has limited staff to prepare full disclosure financial statements.

Effect - Material audit adjustments were needed at year-end. There is a reasonable possibility that the Authority would not be able to draft the financial statements and accompanying notes to the financial statements that are materially correct without the assistance of the auditors.

Recommendation - It is important that the Authority is aware of this condition for financial reporting purposes. Management and the Board should continually be aware of the financial accounting and reporting of the Authority and changes in the accounting and reporting requirements.

Views of Responsible Officials - Management agrees with the finding and will review the year-end adjustments.

Section III - Federal Award Findings and Questioned Costs

Finding 2024-002 **Department of Transportation**
Federal Financial Assistance Listing 20.106; Awards AIP3-46-0050-59, AIP3-46-0050-62,
AIP3-46-0050-63, and AIP3-46-0050-64.
COVID-19 Airport Improvement Program

Reporting
Material Weakness in Internal Control over Compliance; Material Noncompliance

Criteria - 2 CFR 200.303(a) establishes that the auditee must establish and maintain effective internal controls over the federal awards that provide assurance that the entity is managing the federal awards in compliance with federal statutes, regulations, and the conditions of the federal award. 2 CFR 200.327 and 2 CFR 200.328 require the auditee to collect financial information and monitor its activities under federal awards to assure compliance with applicable federal requirements and performance expectations are being achieved and report these items in accordance with the program requirements.

Condition - The SF-425 annual report dated September 30, 2024, for award AIP3-46-0050-64 underreported the federal share of expenditures by \$23,588, while the FAA Form 5100-127 annual report dated December 31, 2023, for all awards underreported the total capital expenditures and construction in progress by \$2,729,962.

Cause - The Authority does not have an internal control structure designed to ensure amounts reported on SF-425 and FAA Form 5100-127 reports are adequately reviewed and agree to underlying accounting records.

Effect - Lack of compliance with designed internal controls over reporting could result in the Authority reporting incorrect or incomplete information.

Questioned Costs - None reported.

Context/Sampling - A nonstatistical sample of 7 reports out of 27 reports.

Repeat Finding from Prior Year – Yes, prior year finding 2023-002

Recommendation - Management should determine and formalize reporting responsibilities between the Airport and the State and establish review processes to ensure that amounts included in SF-425 and FAA Form 5100-127 reports agree with the underlying accounting records.

Views of Responsible Officials - Management agrees with the finding.