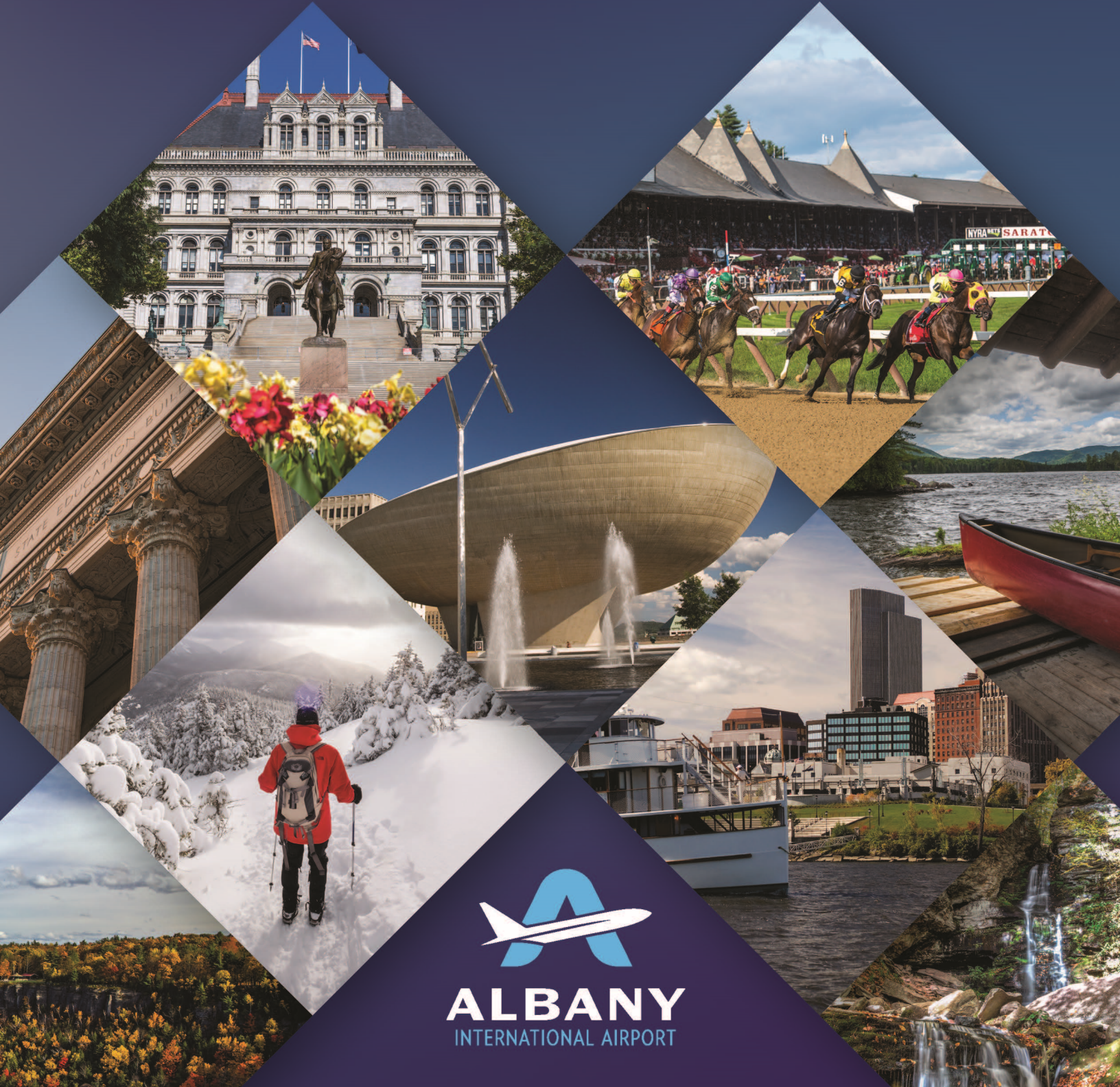


Albany County Airport Authority

A component unit of the County of Albany, located in the Town of Colonie, New York

Annual Comprehensive Financial Report

For the years ended December 31, 2022 and 2021



ALBANY
INTERNATIONAL AIRPORT

Albany County Airport Authority

As of December 31, 2022

Authority Board Members



Samuel A. Fresina
Chair

Term Expires: December 31, 2024



Kevin R. Hicks, Sr.
Vice-Chair

Term Expires: December 31, 2024



Lyon M. Greenberg, MD
Treasurer

Term Expires: December 31, 2021



Steven H. Heider
Secretary

Term Expires: December 31, 2025



Thomas A. Nardacci
Member

Term Expires: December 31, 2024



Sari O'Connor
Member

Term Expires: December 31, 2024



John-Raphael Pichardo
Member

Term Expires: December 31, 2023

Authority Management

Philip F. Calderone, Esq.
Michael F. Zonsius, CPA
Christine C. Quinn, Esq.

Chief Executive Officer
Chief Financial Officer
Authority Counsel



ALBANY COUNTY AIRPORT AUTHORITY
ANNUAL COMPREHENSIVE FINANCIAL REPORT
Year Ended December 31, 2022

Prepared by the
Finance Department

Michael F. Zonsius
Chief Financial Officer

Margaret Herrmann
Chief Accountant

A Component Unit of the County of Albany
Town of Colonie, New York

www.albanyairport.com

CUSIP #012123XXX



Additional information relating to the Airport Authority is available at the Airport's website:
www.flyalbany.com

If you would like any further information, contact the Chief Financial Officer at (518) 242-2204 or at Albany County Airport Authority, 737 Albany Shaker Rd, Main Terminal, Suite 300, Albany, NY 12211

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Introduction



March 27, 2023

Chairman's Message

As we all know, the pandemic hit the airline and travel industry particularly hard, and over the past few years the Authority has worked closely with the Airport executive team to create and maintain realistic budgets, which have preserved the fund balances.

Now as the industry recovers, we are in a position to grow again, and make the strategic investments that will ensure our competitiveness.

The Authority has stepped up and taken on many new roles to advance the overall governance and management of the Airport. This past year we created a Capital Improvements Committee (CIC) to not only oversee the expansion plans and the wide diversity of physical projects, but to increase public transparency and stakeholder engagement. We've also increased accountability of project partners and created clear channels of reporting and approval processes.

Our airline passenger comes first. The Authority is particularly focused on the passenger experience and the things we can do to make improvements large and small. We have engaged Siena Research Institute for our first-ever, large-scale airline passenger survey, which is seeking feedback on all facets of the traveler experience, and we are now working on plans to implement year-round survey methodologies.

We are also extremely grateful to the hard-working and dedicated staff at Albany Airport. The Authority Board is collaborating with executive staff to ensure that employees have fair contracts, rightful wages and opportunities to advance. We need a workforce that knows they are appreciated and wants to remain with us for many years.

Albany Airport is an important contributor to the Capital Region and New York State economy. As such, the Authority is committed to hiring and utilizing local businesses and regional employers. We are particularly interested in creating more opportunities for smaller business, and minority, women, and veteran-owned businesses.

We appreciate the trust placed in us by Albany County, and the strong support from Albany County Executive Dan McCoy and the Albany County Legislature, notably Chairman Andrew Joyce and Majority Leader Dennis Feeney. The Authority and County have a shared vision and mission and we will continue to work closely together. We are also grateful for the support of our federal representatives, U.S. Senate Majority Leader Chuck Schumer, U.S. Senator Kirsten Gillibrand, and Congressman Paul Tonko. And, also to New York State and Governor Kathy Hochul and the Capital Region delegation. We have shown that working together works, and will do everything possible to create more cooperation.

There is still much work to do. An increase in the number and convenience of flight options is necessary for sustained progress and future prosperity of the airport. Passengers and airlines must be assured that Albany is evolving to meet their needs.

We should all be proud of our airport and have confidence that every passenger traveling through the facility will remember their experience favorably, whether it is a visitor's first impression of our New York State Capital, one of many trips, or a place of departure that will make them sad to leave and glad to return.

Samuel A. Fresina
Chairman



March 28, 2023

TO THE MEMBERS OF THE AUTHORITY:

The Annual Comprehensive Financial Report (ACFR) of the Albany County Airport Authority (Authority) for the fiscal year ended December 31, 2022 is hereby submitted to the Authority Board and all others interested in the financial condition of Albany International Airport (Airport). This report is published in accordance with the requirements of the State of New York (State) enabling legislation creating the Authority, Article 9, Section 2800 of the Public Authorities Law, and the master bond resolution covering the issuance of indebtedness by the Authority. Pursuant to those requirements, this Annual Comprehensive Financial Report of the Authority has been prepared in accordance with general accepted accounting principles (GAAP) in the United States of America. This report consists of four sections: Introductory, Financial, Statistical, and Compliance. The basic financial statements included in the Financial Section have been audited by Marvin and Company, P.C.

This report is management's representations concerning the financial position and changes in net financial position of the Authority. Consequently, management assumes full responsibility for the completeness and reliability of all the information presented in this report. To provide a reasonable basis for making these representations, management of the Authority has established a comprehensive internal control framework that has been designed to both protect the Authority's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Authority's financial statements in conformity with GAAP. Because the cost of internal controls should not exceed anticipated benefits, the Authority's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this report is complete and reliable in all material respects.

This introductory letter of transmittal should be read in conjunction with Management's Discussion and Analysis (MD&A) which provides an introduction, overview and analysis of the basic financial statements for 2022. The MD&A is located immediately following the report of the independent auditor in the Financial Section. The MD&A is required supplementary information to the basic financial statements, but is not a part of the basic financial statements and was not audited.

INDEPENDENT REVIEW

FINANCIAL AUDIT

The goal of an independent audit is to provide reasonable assurance that the basic financial statements of the Authority for the year ended December 31, 2022 is free of material misstatement. The independent audit involves examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management and evaluating the overall financial statement presentation. The independent auditor concludes, based upon their audit, that there is a reasonable basis for rendering an unmodified ("clean") opinion and that the Authority's financial statements for the year ended December 31, 2022 is presented in conformity with GAAP. The independent auditor's report is the first component of the Financial Section.

UNIFORM GUIDANCE AUDIT

The independent audit of the financial statements is part of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards commonly called the “Uniform Guidance”, relative to financial funds received from the U.S. Government, the New York State Department of Transportation Draft Part 43 of the Codification of Rules and Regulations, relative to State transportation funds received, and also, in conformity with the provisions of the Passenger Facility Charge Audit Guide for Public Agencies. The standards governing these provisions require the independent auditor to report on the fair presentation of the financial statements and on the Authority’s internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal and state grant awards. The independent auditor’s reports are included in the Compliance Section.

As a recipient of federal and state financial assistance, the Authority also is responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. As part of the Authority’s Uniform Guidance audit, tests were made to determine the adequacy of the internal control structure, including that portion related to federal assistance awards, as well as to determine that the Authority has complied with applicable laws and regulations. The results of the Authority’s audit under the Federal Uniform Guidance for the year ended December 31, 2022 provided no instances of material weaknesses in the internal control structure and no instances of noncompliance that are required to be reported under Government Auditing Standards.

THE AUTHORITY

The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation established and existing pursuant to the Albany County Airport Authority Act, Title 32 of Article 8, as amended, of the State of New York Public Authorities Law (Act). The State created the Authority in 1993 in order to promote the strengthening and improvement of the Airport and to facilitate the financing and construction of the initial Terminal Improvement Project (TIP), other subsequent capital improvement plans and gave the Authority the power to operate, maintain and improve the Airport.

The County of Albany (County) and the Authority entered into a permanent Airport Lease Agreement dated December 5, 1995, which became effective May 16, 1996 following approval by the Federal Aviation Administration (FAA) of the United States Department of Transportation for the transfer of the sponsorship of the Airport from the County to the Authority. Under the Lease Agreement the County leases to the Authority the Airport, including all lands, buildings, improvements, structures, easements, rights of access, and all other privileges and appurtenances pertaining to the Airport. On November 5, 2018, the termination date of the lease was extended from May 16, 2036 to December 31, 2049.

The Act creating the Authority set forth the following for its creation:

GOALS– To provide adequate, safe, secure and efficient aviation and transportation facilities at a reasonable cost to the people.

OBJECTIVES – (1) To promote safe, secure, efficient and economic air transportation by preserving and enhancing Airport capacity; (2) to acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services; (3) to stimulate and promote economic development, trade and tourism; (4) to form an integral part of a safe and effective nationwide system of Airports to meet the present and future needs of civil aeronautics and national defense and to assume inclusion of the Authority’s facilities in state, national and international programs for air transportation and for airway capital improvements; and

(5) to ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the state and the capital district area.

THE REPORTING ENTITY

The Authority is composed of seven members with four members appointed by the majority leader of the Albany County Legislature and three members by the Albany County Executive, all with approval of the Albany County Legislature. The Authority members are appointed for a term of four years or until a successor is appointed, except that any person appointed to fill a vacancy is appointed to serve only the unexpired term.

Mr. Samuel A. Fresina became the Chair in 2021. Phillip F. Calderone, Esq., Chief Executive Officer is responsible for planning and directing the management of all operations at the Airport including its capital improvement programs. Michael F. Zonsius, CPA, Chief Financial Officer, is responsible for financial planning, budgeting, operating and capital accounting procedures and controls, debt management, and all Authority financial policies and procedures.

The Authority has engaged the services of AFCO AvPorts Management LLC, (d/b/a AvPorts) to manage the daily operations of the Airport and REW Investments, Inc. (d/b/a Million Air-Albany) to manage the daily operations of the Fixed Base Operations (FBO). An Organizational Chart is included in this Introductory Section.

Based on the County's responsibility for the appointment of Authority members and their approval of all Airport capital improvement programs and for the issuance of certain debt, the Authority is defined as a component unit of the County under the criteria established by the Governmental Accounting Standards Board (GASB). The Authority has one component unit created in 2009 – the Albany County Airport Authority OPEB Trust – which is reported as a fiduciary component unit.

PROFILE OF ALBANY INTERNATIONAL AIRPORT

Albany International Airport is the gateway to the New York State Greater Capital Region. The Airport, located on approximately a 1,165 acre site in the Town of Colonie, is the primary provider of commercial air transportation to the Albany area, including the northeast-central region of the State, southern Vermont and western Massachusetts. The Airport, located seven miles from downtown City of Albany, is accessible via U.S. Interstate 87, 88 and 90 highways. The Airport is strategically located at the center of New York's Capital Region and represents the heart of the burgeoning Hudson Valley Corridor known as "Tech Valley."

The Airport is defined by the FAA as a small air traffic hub, an Airport which handles between 0.05 percent and 0.249 percent of the enplaned passengers by U.S. air carriers nationwide. Based on the latest FAA data available, in 2022 the Airport ranked 91st in total enplanements and 104th in total cargo landed weight. The Airport also ranked 334th in total aircraft operations in 2022.

The Airport has two primary runways, 1/19 and 10/28. The Airport services commercial, cargo, general aviation and military operations with a 24-hour operating air traffic control tower, U.S. Customs and Border Protections support services, and general aviation FBO facilities. Additional Airport data information is included in the Statistical Section of this report.

AIRPORT ECONOMICS AND DEMOGRAPHICS

The Airport's 13 county primary air-trade service area for drawing passengers, located in New York State, southern Vermont and western Massachusetts, is home within a 75-mile radius to approximately 1.382 million people and many businesses. Albany's secondary air-trade service area extends in a 150-mile radius from the Airport deeper into New England and upstate New York and adds an additional population of approximately 1.75 million for a combined total population approximating 3.13 million in the combined areas.

The Airport's primary air trade area is at the core of the State Capital of the Nation's 4th largest state by population with more than fifty-thousand state employees and the "Tech Valley," an ongoing high-technology development program. High tech development continues in the region. The College of Nanoscale Science and Engineering at the SUNY Polytechnic Institute campus in Albany continues to expand its nanotechnology research and development programs. This nanotechnology center is located within a few miles of the Airport and is the first college in the world dedicated to research, development, education, and deployment in the disciplines of nanoscience, nanoengineering, nanobioscience, and nanoeconomics. With over \$16 billion in public and private investments, CNSE's Albany NanoTech Complex has attracted over 250 global corporate partners - and is the most advanced research complex at any university in the world. Nearby Rensselaer Polytechnic Institute is home to the Center for Biotechnology and Interdisciplinary Studies. This technology research center ranks among the world's most advanced research. Computer chip manufacturer GlobalFoundries built a major chip fab plant 20 miles north of the Airport that became operational in 2012. The combination of technology businesses and comparatively low unemployment rates position Albany for continued growth in airline activities and passenger usage of the airport.

The Airport's air-trade service area is also the home to world-class summer and winter vacation and recreation attractions that draw individuals and families from across the nation and from around the globe. The Adirondack, Berkshire, Catskill and Green Mountains, Lake George, the Hudson River Valley, and the Mohawk River - Erie Canal corridor offers a cornucopia of excellent entertainment and recreation venues. Features such as the Baseball Hall of Fame in Cooperstown, the Olympic Village in Lake George, the 130-year-old Saratoga Thoroughbred Race Track, and the Tanglewood and Saratoga Performing Arts Centers highlight this region. This area is also home for numerous major colleges, universities and hospitals, the largest of which are set forth in the Statistical Section of this report.

AIRLINE ECONOMICS

In 2020, the COVID-19 pandemic took hold and devastated the airline industry with an estimated decrease of approximately \$57.0 billion in airline passenger revenue according to International Civil Aviation Organization (ICAO). Airlines responded to the pandemic by reducing fleet sizes, work forces, and airline seat capacity.

Albany International Airport monthly non-stop scheduled flights at the airport decreased from 1,391 in January 2020, to 693 in December and seat capacity declined from 141,803 to 64,017 over the same period. Cargo tonnage fared better in 2020, increasing 10.0 percent versus the 5.7 percent domestic national level.

By the end of 2021 and with the introduction of as vaccines, the airline industry showed signs of improvement and Airport monthly scheduled flights and seat capacity increased to 1,096 and 114,381, respectively. The airline industry continued improvement and as 2022 came to a closed, Airport monthly scheduled flights and seat capacity increased to 1,165 and 124,744, respectively.

The historical COVID-19 affects for the past five years on the entire airline industry is shown below:

	Domestic Passengers	Flights	Load Factor	Net Income (\$000)	Operating Revenues (\$000)
2018	777,972,787	8,398,404	84.47	\$ 14,109,503	\$ 171,685,954
2019	811,545,260	8,549,869	85.11	15,705,970	179,341,805
2020	335,607,840	5,168,671	58.90	(24,600,755)	93,274,028
2021	605,934,779	6,758,224	77.68	4,637,444	143,725,716
2022	687,857,315 ⁽¹⁾	6,811,190 ⁽¹⁾	84.83 ⁽¹⁾	3,741,502 ⁽²⁾	149,712,305 ⁽²⁾

⁽¹⁾ Through December 2022

⁽²⁾ Through third quarter 2022

SOURCE: Bureau of Transportation Statistics T-100 Market Data.
Bureau of Transportation Statistics F41 Schedule P12 data.

AUTHORITY'S FINANCIAL RESOURCES

The information presented in the Financial Section is best understood when it is considered from the broader perspective of the specific environment within which the Airport operates. The Authority's and Airport's profile, its goals and objectives, the Airport's economic and demographics and the Authority's financial resources are all components of the Airport's financial health and its ability to meet its financial obligations and service commitments.

FINANCIAL CONTROLS

The Authority prepares an annual operating budget on the modified accrual basis of accounting. This basis differs from full accrual basis of accounting in that certain expenses are included on a cash basis. These include an expenditure classification for the principal portion of long-term debt obligations, the local share for certain capital projects, and the lack of depreciation expense. All other major revenues and expenses are included in the budget on the accrual basis. The Authority adopts an annual operating budgetary basis of accounting to facilitate calculation of the rates and charges billed to the airlines. A separate capital improvement program budget is prepared for capital projects given their multi-year nature.

The Authority and the Airlines extended the five-year agreement that began January 1, 2016 with basically the same rates and charges model. After the initial one-year term in 2021, there are three one-year options and one two-year option extensions. The Agreement includes a majority-in-interest (MII) provision that allows for airline disapproval of capital projects, subject to a number of exceptions, if they would add to airline rates and charges. The MII disapproval occurs if a project is disapproved by more than 50% of the signatory airlines representing not less than 50 percent of the maximum gross landed weight of all signatory airlines during the most recent six months or Airlines representing more than 50% of the total signatory terminal rentals for the most recent six months for projects in the Terminal. The Authority must also notify the Signatory Airlines of any project in excess of \$1,000,000, net of any state and federal grants, in the Airfield or Terminal.

The Agreement with the signatory airlines incorporates a hybrid method for calculating airline rates and charges which applies a residual rate making methodology for the airfield and a compensatory methodology for the terminal. The Agreement provides for the signatory passenger airlines to receive

50% of the Airport's net revenues, as defined in Agreement. The Authority also has the ability under the Agreement to adjust airline rates and charges at any time throughout the year to ensure adherence to all financial covenants in its bond resolutions. No such adjustments were required during 2020 or in any prior year.

OPERATING FINANCIAL PLANNING

As part of preparing its operating budget, each year the Authority prepares a multi-year projection of revenues and expenses for airline activities covering the next five years in accordance with the current Airline Use and Lease Agreement, and beyond assuming that the Agreement remains substantially unchanged. The budget projections for 2023 assumed enplanements would be 1,400,000 due to the lingering effects of the COVID-19 pandemic. If the budget assumptions and activity projections prove to be reasonable, the projected airline cost per enplanement, net of revenue sharing, should approximate \$7.30, excluding FBO costs per enplaned passengers, and debt service coverage should be 1.87 (Net Revenues to Net Debt Service calculated under the provisions of the Master Bond Resolution). Certain assumptions are used in determining the projected activity levels and the related projected revenues and expenditures at this Airport and accordingly, subsequent actual results in any one year, or for the entire period, could differ substantially from those projected. Details for these projections are included in the Authority's adopted million 2023 Operating Budget (including debt service), which is on the Authority's web site.

CAPITAL FINANCIAL PLANNING

A \$180 million 2020-2024 capital improvement program was approved by the Authority and County in 2019. The budget consisted of \$48 million in airfield improvements, \$63 million in terminal improvements, \$57 million in landside improvements and \$12 million in vehicle and equipment purchases.

In 2022, the capital improvement program was increased to \$351.3 million to accommodate the construction of the parking garage to terminal connector.

All the projects included in the five-year program are designed to meet the objectives as set forth in the Airport's 2020-2024 Capital Plan. All projects have or will be subject to a Federal Environmental Assessment (FEA) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, and a New York State Environmental Impact Statement (EIS) under the New York State Environmental Review Act (SEQR). Specific airfield related projects eligible for Federal or State funding support will also be subject to Federal Aviation Administration and New York State Department of Transportation review and approval.

The total effect any capital program will have on future operating budgets are evaluated at the time a specific project is authorized by the Authority to be started unless a project is mandated for safety or health purposes. All capital projects completed in 2022, or scheduled for completion in 2022, have their projected additional operating costs and related revenues incorporated into the Authority's 2022 Operating Budget.

The following Federal Aviation Administration Airport Improvement Program (AIP) Grant was awarded in 2022:

Capital Grants		
AIP150-22	Runway 10-28 Pavement Rehabilitation	\$4,224,526

In 2022, the Federal Aviation Administration approved application PFC05, the collection of approximately \$26.2 million of Passenger Facility Charges for five airport projects. The expiration date for the collection of PFCs is now extended to July 1, 2027.

FISCAL CAPACITY

The Authority has the ongoing ability and willingness, as needed, to raise revenues, incur debt, control expenses and meet its financial obligations as they become due. In adopting its 2023 Annual Budget, the Authority projected 1,400,000 enplanements, an increase of approximately 190,471 of 2022 actual levels. The Authority has set its rates and charges for 2023 under the Airline Use and Lease Agreement to meet all projected obligations. For 2023, signatory landing fees have been set at \$4.18 per 1,000 pounds landed weight, compared to \$3.53 budgeted in 2022; apron fees at \$1.65 per square foot, compared to \$1.48 budgeted in 2022; and the terminal rental rate at \$94.08 per square foot, compared to \$78.41 budgeted in 2022.

As of December 31, 2022, the Authority had approximately \$26.9 million in unrestricted funds available. The Authority also had approximately \$8.2 million in restricted operating and maintenance reserves that is more than sufficient to meet two months of operating expenditures and \$500,000 in an equipment repair & replacement reserve fund. In addition, the Authority had approximately \$7.7 million in debt service reserve funds, plus approximately \$8.2 million in Passenger Facility Funds on-hand. The Authority does not anticipate experiencing any cash flow deficiencies during 2023 requiring short-term cash flow financing or increases during the year to the rates and charges billed to the Airlines

DEBT CAPACITY

The Albany County Airport Authority Act sets the Authority's debt limit at \$285 million. At December 31, 2022, there is approximately \$66.8 million of debt outstanding issued directly by the Authority to be reduced by approximately \$7.0 million of principal payments during 2023. Debt service coverage was 2.19 for 2022 and is projected to be 1.87 for 2023 based on the adopted budget. Currently the Authority's entire debt portfolio is fixed rate debt.

AUTHORITY'S INITIATIVES

The Airport moved forward with various activities during 2022 to enhance and maintain the services provided to the airlines, the traveling public, and other uses of the Airport. These initiatives include:

- The Authority continued to aggressively pursue the air service opportunities to Airlines and promoted underserved markets.
- Rehabilitation of Runway 10/28.
- Continued the first Master Plan in nearly thirty years.
- The Authority continued to control costs and maintained reasonable rates and charges for an airport that provides a high level of services to its airlines including jet bridge maintenance, all janitorial services, waste removal and utilities.
- Continues to establish partnerships with strategic community stakeholders, corporations, colleges and universities to further regional growth and economic growth.

AWARDS

FINANCIAL REPORTING

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its annual financial report (ACFR) for the fiscal year ended December 31, 2021. This was the twenty-sixth consecutive year that the Authority has achieved this prestigious award. In order to receive this award a government unit must publish an easily readable and efficiently organized ACFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that this 2022 ACFR continues to meet the Certificate of Achievement Program's requirements and will be submitting it to the GFOA to determine its eligibility for a certificate.

DISTINGUISHED BUDGET PRESENTATION

The Government Finance Officers Association of the United States and Canada (GFOA) also has presented an award of Distinguished Presentation to the Authority for its annual budget for 2022. In order to qualify for this award, a governmental unit must publish a budget document judged proficient in several categories including as a policy document, as an operations guide, as a financial plan, and as a communications device. The 2023 budget has been submitted to the GFOA to determine its eligibility for an award.

ACKNOWLEDGMENTS

It is the strong continuing commitment of the Authority Board to the highest standards of financial reporting, disclosure and professionalism that the preparation of this report has been accomplished and for that we extend our sincere appreciation. We also give credit for the dedication, service and performance by all the employees of the Authority, AvPorts and Million Air-Albany in cooperation with all the employees of the airlines and other tenants located at the Airport for serving all the travelers, users and visitors to the Airport.

The preparation of this report on a timely and efficient basis is achieved by the professionalism, efficiency and dedicated services contributed by the entire staff of the Finance Department under the guidance of Margaret Herrmann, Chief Accountant. We wish to express our appreciation for their continuing efforts for maintaining the highest standards of professionalism in managing the financial operations of the Authority in a progressive and responsible manner. It is recognized and a source of pride to the Authority. We also express our specific appreciation to all members of the Finance Department who contributed to assembling and formatting the data included in this report.

CERTIFICATION

The following sections of this report include the basic financial statements of Authority for the fiscal year ended December 31, 2022 including the Independent Auditor's Report on the basic financial statements. The Auditor's Report provides an unmodified opinion. Based on our knowledge, the information provided in the basic financial statements is accurate, correct and does not contain any untrue statement of material fact; does not omit any material fact which, if omitted, would cause the basic financial statements to be misleading in light of the circumstances under which such statements are made; and fairly presents

in all material respects the financial condition and results of operations of the Authority as of, and for, the periods presented in the basic financial statements.

Respectfully submitted:

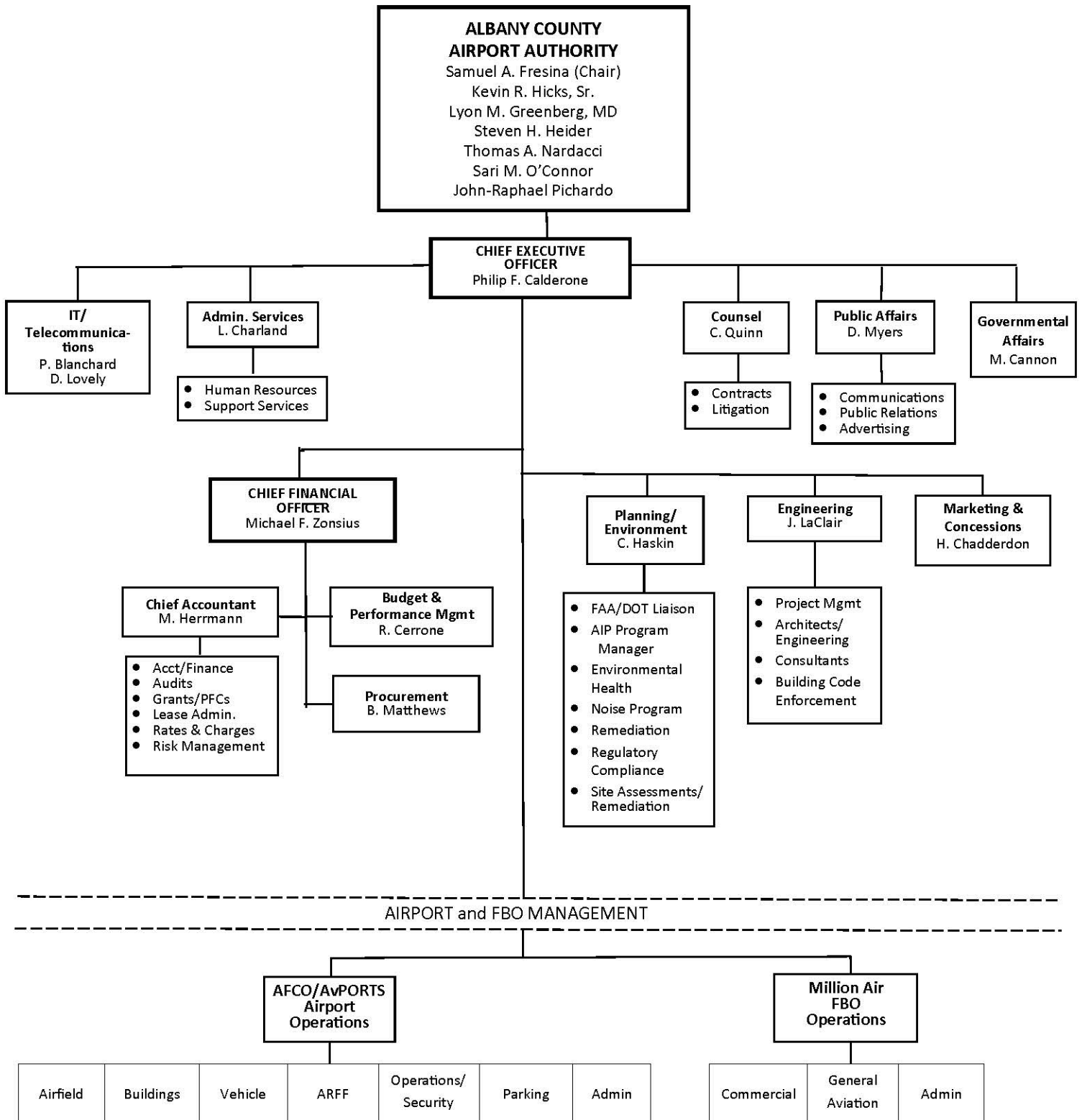
Handwritten signature of Phillip F. Calderone in cursive script.

Phillip F. Calderone, Esq.
Chief Executive Officer

Handwritten signature of Michael F. Zonsius in cursive script.

Michael F. Zonsius
Chief Financial Officer

ALBANY INTERNATIONAL AIRPORT ORGANIZATIONAL CHART





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

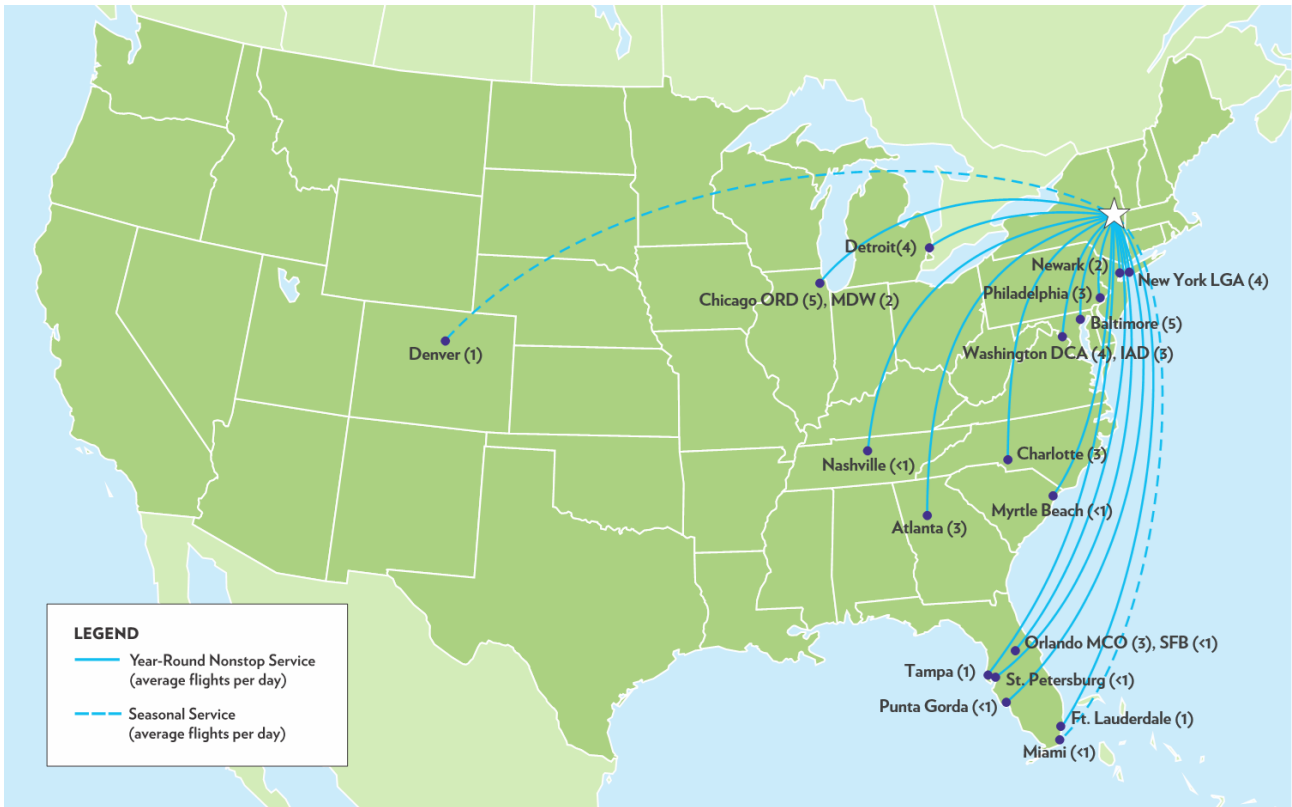
**Albany County Airport Authority
New York**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morill

Executive Director/CEO



21 non-stop destinations are served from Albany
 with
 44 daily flights to 15 destinations

 6 destinations are served with non-daily flights

Source: Innovata, via Cirium, based on March 2023 schedules.
 Denver service scheduled to begin in July 2023

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Financial



BUSINESS
ADVISORS
AND CPAS

INDEPENDENT AUDITOR'S REPORT

To the Members
Albany County Airport Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the business-type activities and fiduciary funds of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the year ended December 31, 2022, 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 financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary funds of the Albany County Airport Authority as of December 31, 2022, and the respective change in financial position and, where applicable, cash flows thereof 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. 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 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 opinion.

Prior Period Financial Statements

The financial statements as of December 31, 2021, were audited by Marvin and Company, P.C., who merged with Mengel, Metzger, Barr & Co. LLP as of January 1, 2023, and whose report dated March 24, 2022, expressed an unmodified opinion on those statements.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these 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.

Canandaigua + Elmira + Latham + Queensbury + Rochester

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

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

- Exercise professional 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 changes in net OPEB liability and related ratios, schedule of actuarially determined contribution - deficiency/(excess), schedule of OPEB actuarial methods and assumptions, schedules of proportionate share of net pension liability (asset) and schedule of authority contributions on pages 19 through 27, 71 through 76 be presented to supplement the basic financial statements. Such information, 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 opinions on the financial statements that collectively comprise the Albany County Airport Authority's basic financial statements. The introductory section on pages 1 through 13, the schedule of debt service requirements to maturity and of governmental payments and services on page 78 and 79, the insurance schedule on page 80, the customer facility charges statement on page 82, the statistical section on pages 83 through 108, and the biographies of the Authority's members and senior staff on pages 120 through 129 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance for the year ended December 31, 2022, is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and by the New York State Department of Transportation *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* and are also not a required part of the basic financial statements. The accompanying Schedule of Passenger Facility Charges Collected and Expended for the year ended December 31, 2022, is presented for purposes of additional analysis as specified in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and is also not a required part of the basic financial statements.

The schedule of debt service requirements to maturity, the schedule of government payments and services, the Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance, and the Schedule of Passenger Facility Charges Collected and Expended are 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. Such 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 information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory section, the statistical section and biographies have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 28, 2023 on our consideration of the Albany County Airport Authority'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 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 Albany County Airport Authority's internal control over financial reporting and compliance.

Mengel, Metzger, Barw & Co. LLP

Latham, NY
March 28, 2023

MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management's Discussion and Analysis (MD&A) of the Albany County Airport Authority (the Authority) provides an introduction of the basic financial statements for the year ended December 31, 2022 with selected comparative information for the years ended December 31, 2021 and December 31, 2020. Management prepared this unaudited MD&A, which should be read in conjunction with the financial statements, and the notes thereto, which follow in this section.

Overview of the Financial Statements

The Authority is a business-type activity and the Authority's basic financial statements include: the *Statements of Net Position*, the *Statements of Revenues, Expenses and Changes in Net Position* and the *Statements of Cash Flows*. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB). Also included are the *Statements of Fiduciary Fund Net Position*; and the *Statements of Changes in Fiduciary Fund Net Position* for the Authority's Fiduciary Fund which also has a December 31st year end.

The *Statements of Net Position* depict the Authority's financial position at December 31, 2022 and December 31, 2021, the end of the Authority's previous fiscal year. The Statements reports all assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. Net position is displayed in three components: net investment in capital assets, restricted (distinguished between major categories of restrictions) and unrestricted.

The *Statements of Revenues, Expenses and Changes in Net Position* reports total operating revenues, operating expenses, non-operating income and expenses, capital contributions and the changes in net position during the years ended December 31, 2022 and 2021. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows.

The *Statements of Cash Flows* presents information showing how the Authority's cash and cash equivalents position changed during the years ended December 31, 2022 and 2021. The Statements classifies cash receipts and cash payments by Operating Activities, Noncapital Financing Activities, Investing Activities, and Capital and Related Financing Activities.

The *Statements of Fiduciary Fund Net Position* is a snapshot of account balances of the Authority's fiduciary fund at December 31, 2022 and December 31, 2021 and indicates the assets available for future payments for retiree benefits and any current liabilities that are owed at this time.

The *Statements of Changes in Fiduciary Fund Net Position*, on the other hand, provides a view of current period additions to and deductions from the net position held in the Trust during the years ended December 31, 2022 and 2021.

Airport Activities

In 2022, Enplanements increased from 967,037 in 2021 to 1,290,529. Cargo tonnage decreased from 23,049 in 2021 to 21,082 in 2022. Operations, a landing or takeoff, increased to 53,726 in 2022 from 47,849 in 2021 as airlines added back scheduled service based on the traffic demand.

The following shows the major airport indicators during the past three years:

	2022	2021	2020
Enplanements	1,290,529	976,037	520,029
Operations	53,726	47,849	42,679
Cargo (tons)	21,082	23,049	21,858

Published available seats for 2021 increased by 82,747 or 7.5% and the passenger load factor increased to 83% in 2021 from 46% in 2020. The published available seats and the yearly load factors for the last three years are below:

	2022	2021	2020
Total Available Seats	1,557,228	1,189,312	1,106,565
Passenger Load Factor	79%	83%	46%

As of December 31, 2022, two regularly scheduled express mail and various special cargo carriers serve the Airport.

Financial Highlights

SUMMARY OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

The changes in net position over time may serve as a useful indicator of changes in the Authority's financial position. A summary of the Authority's change in net position for the year ended December 31 is below:

	2022	2021	2020
Operating revenues	\$ 53,582,278	\$ 40,775,457	\$ 30,819,324
Operating expenses	(40,350,761)	(33,766,606)	(33,191,277)
Revenues in excess of expenses before depreciation	13,231,517	7,008,851	(2,371,953)
Depreciation	(18,882,884)	(18,387,208)	(17,465,299)
Loss before non-operating income and expenses	(5,651,367)	(11,378,357)	(19,837,252)
Non-operating income and (expenses), net	4,357,040	7,001,158	9,600,443
Income/(loss) before capital contributions	(1,294,327)	(4,377,199)	(10,236,809)
Capital contributions, special and extraordinary item	5,982,119	11,276,697	9,929,197
Net position			
Increase / (decrease) in net position	4,687,792	6,899,498	(307,612)
Total net position, beginning of year	247,181,627	240,282,129	240,589,741
Total net position, end of year	\$ 251,869,419	\$ 247,181,627	\$ 240,282,129

OPERATING REVENUE AND NON-OPERATING REVENUE

Total revenues are a combination of Operating and Non-Operating Revenue. Operating revenue is generated from the day-to-day activities of the airport, landing fees, parking fees, terminal rent and property rent. Non-operating revenue is revenue that is ancillary or a by-product of operating the airport, e.g. interest revenue. It may also be grant revenue that reimburses an operating expense or Passenger Facility Charges that are used for approved capital expenditures. Operating revenue and non-operating revenue for 2022, 2021 and 2020 are on the next page:

	2022	2021	2020
Operating Revenues			
Airfield	\$ 6,537,793	\$ 5,545,788	\$ 5,071,172
Terminal	4,974,060	5,363,151	5,657,600
Ground Transportation	16,405,065	9,327,909	5,719,989
Concessions	8,645,042	6,891,504	3,749,264
Fixed Based Operations	12,506,123	9,326,061	6,307,406
Other	4,514,195	4,321,044	4,313,893
	<u>53,582,278</u>	<u>40,775,457</u>	<u>30,819,324</u>
Non-Operating Income			
Passenger Facility Charges	5,318,185	4,055,447	1,858,876
Customer Facility Charges	-	-	50
Grant Income	1,420,740	4,810,756	11,053,631
Improvement Chargers	368,400	368,400	368,400
Insurance Recoveries	-	77,967	-
Interest Income	846,754	263,747	309,776
	<u>7,954,079</u>	<u>9,576,317</u>	<u>13,590,733</u>
Total	<u>\$ 61,536,357</u>	<u>\$ 50,351,774</u>	<u>\$ 44,410,057</u>
<i>Percentage of Increase/(Decrease)</i>	<i>22.2%</i>	<i>13.4%</i>	<i>-26.9%</i>

Operating Revenue

Total operating revenue increased to \$53,582,278 from \$40,775,457 in the prior year, an increase of \$12,806,821, or 31.4%. The majority of operating revenue is driven by enplanement levels.

Airfield revenue increased to \$6,537,793 from \$5,545,788 in the prior year, an increase of \$992,005, or 17.9%. Airfield revenue includes: passenger and cargo landing fees, apron fees and glycol disposal fees. Under the Signatory Airline Use and Lease Agreement (ULA), the airfield is a "residual cost center" requiring signatory airlines to pay the residual cost after all airfield and certain non-airfield revenues allocated to the airfield have been applied which includes interest income and PFCs applicable to airfield related debt service. Accordingly, airfield revenues are sensitive to airfield cost, interest earnings, PFCs revenues applied to airfield debt service, and the amount of airfield debt service.

Terminal revenue decreased to \$4,974,060 from \$5,363,151 in the prior year, a decrease of \$389,091, or 7.3%. Terminal revenue includes: airline and non-airline lease revenue and passenger boarding bridge fees. The terminal revenue is sensitive to the amount of rented space and terminal operating costs used to determine the annual rental rate.

Ground transportation revenue increased to \$16,405,065 from \$9,327,909 in the prior year, an increase of \$7,077,156, or 75.9%. Ground transportation revenue includes: parking revenue, taxi/hotel access fees, and transportation network charges (Lyft/Uber). Ground transportation revenue is sensitive to enplanement activity and the number of parking transactions (vehicles parked) increased to 530,725 from 401,689 in the prior year. The Airport directly manages all on-airport parking operations which at December 31, 2022 included 181 short-term garage/surface, 2,912 long-term garage, 1,880 long-term surface, and 2,763 remote shuttle served parking spaces.

Concession revenue increased to \$8,645,042 from \$6,891,504 in the prior year, an increase of \$1,753,538, or 25.4%. Concession revenue is driven by enplanement activity.

Gross sales per enplanement levels increased 15.9% as shown below:

	2022	2021	2020
Enplanements	1,290,529	976,037	520,029
Sales per Enplanement	\$ 10.53	\$ 9.08	\$ 8.90

Fixed Based Operator revenue increased to \$12,506,123 from \$ 9,326,061 in the prior year, an increase of \$3,180,062, or 34.1%. The Authority manages the daily operations of its FBO through REW Investments, Inc. (d/b/a Million Air). A summary of the operating revenue drivers, e.g. the gallons of Jet A and Aviation Gasoline sold, gallons of glycol sold and sprayed and the Jet A transferred to the commercial and cargo airlines, is as follows for 2022, 2021 and 2020:

	2022	2021	2020
Retail Gallons Sold:			
Jet A	1,259,022	1,274,382	879,612
AvGas	68,249	49,815	62,368
Glycol - Consortium	58,707	52,419	54,214
Glycol - Sprayed	64,786	56,622	51,163
Jet A Fuel Airline Into-Plane Gallons	18,141,788	15,161,563	11,600,443

Other revenue increased to \$4,514,195 from \$4,321,044 in the prior year, an increase of \$193,151, or 4.5%. Other revenue remains relatively the same from year to year and includes fixed lease rent from land, hangars, t-hangars, and buildings.

Non-Operating Income

Total Non-Operating income decreased to \$7,954,079 from \$9,576,317 in the prior year, a difference of \$1,622,238. This decrease is largely attributable to the decrease in Grant Income derived from Coronavirus and Relief Act (CARES Act) funding.

OPERATING EXPENSES AND NON-OPERATING EXPENSES HIGHLIGHTS

Total expenses are also a made up of Operating and Non-Operating components and depreciation. Operating expenses include those expenses necessary to operate the airport on a day-today- basis and include personnel salary and benefits, contract services, and materials and supplies. Non-operating expenses also include expenses that are ancillary or a by-product of operating the airport and predominantly include interest expense. Depreciation is the annual expense of the cost of a capital asset allocated over its annual useful life. Operating expenses and non-operating expenses for 2022, 2021 and 2020 are on the next page.

	2022	2021	2020
Operating Expenses			
Personnel services	\$ 11,593,516	\$ 10,390,542	\$ 10,439,280
Employee benefits	4,941,925	4,756,459	5,434,828
Utilities & communications	2,563,632	1,937,442	1,766,255
Purchased services	6,223,531	5,555,362	5,052,662
Material & supplies	12,445,319	8,662,515	8,923,259
Administration	2,300,011	1,641,707	1,122,655
Non-capital equipment	282,827	822,579	452,338
	<u>40,350,761</u>	<u>33,766,606</u>	<u>33,191,277</u>
Depreciation	18,882,884	18,387,208	17,465,299
Non-Operating Expenses			
Interest	2,314,999	2,575,159	3,699,761
Grant expense	1,282,040	-	-
Bond issuance costs	-	-	249,796
Amortization of Bond insurance premiums	-	-	40,733
	<u>3,597,039</u>	<u>2,575,159</u>	<u>3,990,290</u>
Total	<u>\$ 62,830,684</u>	<u>\$ 54,728,973</u>	<u>\$ 54,646,866</u>
Percentage of Increase/(Decrease)	14.8%	0.2%	-8.7%

Operating Expenses

Total operating expenses increased to \$40,350,761 from \$33,766,606 in the prior year, an increase of \$6,584,155, or 19.5%. As shown below are the categories that comprise total operating expenses.

Combined, Personnel Services and Employee Benefits expense increased to \$16,535,441 from \$15,147,001 in the prior year, an increase of \$1,388,440, or 9.2%.

Utility and communication expense increased to \$2,563,632 from \$1,937,442 in the prior year, an increase of \$626,190, or 32.3%.

Purchased service expense increased to \$6,223,531 from \$5,555,362 in the prior year, an increase of \$668,169, or 12.0%.

Materials and supplies expense increased to \$12,445,319 from \$8,662,515 in the prior year, an increase of \$3,782,804, or 43.7%.

Administration expense increased to \$2,300,011 from \$1,641,707 in the prior year, an increase of \$658,304, or 40.1%.

Non-Capital equipment expense decreased to \$282,827 from \$822,579 in the prior year, a decrease of \$539,752, or 65.6%.

Non-Operating Expenses

Total Non-Operating Expenses increased to \$3,597,039 from \$2,575,159 in the prior year, a difference of \$1,021,880. This increase is largely attributable to the disbursements required to the concessions in the amount of \$1,282,040 from the Grant Income derived from Coronavirus and Relief Act (CARES Act) funding.

Financial Position Summary

The Statements of Net Position depict the Authority's financial position as of one point in time – December 31 – and reflects the residual difference between all assets, deferred outflows of resources, liabilities and deferred inflows of resources of the Authority. Net position represents the residual interest in the Authority's assets after deducting liabilities. The Authority's net position was \$251.9 million at December 31, 2022, a \$4.7 million increase from December 31, 2021.

A condensed summary of the Authority's total net position at December 31, 2022 and December 31, 2021 and 2020 is on the next page.

	2022	2021	2020
ASSETS			
Capital assets	\$ 267,625,014	\$ 276,300,611	\$ 282,719,365
Other assets	89,436,457	82,392,667	54,565,782
Total Assets	<u>357,061,471</u>	<u>358,693,278</u>	<u>337,285,147</u>
DEFERRED OUTFLOWS OF RESOURCES			
	<u>3,033,495</u>	<u>2,873,221</u>	<u>3,353,626</u>
LIABILITIES			
Current (payable from unrestricted assets)	9,506,912	6,811,538	6,071,668
Current (payable from restricted assets)	9,320,058	8,288,244	8,179,556
Noncurrent liabilities	65,874,334	73,928,802	83,867,470
Total Liabilities	<u>84,701,304</u>	<u>89,028,584</u>	<u>98,118,694</u>
DEFERRED INFLOWS OF RESOURCES			
	<u>23,524,243</u>	<u>25,356,288</u>	<u>2,237,950</u>
NET POSITION			
Net investment in capital assets	210,618,826	209,491,889	204,476,085
Restricted	25,249,714	23,862,862	24,351,663
Unrestricted	<u>16,000,879</u>	<u>13,826,876</u>	<u>11,454,381</u>
Net Position	<u>\$ 251,869,419</u>	<u>\$ 247,181,627</u>	<u>\$ 240,282,129</u>

Net position is comprised of three components as follows:

Investment in capital assets (e.g., land, buildings, improvements, and equipment), less the related indebtedness outstanding used to acquire those capital assets, represents the largest portion of the Authority's net position (83.6% at December 31, 2022). The Authority uses these capital assets to provide services to the airlines, passengers and to service providers and users located at the Airport; consequently, these assets are not available for future spending. Although the Authority's net investment in capital assets is net of related debt, the resources required to repay this debt annually are paid from operations, since it is unlikely that the capital assets will be liquidated to pay liabilities.

Restricted net position (10.0% at December 31, 2022), principally representing bond reserves and PFC funds, are restricted as to use pursuant to bond resolutions and Federal regulations. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted net position totaling \$16.0 million (6.4 % at December 31, 2022) are available to meet any of the Authority's ongoing obligations. The unrestricted component of net position is the net amount of the assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

Airlines Signatory Rates and Charges

The Authority and airlines entered into a Use and Lease Agreement (“Agreement”) effective January 1, 2016 for five years, with an option for a five-year renewal, which establishes how the airlines that signed the Agreement will be assessed annual rates and charges for their use of the Airport. In the Agreement, signatory airlines have the option to designate some or all of their affiliate carriers as signatory airlines. The five-year renewal option was renegotiated and the Authority and airlines agreed to a one-year option and one two-year option.

Cash Management Policies and Cash Flow Activities

Cash equivalents represent cash-on-hand, bank deposits and liquid investments with a maturity of three months or less. The following shows a summary of the major sources and uses of cash and cash equivalents for 2022, 2021 and 2020:

	2022	2021	2020
Cash flows from (used):			
Operating activities	\$ 15,555,769	\$ 5,530,263	\$ (3,944,429)
Noncapital financing activities	138,700	4,810,756	11,053,631
Investing activities	919,474	278,122	401,850
Capital and related financing activities	(8,365,052)	(7,160,822)	(29,004,458)
Net increase/(decrease) in cash	8,248,891	3,458,319	(21,493,406)
Beginning of period	51,048,058	47,589,739	69,083,145
End of period	<u>\$ 59,296,949</u>	<u>\$ 51,048,058</u>	<u>\$ 47,589,739</u>

The Authority’s available cash and cash equivalents increased during 2021 by \$8,248,891. Cash and cash equivalents as of December 31, 2022, 2021 and 2020 are composed of:

	2022	2021	2020
Funds available for unrestricted operations:	\$ 26,924,730	\$ 22,357,372	\$ 21,399,156
Funds restricted for:			
Operating and renewal reserves	8,170,629	7,085,564	7,102,131
CFC funds	453,361	449,616	448,906
Capital projects	6,886,147	4,559,084	1,163,703
PFCs available for debt service payments	8,243,096	8,289,838	9,294,517
Revenue bond reserves	7,708,379	7,403,497	7,279,664
Other restrictions	910,607	903,087	901,662
	<u>\$ 59,296,949</u>	<u>\$ 51,048,058</u>	<u>\$ 47,589,739</u>

Capital Activities

The Authority capitalized \$8.4 million in projects in 2022. The majority was \$6.3 million for Taxiway A Rehabilitation, \$0.7 million for replacement of various elevators, \$0.8 million for equipment including sweepers and security cameras..

More detailed capital asset activity information can be found in Note 7 of the financial statements.

Debt Administration

The total Authority principal debt outstanding at December 31, 2022 for General Airport Revenue Bonds (GARB) was \$62,315,000 as compared to \$69,000,000 as of December 31, 2021. The aggregate par amount of bonds and bank loans issued by the Authority and outstanding as of December 31, 2022 and 2021 is summarized in the following table:

	Issued	Outstanding at 12-31-21	Outstanding at 12-31-22
Authority Revenue Bonds and Other Debt			
Series 2017A & B Refunding	\$ 14,395,000	\$ 8,300,000	\$ 7,215,000
Series 2018A & B GARB	22,590,000	21,560,000	21,165,000
Series 2019A GARB	9,620,000	9,315,000	9,145,000
Series 2020A & B Refunding	34,610,000	29,825,000	24,790,000
Total Authority Debt Obligations	<u>\$ 81,215,000</u>	<u>\$ 69,000,000</u>	<u>\$ 62,315,000</u>

At December 31, 2022 the Authority maintained debt service reserve funds in the amount of \$7.7 million and Passenger Facility Charge Funds in the amount of \$8.2 million, both of which are restricted to repayment of debt. Thus, the Authority's direct obligations outstanding, net of funds restricted for the repayment of debt, was \$46.4 million in aggregate par amount of bonds outstanding. For additional information about the Authority's long term debt (see Note 8).

Under the Authority's master bond resolution adopted in 1997, it is required to maintain an operating reserve equal to two months operating expenses. At December 31, 2022 the reserve requirement was \$6.7 million and for which the Authority had \$7.7 million on hand. The Authority also had \$21.9 million in its airport Development Fund which can be used to restore a deficiency in any other fund and it had a repair and replacement reserve fund of \$0.5 million. Also provided for in the bond resolution for each bond issue, the Authority maintains debt service reserve funds.

Other Long-Term Debt

Under generally accepted accounting principles, the term "debt" includes bonds, notes, loans, leases and other obligations including the net unfunded obligations for employee benefits. As of December 31, 2022 and 2021 the Authority reported \$6,057,134 and \$5,692,141 respectively as its share of the unfunded OPEB liability (see Note 14). The Authority also reported \$349,754 and \$(3,491) at December 31, 2022 and 2021 respectively for its proportionate share of the unfunded asset/(liability) for employee pensions (see Note 13).

Credit Ratings and Bond Insurance

The Authority's underlying credit ratings are: Moody's Investors Service "A3" and S&P Global Ratings "A".

Fitch Ratings has withdrawn its insured rating of all bonds insured by AGMC effective February 25, 2010. Moody's lowered their rating of AGMC from "A3" to "A2" on January 17, 2013. S&P Global Ratings upgraded their enhanced rating of AGMC from "AA-" to "AA" on March 18, 2014. On June 14, 2018, S&P Global Ratings raised the Authority's underlying credit rating from "A-" to "A". On January 23, 2018 AGMC received a rating of AA+ from Kroll Bond Rating Agency. S&P Global Ratings assigned an "A" rating on October 25, 2019 and Moody's assigned an "A3" rating on October 29, 2019. S&P Global Ratings of an "A" as of August 2022 reflects their view of the airport's recovering activity and improved market position with year-to-date emplanement performance through July 2022 which was 2.6% ahead of budget.

Financial Statements

The Authority's financial statements are prepared on an accrual basis of accounting in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). The Authority operates as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and (except land) are depreciated over their estimated useful lives. Certain funds are reported as restricted based upon constraints placed on their use by contributors, grantors and debt covenants. See the Notes to the Financial Statements for a summary of the Authority's significant accounting policies.

Request for Information

The Authority's basic financial statements are designed to provide detailed information on the Authority's operations and to the Authority's Board, management, investors, creditors, customers and all others with an interest in the Authority's financial affairs and to demonstrate the Authority's accountability for the assets it controls and the funds it receives and expends. Questions concerning any of the information provided in this report or any request for additional information should be addressed to the Chief Financial Officer by email: mzonsius@albanyairport.com or in writing to, Albany County Airport Authority, Terminal Building, Third Floor, Albany, NY 12211-1057.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael F. Zonsius". The signature is written in a cursive style with a large initial "M".

Michael F. Zonsius
Chief Financial Officer

Albany County Airport Authority
Statements of Net Position
As of December 31, 2022 and December 31, 2021

	December 31, 2022	December 31, 2021
CURRENT ASSETS		
Unrestricted Assets:		
Cash and cash equivalents	\$ 26,924,731	\$ 22,357,372
Accounts receivable - net	2,986,921	3,330,780
Lease receivable	2,567,186	2,683,477
Inventory - fuel	122,052	94,302
Inventory - glycol	477,416	329,008
Prepaid expenses	283,711	246,085
Total Unrestricted Assets	33,362,017	29,041,024
Restricted Assets:		
Operating and Replacement Reserves:		
Cash and cash equivalents	8,170,629	7,085,564
CFC Funds:		
Cash and cash equivalents	453,361	449,616
Capital Funds:		
Cash and cash equivalents	6,886,147	4,559,084
Grant funds receivable	4,190,277	3,703,612
Passenger Facility Charge Funds:		
Cash and cash equivalents	8,243,096	8,289,838
Passenger Facility Charges receivable	563,928	535,512
Revenue Bond Funds:		
Cash and cash equivalents	7,708,378	7,403,497
FAA Restricted Funds:		
Cash and cash equivalents	205,569	203,871
Concession Improvement Funds:		
Cash and cash equivalents	705,038	699,214
Total Restricted Assets	37,126,423	32,929,808
Total Current Assets	70,488,440	61,970,832
NON-CURRENT ASSETS		
Prepaid expenses	194,232	209,668
Net pension asset	349,754	-
Lease receivable	18,404,031	20,212,167
Capital Assets:		
Land and easements	48,201,829	48,201,829
Buildings, improvements and equipment, net of depreciation	209,659,168	220,100,901
Construction in progress	9,764,017	7,997,881
Total Capital Assets	267,625,014	276,300,611
Total Non-Current Assets	286,573,031	296,722,446
Total Assets	357,061,471	358,693,278
 DEFERRED OUTFLOWS OF RESOURCES		
Refunding	959,399	1,344,958
OPEB expenses	1,025,989	391,588
Pension expenses	1,048,107	1,136,675
Total Deferred Outflows of Resources	3,033,495	2,873,221

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Net Position
As of December 31, 2022 and December 31, 2021

	December 31, 2022	December 31, 2021
<u>LIABILITIES AND NET POSITION</u>		
<u>CURRENT LIABILITIES</u>		
Payable from Unrestricted Assets:		
Accounts payable	871,910	352,688
Accrued expenses	8,635,002	6,458,850
Total Payable from Unrestricted Assets	9,506,912	6,811,538
Payable from Restricted Assets:		
Construction contracts payable	1,777,588	556,292
Construction contract retainages	427,223	941,914
Accrued interest payable	95,247	105,038
Current maturities of long - term debt	7,020,000	6,685,000
Total Payable from Restricted Assets	9,320,058	8,288,244
Total Current Liabilities	18,826,970	15,099,782
<u>NON-CURRENT LIABILITIES</u>		
Bonds and other debt obligations	59,817,200	68,233,170
Net OPEB liability	6,057,134	5,692,141
Net pension liability - proportionate share	-	3,491
Total Non-Current Liabilities	65,874,334	73,928,802
Total Liabilities	84,701,304	89,028,584
<u>DEFERRED INFLOWS OF RESOURCES</u>		
Concession improvement funds	780,788	705,686
OPEB expenses	1,275,576	1,156,601
Pension expenses	1,246,137	1,093,887
Leases	20,221,742	22,400,114
Total Deferred Inflows of Resources	23,524,243	25,356,288
<u>NET POSITION</u>		
Net investment in capital assets	210,618,826	209,491,889
Restricted:		
Bond reserve funds	7,613,132	7,298,461
Passenger facility charge funds	8,807,023	8,825,350
Operating and replacement reserves	8,170,629	7,085,564
Other restricted funds	658,930	653,487
Total Restricted	25,249,714	23,862,862
Unrestricted	16,000,879	13,826,876
Net Position	\$ 251,869,419	\$ 247,181,627

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
 Statements of Revenues, Expenses and Changes in Net Position
 For the Years Ended December 31, 2022 and December 31, 2021

	<u>December 31, 2022</u>	<u>December 31, 2021</u>
Operating Revenues		
Airfield	\$ 6,537,793	\$ 5,545,788
Fixed Based Operations	12,506,123	9,326,061
Terminal	4,974,060	5,363,151
Concessions	8,645,042	6,891,504
Ground transportation	16,405,065	9,327,909
Other revenue	4,514,195	4,321,044
Total Operating Revenues	<u>53,582,278</u>	<u>40,775,457</u>
Operating Expenses		
Personal services	11,593,516	10,390,542
Employee benefits	4,941,925	4,756,459
Utilities & communications	2,563,632	1,937,442
Purchased services	6,223,531	5,555,362
Materials & supplies	12,445,319	8,662,515
Administrative expenses	2,300,011	1,641,707
Non-capital equipment	282,827	822,579
Total Operating Expenses	<u>40,350,761</u>	<u>33,766,606</u>
Revenues in excess of expenses before depreciation	13,231,517	7,008,851
Depreciation	<u>18,882,884</u>	<u>18,387,208</u>
Loss Before Non-Operating Income and Expenses	<u>(5,651,367)</u>	<u>(11,378,357)</u>
Non-Operating Income and (Expenses)		
Passenger facility charges	5,318,185	4,055,447
Grant income	1,420,740	4,810,756
Improvement charges	368,400	368,400
Interest income	846,754	263,747
Insurance recoveries	-	77,967
Interest expense	(2,314,999)	(2,575,159)
Grant expense	(1,282,040)	-
Total Non-Operating Income and (Expenses)	<u>4,357,040</u>	<u>7,001,158</u>
Loss before Capital Contributions	(1,294,327)	(4,377,199)
Capital Contributions	<u>5,982,119</u>	<u>11,276,697</u>
Net Position		
Increase in Net Position	4,687,792	6,899,498
Net Position, Beginning of Year	<u>247,181,627</u>	<u>240,282,129</u>
Net Position, End of Year	<u>\$ 251,869,419</u>	<u>\$ 247,181,627</u>

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Cash Flows
For the Years Ended December 31, 2022 and December 31, 2021

	December 31, 2022	December 31, 2021
Cash Flows From Operating Activities		
Cash received from providing services	\$ 53,926,133	\$ 39,222,233
Cash paid to suppliers	(36,820,066)	(32,267,789)
Cash paid to employees	(1,550,298)	(1,424,181)
Net Cash Provided By Operating Activities	15,555,769	5,530,263
Cash Flows From Noncapital Financing Activities		
Grant income	1,420,740	4,810,756
Grant expense	(1,282,040)	-
Net Cash Provided By Noncapital Financing Activities	138,700	4,810,756
Cash Flows From Investing Activities		
Interest received	846,755	263,747
Interest on passenger facility charges	72,719	14,375
Net Cash Provided by Investing Activities	919,474	278,122
Cash Flows From Capital and Related Financing Activities		
Purchase of property and equipment	(9,500,688)	(12,086,065)
Principal payments made on bonds and notes payable	(6,685,000)	(6,365,000)
Bond Defeasance	-	(660,417)
Interest paid	(3,335,200)	(3,666,302)
Concession improvement funds	74,933	65,411
Improvement charges	368,400	368,400
Insurance recoveries	-	77,967
Capital grants	5,495,453	11,462,991
Passenger facility charges	5,217,050	3,642,193
Net Cash Used By Capital and Related Financing Activities	(8,365,052)	(7,160,822)
Net Increase in cash and cash equivalents	8,248,891	3,458,319
Cash and cash equivalents, beginning of year	51,048,058	47,589,739
Cash and cash equivalents, end of year	\$ 59,296,949	\$ 51,048,058
Reconciliation of Operating Income to Net Cash Provided By Operating Activities:		
Loss before non-operating income and expenses	\$ (5,651,367)	\$ (11,378,354)
Adjustments to reconcile loss from operations to net cash provided by operating activities:		
Depreciation	18,882,884	18,387,208
Decrease/(Increase) in assets:		
Accounts receivable	343,859	(1,553,223)
Lease receivable	(253,939)	(495,530)
Prepaid expenses	(198,349)	292,887
Deferred OPEB expenses	(150,432)	(314,258)
Deferred pension expenses	(112,427)	(150,689)
Increase in liabilities:		
Accounts payable and accrued expenses	2,695,540	742,222
Net Cash Provided By Operating Activities	\$ 15,555,769	\$ 5,530,263
Noncash Capital and Related Financing Activities:		
Capital Assets and related receivables	\$ 486,666	\$ 186,294
Total Noncash Capital and Related Financing Activities	\$ 486,666	\$ 186,294

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
 Statements of OPEB Fund Net Position
 As of December 31, 2022 and December 31, 2021

	December 31, 2022	December 31, 2021
ASSETS		
Cash and cash equivalents	\$ 2,998,727	\$ 2,683,186
Receivable from the Albany County Airport Authority	-	197,386
Total Assets	2,998,727	2,880,572
DEFERRED OUTFLOWS OF RESOURCES		
Total Deferred Outflows of Resources	-	-
LIABILITIES		
Total Liabilities	-	-
DEFERRED INFLOWS OF RESOURCES		
Total Deferred Inflows of Resources	-	-
NET POSITION		
Net Position - Restricted for OPEB	\$ 2,998,727	\$ 2,880,572

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
 Statements of Changes in OPEB Fund Net Position
 For the Years Ended December 31, 2022 and December 31, 2021

	December 31, 2022	December 31, 2021
Additions to Net Position Attributed to:		
Contributions		
Employer	\$ 381,571	\$ 442,517
Interest Income	7,603	1,417
Total Additions	389,174	443,934
Deductions from Net Position Attributed to:		
Retirement benefits	221,607	205,200
Implicit Cost Amount	49,412	39,931
Administrative expenses	-	-
Total Deductions	271,019	245,131
Increase in Net Position	118,155	198,803
Net Position - Restricted for OPEB, Beginning of Year	2,880,572	2,681,769
Net Position - Restricted for OPEB, End of Year	\$ 2,998,727	\$ 2,880,572

The accompanying notes are an integral part of these financial statements

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ALBANY COUNTY AIRPORT AUTHORITY

Notes to Financial Statements

December 31, 2022 and December 31, 2021

NOTE 1 - Organization and Reporting Entity

Organization

The Albany County Airport Authority (Authority), a body corporate and politic, constituting a public benefit corporation, was established by the State of New York (State) August 4, 1993, pursuant to the provisions of Chapter 686 of the Laws of 1993 as set forth in Title 32 of the State's Public Authorities Law. As a public benefit corporation, the Authority is independent, distinct from, and not an agent of the State or any other of the State's political subdivisions, including the County of Albany (County).

The Authority consists of seven members, four appointed by the majority leader of the County Legislature and three by the County Executive, who jointly designate one of the seven members as chairperson, and all with approval of the County Legislature. The Authority members serve for a term of four years or until their successor is appointed, except that any person appointed to fill a vacancy will be appointed to serve only the unexpired term. Members of the Authority are eligible for reappointment.

On March 15, 1994, the Authority and the County entered into an Interim Agreement whereby the County granted, and the Authority accepted, sole possession, use, occupancy and management of the Albany International Airport (Airport), including all rights, interest, powers, privileges and other benefits in each and every contract relating to the maintenance, operation, leasing, management or construction of the Airport, and all other rights, privileges or entitlement necessary to continue to use, operate and develop the Airport.

The Authority and the County entered into a permanent Airport Lease Agreement, dated December 5, 1995, which upon its approval by the Federal Aviation Administration (FAA) became effective on May 16, 1996 for a term of forty (40) years, whereby the Authority has the exclusive right to operate, maintain and improve the Airport and do anything else permitted by law, subject only to the restrictions and conditions stated in such Airport Lease Agreement and in accordance with applicable Federal, State and local laws. On November 5, 2018 the term of the Lease was extended through December 31, 2049.

Pursuant to the State enabling Legislation, the Authority may not undertake any capital project (see Note 16), other than the redevelopment project described in the enabling legislation, known as the Terminal Improvement Program, unless the project has first been approved by the County as part of a five-year Capital Improvement Program. For these purposes, the term "capital project" is defined as the construction, reconstruction or acquisition of airport or aviation facilities.

Prior to March 15, 1994, the Airport operated as a fund of the County. As of March 15, 1994 the County transferred the use of all assets and substantially all liabilities of the County's Airport Enterprise Fund to the Authority. These assets and liabilities were recorded by the Authority at a Net Asset value equal to \$46,824,500.

The Authority is not subject to Federal, State or local income, property or sales taxes, except for property taxes due on properties acquired by the Authority until they are removed from the tax rolls as of the next assessment date. However, the Authority may agree to make certain payments in lieu of taxes for real property owned or used by the Authority for purposes other than public aviation purposes and under other limited circumstances.

The Authority has contracted with AFCO AvPorts Management LLC, (d/b/a Avports), to manage the daily operations of the airport under a two year term expiring December 31, 2024. The Authority has also contracted with REW Investments, Inc., (d/b/a Million Air), to manage the fixed based operations of the airport under a one year term expiring August 31, 2023. Both agreements are renewable with the approval of both parties.

Reporting Entity

The Authority meets the criteria set forth in generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board (GASB) for inclusion as a component unit within the County's basic financial statements based on the County's responsibility for the appointment of the Authority members, and their approval of capital programs and certain debt issuances. As such, the Authority is included in the County's basic financial statements. The accompanying financial statements present the financial position and the changes in net position and cash flows of the Authority only. The Authority is not involved in any joint ventures.

The Authority has established a written, single employer, defined benefit plan to provide healthcare benefits to eligible former employees and/or their qualifying dependents. The Authority also established a legally separate trust known as the Albany County Airport Authority OPEB Trust to receive and manage contributions from the Authority to fund its obligations for retiree health care benefits under the written plan. The Albany County Airport Authority OPEB Trust is included in the Authority's financial statements as a separate Fiduciary Fund of the Authority under accounting principles promulgated by GASB.

NOTE 2 - Summary of Significant Accounting Policies

Basis of Accounting

The accompanying financial statements have been prepared in conformity with generally accepted accounting principles (GAAP) for state and local governments. GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles for state and local governments in the United States of America.

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

Revenues from airlines, FBO operations, concessions, property rentals, operating permits, and parking fees are reported as operating revenues. All expenses related to operating the Airport are reported as expenses. Passenger facility charges, noncapital grants, capital improvement charges, interest and investment income are reported as non-operating income. Interest expense, financing costs and grant expenses are reported as non-operating expenses. Capital contributions, special and extraordinary items are reported separately after non-operating revenues and non-operating expenses.

Cash, Cash Equivalents and Investments

The deposit and investment of Authority monies is governed by provisions in its enabling legislation and by a Cash Management and Investment Policy adopted by the Authority on September 13, 1994 and last amended on July 23, 2018. The policy allows the Authority to use any depository bank that is a State or Federally chartered commercial bank that can meet the Authority's requirements for cash vault services, is a member of the National Automated Clearing House Association (NACHA), and is able to act as an Originating Depository Financial Institution (ODFI) for direct deposit of payments. Additionally, the bank must have a minimum long term credit rating of "A" without regard to subcategories from at least one of the Nationally Recognized Statistical Rating Organizations (NRSRO) and no rating below investment grade from any other NRSRO.

Monies not needed for immediate expenditure may be invested in (1) United States Treasury obligations with maturities of seven years or less, (2) obligations backed by the United States Government full faith and credit, (3) New York State, New York State agency or New York State subdivisions (cities, towns, villages, counties) obligations with, (4) certificates of deposit fully collateralized from a bank or trust company in New York State, (5) notes, bonds, debentures, mortgages and other evidences of indebtedness of certain agencies sponsored by the United States government provided at the time of investment such agency or its obligations are rated and the agency receives, or its obligations receive, the highest rating of all independent rating agencies that rate such agency or its obligations, and (6) repurchase agreements using United States Treasury obligations with maturities of seven years or less. Investments are stated at fair value or amortized cost.

For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with an original maturity of three months or less when purchased to be cash equivalents. Cash equivalents, which are stated at cost, consist of certificates of deposit, and treasury notes. Investments are reported at fair value.

Note 3 sets forth information about the use of federal depository insurance (FDIC) and collateralization to insure the Authority's deposits.

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectible. The allowance for uncollectible amounts is based on collection history, aviation industry trends and current information regarding the credit worthiness of the tenants and others doing business

Lessor Receivable

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured as the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

Restricted Assets

Restricted assets consist of monies and other resources which are restricted legally as described below:

Capital Funds - These assets represent capital debt proceeds and grant funds that are restricted for designated capital projects and cannot be expended for any other item.

Passenger Facility Charges Funds - These assets represent Passenger Facility Charges (PFC) collections based on an approved FAA application to "Impose" such charges on enplaned passengers at the Airport. These funds are restricted for designated capital projects and any debt incurred to finance the construction of those projects. The Authority recognizes and reports as other income PFCs earned when all conditions have been met that entitles the Authority to retain the PFCs. PFCs received prior to this time are reported as restricted net position.

Customer Facility Charges - These assets represent Customer Facility Charges (CFC) collections based on approved Amendment No. 1 to Rental Car Concession Agreements. These funds are restricted for designated capital projects related to the reallocation of Rental Car Company terminal counters and offices, and costs of relocating and reallocating the parking garage spaces. The Authority recognizes and reports as other income CFCs earned when all conditions have been met that entitles the Authority to retain the CFCs.

Revenue Bond Funds - These assets represent Series 2017, 2018, 2019 and 2020 general airport revenue bond (GARB) proceeds held in Bond Reserve Accounts. Bond reserve accounts for the Series 2017, Series 2018, Series 2019 and Series 2020 Bonds equal 125% of the average annual debt service due on bonds at the time of issuance.

FAA Restricted Funds - These assets represent proceeds from the disposition of property acquired with capital grants from the Federal Aviation Administration through the Airport Improvement Program and the Airport Noise Compatibility Grants under FAR150 or a combination of both. These Airport funds were generated through the disposition of properties acquired with Federal and State aid and interest earnings thereon. The use of such revenues is restricted to Airport Improvement Program eligible project costs contingent upon FAA concurrence.

Concession Improvement Funds - These assets represent 1% of gross revenues of all food and beverage and retail concessions held in escrow to potentially fund the planning, developing, construction, remodeling, renovating or replacing of any of the concessionaires' leased areas during the term of the concession agreement. Use of the funds during the term of the lease is subject to the Authority's sole approval. Funds remaining at the end of a concession agreement are retained by the Authority.

Capital Assets

Capital assets include land, improvements to land, easements, buildings, building improvements, vehicles, equipment and all other tangible assets that are used in operations and have useful lives extending beyond a single reporting period. Capital Assets assumed by the Authority on March 15, 1994 are carried at historical cost, net of accumulated depreciation. Acquisitions of new assets costing \$50,000 or more are recorded at cost.

Maintenance and repairs are expended as incurred. When depreciable assets are disposed of, the related costs and accumulated depreciation are removed from the respective accounts and any gain or loss on disposition is credited or charged to an expense. Capital Assets are written off when fully depreciated unless clearly identified as still being in use. Capital Assets are written-down due to impairment if circumstances indicate a significant or unexpected decline in an assets service utility has occurred. Impaired Capital assets are written down using an approach that best reflects the decline in

service utility. Assets to be disposed of and assets held for sale are reported at the lower of carrying value or fair value less costs to dispose of.

Depreciation of capital assets is computed using the straight-line method at various rates considered adequate to allocate costs over the estimated useful lives of such assets. The estimated lives by general classification are as follows:

	<u>Years</u>
Buildings and improvements	5-30
Vehicles, machinery and equipment	5-15

Capitalization of Interest

Interest costs incurred during the construction period for capital assets acquired with debt was capitalized in certain years prior to 2007. After 2007 the Authority did not incur or pay any interest that was eligible for capitalization.

Bond Issue Costs, Original Issue Discount and Deferred Loss on Bond Refundings

Bond insurance (an issuance cost) is deferred and amortized over the life of the respective issue on an effective interest method. Original issue discounts and deferred loss on refundings on long-term indebtedness are amortized using the effective interest method over the life of the debt to which it relates. Interest on capital appreciation debt is accreted using the effective interest method.

Capital Contributions

Certain expenditures for Airport capital assets are significantly funded through the Airport Improvement Program (AIP) of the Federal Aviation Administration (FAA), with certain matching funds provided by the State and the Authority, or from various State allocations or grant programs. Capital funding provided under government grants is considered earned as the related allowable expenditures are incurred.

Grants for capital asset acquisition, facility development and rehabilitation and eligible long-term planning studies are reported in the *Statements of Revenues, Expenses and Changes in Net Position*, after non-operating income and expenses, as capital contributions.

Revenue Recognition

Airfield Landing Fee Charges - Landing fees are principally generated from scheduled airlines, cargo carriers and non-scheduled commercial aviation and are based on the gross landed weight of the aircraft. The estimated landing fee structure is determined annually pursuant to an agreement between the Authority and the signatory airlines based on the adopted operating budget of the Authority and is adjusted at year end for the actual landed weight of all aircraft. Landing fees are recognized as revenue when the related facilities are utilized.

FBO, Terminal Rents, Concessions and Ground Transportation - FBO revenues are generated from commercial and general aviation users, rental and concession fees are generated from airlines, parking lots, food and beverage, retail, rental cars, advertising and other commercial tenants. Leases are for terms from one to ten years and generally require rentals based on the volume of business, with specific minimum annual rental payments required. Rental revenue is recognized over the life of the respective leases and concession revenue is recognized based on reported concessionaire revenue.

Other - All other types of revenues are recognized when earned.

Passenger Facility Charges

Passenger Facility Charges (PFC) at the rate of \$3 per enplaned passenger have been levied by the Airport since March 1, 1994 under an FAA approved application to impose \$40,726,364 with collection thereof estimated to be complete in the year 2005. During 1996, the Authority received approval to increase the amount of PFC collections to \$116,888,308 extending the estimated collection period through the year 2022. In 2009, the Authority received approval to change the PFC collection from \$3.00 per passenger to \$4.50 per passenger, with a current estimated collection period through March 31, 2023. In 2020, PFC Application 20-04 in the amount of \$8,142,737, was approved extending the collection date to March 1, 2023. In 2022, PFC Application 23-05 in the amount of \$26,170,000 to fund certain capital projects through July 1, 2027 was approved by the FAA. Through December 31, 2022 the Authority has collected PFCs including interest earnings thereon totaling \$121,481,287.

PFC funds, along with related interest earnings, are recorded as restricted net position until they are applied against future debt service payments under an FAA approved Application to Use. PFC receipts are recognized and recorded as non-operating revenues in the year they are collected.

The Authority has expended \$9.9 million of PFCs on projects funded on a pay-as-you-go basis. The Authority also covenanted in the Resolution authorizing the Series 2010A and Series 2020 Refunding Bonds to apply future PFC collections to pay a portion of the debt service related to the FAA approved projects included in the Applications. Pursuant to the Resolution, PFCs collected and deposited in a segregated account, together with the interest earned thereon, are applied towards the subsequent debt service payments reducing the amount of debt to be funded from net operating revenue. Through December 31, 2022, the Authority has applied \$103.3 million of PFC's towards the payment of debt service.

Compensated Absences

Employees accrue vacation in varying amounts based on length of service. Employees can accumulate up to 300 hours, or 37.5 days of vacation time. Unused vacation time can be liquidated for cash upon separation, retirement or death.

Sick leave is earned by regular, full-time employees at the rate of one day per month. Employees can accumulate up to 1,320 hours or 165 days of sick leave. Any sick leave hours unused at the time of an employee's retirement can be applied as additional service credit in calculating retirement benefits in the New York State Employees' Retirement System. It is the policy of the Authority not to pay accumulated sick leave to employees who terminate prior to retirement.

The liability for compensated absences earned through year-end, but not yet taken, is accrued by charging the expense for the change in the liability from the prior year.

Pension Plans

The Authority applies GASB Statement No. 68, Accounting and Financial Reporting for Pensions (GASB 68) to recognize the net pension asset (liability), deferred outflows and deferred inflows of resources, pension expense (revenue), and information about and changes in the fiduciary net position on the same basis as reported by the cost-sharing, multiple employer, defined benefit pension plan. The Authority also applies GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date (GASB 71) to report additional deferred outflows. The Authority's participation in the plans are mandated by State law and includes the New York State and Local Employees' Retirement System (ERS) and the New York State Voluntary Defined Contribution (NYS VDC) plan (the Systems). The Systems recognize benefit payments when due and payable in accordance with benefit terms;

investment assets are reported at fair value. More information on pension activity for the Systems is included in Note 13.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, through subsequent events, actual results could differ from those estimated. Some estimates, such as the liability for Net Pension (see Note 13) and Other Post-Employment Benefits (OPEB) (see Note 14) have the potential to vary more significantly over time than other estimates.

Adoption of New Accounting Standards

During 2021, the Authority adopted Governmental Accounting Standards Board Statement No. 87 - *Leases*. This Statement, originally issued in June 17, requires the recognition of certain lease assets, and liabilities for leases that previously were classified as operating leases and recognize them as inflows of resources or outflows of resources based on the payment provisions of the contract. The provisions of the Statement were originally effective for reporting periods after December 2019. However, due to the COVID19 pandemic, the effective date was extended to reporting periods with December 31, 2022, and the Authority chose to implement GASB87 early. This Statement had a material effect on the financial statement of the Authority, please refer to Note 11 and Note 12.

During 2021, the Authority adopted Governmental Accounting Standards Board Statement No. 98 – *The Annual Comprehensive Financial Report*, effective for the fiscal year ended December 31, 2021. This standard replaces an existing term but does not otherwise establish new accounting and financial requirements. The adoption of this accounting standard did not have a significant effect on the Authority's financial statements.

In March 2020, the Government Accounting Standards Board issued GASB Statement No. 93, *Replacement of Interbank Offered Rates*, which addresses the accounting and financial reporting implications that result from a replacement of an interbank offered rate. This statement is effective for reporting periods ending after December 31, 2021. The adoption of this accounting standard did not have a significant effect on the Authority's financial statements.

Future Governmental Accounting Standards Board Statements To Be Implemented

In March 2020, the Government Accounting Standards Board issued GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, which addresses financial reporting issues related to public-private and public-public partnership arrangements. This statement is effective for reporting periods ending after June 15, 2022. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In April 2022, the Government Accounting Standards Board issued GASB Statement No. 99, *Omnibus 2022*, which addresses financial reporting issues related to the extension use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges fo future revenues by pledging governemtns, clarification of certain provisisions in Statement 34, as amended, and terminaolgoy updates related to Statement 53 and Statemnt 63 are effective upon issuance. Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In June 2022, the Government Accounting Standards Board issued GASB Statement No. 100, *Accounting Changes and Error Corrections*, which addresses accounting and financial reporting for (1) each category of accountg change, and (2) error corrections. This statement is effective for reporting periods ending

after June 15, 2023. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In June 2022, the Government Accounting Standards Board issued GASB Statement No. 101, *Compensated Absences*, which addresses recognition and measurement guidance for all types of compensated absences under a unified model which will result in the Authority's recognizing a liability that more appropriately reflects when an obligation for compensated absence is incurred. This statement is effective for reporting periods ending after December 15, 2023. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

NOTE 3 - Cash, Cash Equivalents and Investments

Cash, cash equivalents and investments of the Authority at December 31 consist of the following:

	Book Balance 2022	Bank Balance 2022	Book Balance 2021	Bank Balance 2021
Cash and Cash Equivalents				
Cash on hand	\$ 14,650		\$ 33,085	
Cash in bank accounts	59,282,299	\$ 61,829,311	51,014,963	\$ 51,162,960
Total Cash and Cash Equivalents	<u>\$ 59,296,949</u>		<u>\$ 51,048,048</u>	

The Authority's deposits were secured by insurance from the Federal Depository Insurance Corporation (FDIC) covering \$500,000 on December 31, 2022 plus \$62,831,370 of pledged collateral held by a third party trustee bank at December 31, 2022. The FDIC bank insurance program Permanent Rule provides up to \$250,000 in coverage for the Authority's Savings Accounts and up to \$250,000 for the Authority's Demand Accounts. Collective balances in excess of these amounts are collateralized at 102% of the prior day closing bank balance.

NOTE 4 - Receivables

Accounts receivable is recorded net of allowances for probable uncollectible accounts.

	As of 12-31-22	As of 12-31-21
Airlines	\$ 1,401,356	\$ 1,477,887
Concessions	591,135	805,415
Other	994,430	1,047,478
Sub-Total	2,986,921	3,330,780
Less Allowances	-	-
Net Accounts Receivable	<u>\$ 2,986,921</u>	<u>\$ 3,330,780</u>

NOTE 5 – FAA Restricted Funds

The Authority holds funds derived from the disposition of property acquired with grants received from the Federal Aviation Administration (FAA). These funds are restricted for use and limited to capital expenditures approved by the FAA. The following table presents the amounts and changes in such funds:

	2022	2021
Airport Noise Compatibility Grants (FAR150)		
Opening Balance	\$ 203,871	\$ 203,549
Interest Received during the year	1,698	322
Ending Balance	<u>\$ 205,569</u>	<u>\$ 203,871</u>

NOTE 6 - Due from County of Albany

The net amount from the county consists of the following:

	As of 12-31-22	As of 12-31-21
Reimbursement of expenses due from County	\$ -	\$ 1,194
	<u>\$ -</u>	<u>\$ 1,194</u>

The County provides certain services to the Authority including sheriff officers for public safety, code enforcement inspections and sewer district charges. The total expenditures incurred by the Authority during the years ended December 31, 2022 and 2021 for these services totaled \$2,471,851 and \$2,291,758, respectively.

NOTE 7 - Capital Assets

Capital Assets balances and activity for the year ended December 31, 2022 and 2021 was as follows:

	Total 12-31-20	Additions	Deletions	Total 12-31-21	Additions	Deletions	Total 12-31-22
Capital Assets that are not depreciated:							
Land and Easements	\$ 48,201,829	\$ -	\$ -	\$ 48,201,829	\$ -	\$ -	\$ 48,201,829
Construction in Progress	2,199,658	11,968,455	(6,170,232)	7,997,881	1,766,136	-	9,764,017
Total	<u>50,401,487</u>	<u>11,968,455</u>	<u>(6,170,232)</u>	<u>56,199,710</u>	<u>1,766,136</u>	<u>-</u>	<u>57,965,846</u>
Capital Assets that are depreciated:							
Buildings	247,884,826	-	-	247,884,826	-	-	247,884,826
Improvements, other than buildings	268,278,069	5,148,278	-	273,426,347	7,637,467	-	281,063,814
Machinery and Equipment	19,113,483	1,021,954	-	20,135,437	803,684	(403,988)	20,535,133
Sub-total	<u>535,276,378</u>	<u>6,170,232</u>	<u>-</u>	<u>541,446,610</u>	<u>8,441,151</u>	<u>(403,988)</u>	<u>549,483,773</u>
Less accumulated depreciation:							
Buildings	(143,887,862)	(8,070,616)	-	(151,958,478)	(8,070,616)	-	(160,029,094)
Improvements	(145,885,899)	(9,727,337)	-	(155,613,236)	(10,237,941)	-	(165,851,177)
Machinery and Equipment	(13,184,739)	(589,256)	-	(13,773,995)	(574,327)	403,988	(13,944,334)
Sub-total	<u>(302,958,500)</u>	<u>(18,387,209)</u>	<u>-</u>	<u>(321,345,709)</u>	<u>(18,882,884)</u>	<u>403,988</u>	<u>(339,824,605)</u>
Total depreciable Capital Assets, net	<u>232,317,878</u>	<u>(12,216,977)</u>	<u>-</u>	<u>220,100,901</u>	<u>(10,441,733)</u>	<u>-</u>	<u>209,659,168</u>
Total Capital Assets, Net	<u>\$ 282,719,365</u>	<u>\$ (248,522)</u>	<u>\$ (6,170,232)</u>	<u>\$ 276,300,611</u>	<u>\$ (8,675,597)</u>	<u>\$ -</u>	<u>\$ 267,625,014</u>

NOTE 8 - Long-Term Indebtedness

A summary of the changes in the Authority's long-term indebtedness outstanding during 2021 and 2022 was as follows:

	Outstanding at 12-31-20	Additions/ (Deletions)	Outstanding at 12-31-21	Additions/ (Deletions)	Outstanding at 12-31-22	Due within one year
Authority Revenue Bonds/Debt Obligations						
Bonds Payable						
Series 2017A & B Refunding	\$ 9,920,000	\$ (1,620,000)	\$ 8,300,000	\$ (1,085,000)	\$ 7,215,000	\$ 1,145,000
Series 2018A & B GARB	21,935,000	(375,000)	21,560,000	(395,000)	21,165,000	415,000
Series 2019A GARB	9,480,000	(165,000)	9,315,000	(170,000)	9,145,000	175,000
Series 2020A & B Refunding	34,610,000	(4,785,000)	29,825,000	(5,035,000)	24,790,000	5,285,000
Total Bonds Payable	<u>75,945,000</u>	<u>(6,945,000)</u>	<u>69,000,000</u>	<u>(6,685,000)</u>	<u>62,315,000</u>	<u>7,020,000</u>
Unamortized Premiums	7,538,441	(1,620,272)	5,918,169	(1,395,969)	4,522,200	1,210,788
Total Long-term Indebtedness	<u>\$ 83,483,441</u>	<u>\$ (8,565,272)</u>	<u>\$ 74,918,169</u>	<u>\$ (8,080,969)</u>	<u>\$ 66,837,200</u>	<u>\$ 8,230,788</u>

Authority Outstanding Debt Issues

Series 2017A General Airport Revenue Refunding Bonds - In March of 2017, the Authority closed on the sale of two General Airport Revenue Refunding Bond (non AMT) issues totaling \$7,795,000 to refund the Series 2003A Airport Revenue Bonds and Series 2006A. Coupon interest rates range from 3.125% to

5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2033. The amount of outstanding principal, premiums and deferred loss as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2022	\$ 4,185,000	\$ 188,752	\$ 60,795
December 31, 2021	\$ 5,015,000	\$ 290,136	\$ 82,043

Series 2017B General Airport Revenue Refunding Bonds – In March of 2017, The Authority issued \$6,600,000 (AMT) of Series 2017B General Airport Revenue Refunding Bonds to refund the Series 2006B Airport Revenue Bonds and Series 2006C. Coupon interest rates range from 3.250% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2035. The amount of outstanding principal, premiums and deferred loss as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2022	\$ 3,030,000	\$ 51,676	\$ 78,940
December 31, 2021	\$ 3,285,000	\$ 81,086	\$ 91,730

Series 2018A General Airport Revenue Bonds - In November of 2018, the Authority issued \$14,770,000 (non AMT) of Series 2018A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport and other projects in the Authority’s 2015-2019 capital plan. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2048. The amount of outstanding principal and premiums as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2022	\$ 14,770,000	\$ 923,964
December 31, 2021	\$ 14,770,000	\$ 1,059,831

Series 2018B General Airport Revenue Bonds - In November of 2018, The Authority issued \$7,820,000 (AMT) of Series 2018B General Airport Revenue Bonds to fund projects in the Authority’s 2015-2019 capital plan and to provide funds for a portion for the Upstate Airport Development & Revitalization Project at the Airport. The bonds are payable from a lien on net revenues derived by the Authority for the operation of the airport. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2034. The amount of outstanding principal and premiums as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2022	\$ 6,395,000	\$ 417,010
December 31, 2021	\$ 6,790,000	\$ 508,653

Series 2019A General Airport Revenue Bonds - In November of 2019, the Authority issued \$9,620,000 (non AMT) of Series 2019A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport. Coupon interest rates range from 4.000% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2042. The amount of outstanding principal and premiums as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium
December 31, 2022	\$ 9,145,000	\$ 795,592
December 31, 2021	\$ 9,315,000	\$ 924,913

Series 2020A General Airport Revenue Forward Refunding Bonds - In March of 2020, the Authority issued \$4,390,000 (non AMT) of Series 2020A General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. The amount of outstanding principal, premiums and deferred loss as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2022	\$ 3,675,000	\$ 482,893	\$ 653,473
December 31, 2021	\$ 4,045,000	\$ 596,456	\$ 965,912

Series 2020B General Airport Revenue Refunding Bonds - In March of 2020, the Authority issued \$30,220,000 (AMT) of Series 2020B General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest range are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. The amount of outstanding principal, premiums and deferred loss as of December 31, 2022 and 2021 are as follows:

Year ending	Principal Outstanding	Unamortized Premium	Deferred Loss
December 31, 2022	\$ 21,115,000	\$ 1,662,310	\$ 166,192
December 31, 2021	\$ 25,780,000	\$ 2,457,094	\$ 205,276

Below is a schedule of future bond payments by years:

Years Ending	Principal	Interest	Total
2023	\$ 7,020,000	\$ 3,002,650	\$ 10,022,650
2024	7,280,000	2,653,400	9,933,400
2025	7,625,000	2,291,250	9,916,250
2026	8,030,000	1,910,000	9,940,000
2027	1,455,000	1,508,500	2,963,500
2028-2032	7,180,000	6,467,425	13,647,425
2033-2037	6,085,000	4,908,900	10,993,900
2038-2042	6,730,000	3,412,150	10,142,150
2043-2047	8,450,000	1,681,500	10,131,500
2048-2049	2,460,000	118,000	2,578,000
TOTAL	\$ 62,315,000	\$ 27,953,775	\$ 90,268,775

Bond Defeasance

On August 3, 2021 the Authority defeased a certain portion of Airport Revenue Refunding Bonds, Series 2017A, ("2017A Bonds") by placing cash of \$659,688 in a trust account with Manufacturers and Traders Trust Company, the escrow agent for the defeasance. The cash deposit has an irrevocably pledge to the payment of a portion of the outstanding bonds. The escrow agent has been authorized to substitute assets that are not essentially risk-free in the trust portfolio. Principal and interest from the cash have been deemed sufficient to retire the principal and interest on the \$669,030 outstanding balance of the 2017A Bonds issued to refund 2006A Bonds that were used to finance renovation of the previous Authority administration building. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Authority's financial statements.

Annual estimated cash flows after December 31, 2022, in the escrow account for the defeasance are summarized below:

	Beginning Balance	Debt Service	Interest	Ending Balance
2022	\$ 556,449	\$ 118,686	\$ 2,261	\$ 440,024
2023	440,024	119,068	2,153	323,109
2024	323,109	109,015	1,865	215,959
2025	215,959	108,892	1,421	108,488
2026	108,488	109,289	801	-
		<u>564,950</u>	<u>8,501</u>	

Debt Limit

The Authority's debt limit was increased from \$175 million to \$285 million during 2004 by State legislation enacted (Chapter 500), amending the Albany County Airport Authority Act, Title 32 of Article 8, of the New York State Public Authorities Law. The Act authorizes the Authority to issue bonds, notes or other obligations in the aggregate outstanding principal amount not exceeding \$285,000,000. In addition, the Authority is authorized to issue refunding bonds, provided that upon a refunding the aggregate principal amount of bonds, notes or other obligations outstanding under the Act may be greater than \$285,000,000 only if the present value of the aggregate debt service of the refunding bonds, notes or other obligations

does not exceed the present value of the refunded bonds, notes or other obligations (calculated as provided in the Act). As of December 31, 2022 and 2021, the Authority had \$62.3 million and \$69.0 million, respectively, of principal debt outstanding issued which does not include deferred losses and bond premiums.

The Authority adopted a Derivatives Policy which allows for the use of Derivative Financial products for capital financing. The Derivatives Policy prohibits the use of Derivative Financial products for either investment or speculation. The Derivatives Policy recognizes derivatives as non-traditional financial products, including but not limited to, floating to fixed rate swaps, swaptions, caps, floors, collars and municipal warrants. The Derivatives Policy requires:

- that transactions entered into under the policy must be for a market transaction for which competing good faith quotations may be obtained at the discretion of the Authority and with the advice and recommendation of the Authority's swap adviser, and other financial professionals;
- that transactions should produce material economic benefit believed to not otherwise be attainable under the current existing market conditions, or existing conventional debt structures, and improve the flexibility of debt management strategies;
- employ a structure that will attempt to minimize any additional floating rate basis risk, tax law risk or credit risk to the Authority and justify the acceptance of these risks for a particular transaction, based on the additional benefits to the Authority; and
- limits the total amount of derivative financial product transactions so as not to exceed thirty-three percent (33%) of the total authorized debt limit of the Authority (currently \$285 million).

The Authority adopted a Variable Rate Debt Policy which allows for the use of variable rate debt within prescribed limitations. The Variable Rate Debt Policy recognizes permanent and interim uses of variable rate debt. Interim use of variable rate debt may occur during the construction phase of a project for which the Authority intends to obtain permanent financing at the conclusion of the construction phase. The Variable Rate Debt Policy provides that:

- "Permanent Variable Rate Debt Exposure" includes variable rate debt which the Authority does not intend to be refinanced by a long-term fixed rate debt;
- "Net Permanent Variable Rate Debt Exposure" is permanent variable rate debt that is not offset by the cash, cash equivalent and short-term investment assets of the Authority;
- permanent variable rate debt excludes, with some exceptions, variable debt that has been synthetically changed to fixed rate debt by the use of a financial derivative hedge product with a fixed-payer interest rate swap;
- net permanent variable rate debt, excluding synthetic fixed rate transactions, should not generally exceed twenty percent (20%) of the Authority's outstanding indebtedness;
- the Authority did not utilize any derivative or variable rate debt products in 2021.

NOTE 9 - Capital Contributions and Net Position

Since its inception, the Authority has received capital contributions from the County of Albany in the form of net assets transferred from the date of inception and from Federal and State grants as shown below:

	Inception To Date	Year Ended 2022	Year Ended 2021
County of Albany	\$ 486,324,500	\$ -	\$ -
Federal	159,715,548	4,550,690	11,022,978
State	99,018,058	1,431,428	253,719
Total	<u>\$ 745,058,106</u>	<u>\$ 5,982,118</u>	<u>\$ 11,276,697</u>

Net position consists of the following:

	2022	2021
Net investment in capital assets	\$ 210,618,826	\$ 209,491,889
Bond reserve funds	7,613,132	7,298,461
Passenger facility charge funds	8,807,023	8,825,350
Operating and replacement reserves	8,170,629	7,085,564
FAA and CFC funds	658,930	653,487
Unrestricted assets	16,000,879	13,826,876
	<u>\$ 251,869,419</u>	<u>\$ 247,181,627</u>

Under the master bond resolution adopted in 1997, the Authority agreed to create and maintain two reserves. Both were to be funded by depositing funds in separate bank accounts in accordance with the master bond resolution and are included as a component of unrestricted cash and cash equivalents on the statements of net position. The Operating and Maintenance Reserve is to be equal to two months operating and maintenance expenses and is to be used only if the Authority does not have sufficient funds in its current operating accounts to pay these expenses on a timely basis.

The Renewal and Replacement Reserve is to be equal to \$500,000 and can be used solely for non-recurring major maintenance, repairs, renewals, or replacements related to Airport facilities. Both reserves have been funded as required.

NOTE 10 - Airline Lease and Use Agreements

Seven commercial passenger airlines, fifteen affiliated commercial passenger airlines and two cargo airlines serving the Airport have executed the first five year renewal option on the Airline Use and Lease Agreement (“Agreement”). This Agreement has a five-year term effective January 1, 2016 with an option for one five year renewal to extend the Agreement to December 31, 2025. In 2020, due to COVID, the Authority offered an extension of a one-year term ending December 31, 2021 and two one-year options for 2022 and 2023 and one two-year option extensions. The Authority charges signatory rates to carriers who have executed the Agreement and non-signatory rates to all other airlines and Airport users.

In general, the rate formulas under the Airline and Cargo Carrier Agreements in effect provide that at the end of each year the total financial requirements for each of the Airport cost centers be determined by applying revenues related to that cost center before the rate required to be paid by Signatory Airlines and Cargo Carriers is determined. The landing fee calculation uses a residual cost methodology. The terminal rate is based upon calculation of the total cost per square foot subject to annual settlement based upon actual cost. The Agreement also contains a calculation of an amount for capital expenditures not subject to majority-in-interest (MII) approval by the Signatory Airlines in the rates and charges calculation. This amount is deducted after the net amount available for revenue sharing between the signatory airlines and the Authority is determined; therefore, not affecting the initial rates and charges established for billing the airlines. The net requirement is then divided by appropriate usage factors to determine the rates and fees applicable to signatory airlines.

The Agreements provide a net income sharing mechanism by which the Signatory Airlines and Cargo Carriers receive a percentage of the Airport’s net income (as defined in the Agreements) during the term of the agreement in the form of a rate credit offset. The Agreements also provide for extraordinary coverage protection where the Signatory Airlines and Cargo carriers have agreed to provide additional revenue to the Airport should net revenues be less than the required amount under the Master Bond Resolution.

In 2022, the net revenue sharing was fifty percent to the airlines and fifty percent to the Authority. Under this formula, the airlines and cargo carriers received a settlement of \$569,034 for the rates and charges

settlements and they received a credit of \$3,748,316 for their share of the revenue sharing; totaling \$3,179,282. In 2021, the airlines and cargo carriers received a credit of \$1,510,974 for the rates and charges settlements and they also received \$1,497,841 for their share of the revenue sharing; totaling \$3,008,815.

NOTE 11 - Lessor Airport Tenant Agreements

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. As lessor, the asset underlying the lease is not derecognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

For the purposes of the GASB No. 87 implementation, Airport Leases have been categorized as follows:

1. GASB No. 87 Leases - Included
2. GASB No. 87 Leases - Excluded Leases - Regulated
3. GASB No. 87 Leases - Excluded Leases - Short Term

GASB No. 87 Leases - Included

In accordance with GASB No. 87, the Authority recognizes a lease receivable and a deferred inflow of resources for leases the Authority categorizes as GASB No. 87 - Included. For these leases, the Authority is reporting Lessor Lease Receivables of \$23,463,787 for the beginning of the year ending December 31, 2022. For the year 2022, the Authority reported lease revenue of \$2,492,570 and interest revenue of \$385,440 related to lease payments received. These GASB No. 87 - included leases are summarized as follows:

	Beginning Lease Receivable	Remeasure ment	Adjusted Lease Receivable	Implied Interest	Receivable Reduction	Annual Lease Revenue	Ending Lease Receivable
TL00049	\$ 231,856	\$ -	\$ 231,856	\$ 1,817	\$ 21,153	\$ 22,970	\$ 210,703
TL00098	90,788	-	90,788	449	38,701	39,150	52,087
TL00111	400,851	2,564	403,415	3,150	38,175	41,325	365,240
TL00117	4,549,912	-	4,549,912	33,781	633,219	667,000	3,916,693
TL00119	243,377	-	243,377	1,831	31,048	32,879	212,329
TL00121	314,357	-	314,357	2,374	39,131	41,505	275,226
TL00122	202,552	-	202,552	1,528	25,431	26,959	177,121
TL00132	5,356,209	-	5,356,209	40,596	649,404	690,000	4,706,805
TL00206	289,829	-	289,829	1,699	92,899	94,598	196,930
TL00241	3,798,531	928,545	4,727,076	123,680	283,450	407,130	4,443,626
TL00266	233,169	-	233,169	1,796	24,966	26,762	208,203
TL00303	1,788,816	3,768	1,792,584	45,152	170,329	215,481	1,622,255
TL00305	5,395,397	(366,734)	5,028,663	127,587	444,664	572,251	4,583,999
	\$ 22,895,644	\$ 568,143	\$ 23,463,787	\$ 385,440	\$ 2,492,570	\$ 2,878,010	\$ 20,971,217

Ending lease receivable is \$2,567,186 and \$18,405,031 for current and non-current assets, respectively.

The remeasurement of certain leases was determined appropriate as follows:

1. TL00111, reflected a 3 percent increase per the lease agreement.
2. TL00241, the lease term was extended thru September 30, 2033.
3. TL00303, adjustment in Consumer Price Index.
4. TL00305, adjustment for lease term payments.

TL00098 New Cingular Wireless PCS, LLC

Antennae Lease

On May 1, 2009, the Authority entered into a five (5) year antennae agreement with New Cingular Wireless PCS, LLC for the use of a small area on the Concourse A roof and certain space within the second floor equipment of the same building located in the terminal building. The lease commenced on May 1, 2009 and ends April, 30, 2014, with four (4) x five (5) year extensions. The terms of this agreement include annual revenue of \$39,150 in 2022, paid in twelve monthly installments. Annual rental shall increase 1.25% in each five year increment. The Authority has included the lease revenue in its GASB 87 implementation until the expiration of its current renewal term, April 30, 2024. Thereafter, either party has the option not to renew the lease for successive five (5) year increment option period. Amendment No. 1 was executed June, 2018 and authorized an 84.41% increase in rent.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$129,155 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$38,701 and \$449, respectively. Also in 2022, the deferred inflow receivable was reduced by \$38,747. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$39,150
2024	13,050
2025	-
2026	-
2027	-
2028-2032	-

TL00111 Verizon Wireless

Antennae Lease

On November 29, 2010, the Authority entered into a five (5) year antennae agreement with Verizon Wireless for the use of 1,500 square feet of space on the roof located in the terminal building. The lease commenced on January 1, 2010 and ends December 31, 2015, with four (4) x five (5) year extensions. The terms of this agreement include annual revenue of \$41,429 in 2022, paid in twelve monthly installments. Annual rent shall increase by three percent (3%) of the previous year's rent. The Authority is reasonably certain that three of the four options will be exercised.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$437,711 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$38,175 and \$3,150, respectively. Also in 2022, the deferred inflow receivable was reduced by \$44,395. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2022, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$42,880
2024	44,166
2025	45,491
2026	46,856
2027	48,261
2028-2032	149,131

TL00241 OHM Concession Group, LLC

Concessionaire Lease

On February 23, 2018, the Authority entered into a ten (10) year concessionaire agreement with OHM Concession Group, LLC for the use of 2,868 square feet of concession space and 286 square feet of storage space. located in the terminal building. The lease commenced on March 1, 2018 and ends February 28, 2028, pursuant to the first amendment to the lease dated May 13, 2019, the agreement includes two (2) x (2) year extensions. Due to the COVID-19 pandemic, no fixed revenue was recorded in year 2021. For the year ended, December 31, 2022, the lease term was extended thru September 30, 2033 and a GASB87 remeasurement of the lease added \$928,545 and \$961,307 to the beginning balances of the Lease Receivable and Deferred Inflows, respectively.

The terms of this concessionaire agreement include one (1) variable revenue component that is not included in the measurement of the lease receivable; storage space based on one-half of the variable airline square footage fee of \$11,262.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$3,765,769 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$283,450 and \$123,680, respectively. Also in 2022, the deferred inflow receivable was reduced by \$402,304. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2022, or 2.863 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$412,184
2024	424,550
2025	437,287
2026	449,906
2027	462,417
2028-2032	2,532,887
2033-2033	400,353

TL00132 Host International, Inc.

Concessionaire Lease

On January 13, 2009, the Authority entered into a ten (10) year concessionaire agreement with Host International, Inc. for the use of 9,480 square feet of concession space and 568 square feet of storage space located in the terminal building. The lease commenced on January 1, 2009 and ends December 31, 2018, with two (2) x five (5) year extensions. Due to the COVID-19 pandemic, no fixed revenue was recorded in year 2021. The Authority is certain that the lease will extend through the first and second option which is December 31, 2029.

The terms of this concessionaire agreement include one (1) variable revenue component that is not included in the measurement of the lease receivable; storage space based on one-half of the variable airline square footage fee of \$20,367.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$5,310,012 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$649,404 and \$40,596, respectively. Also in 2022, the deferred inflow receivable was reduced by \$663,752. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$690,000
2024	690,000
2025	690,000
2026	690,000
2027	690,000
2028-2029	1,380,000

TL00117 Paradies - Albany, LLC

Concessionaire Lease

On December 13, 2013, the Authority entered into a ten (10) year concessionaire agreement with Paradies - Albany, LLC for the use of 3,176 square feet of concession space located in the terminal building. The lease commenced on January 1, 2014 and ends December 31, 2028, with no extension options. The terms of this agreement include annual revenue of \$333,500 in 2021, paid in twelve monthly installments.

An annual capital contribution of \$40,000 will be paid from 2014 to 2016, and will increase 3% thereafter until the end of the lease term.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$4,844,169 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$633,219 and \$33,781, respectively. Also in 2022, the deferred inflow receivable was reduced by \$605,521. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$ 667,000
2024	667,000
2025	667,000
2026	667,000
2027	667,000
2028-2028	667,000

TL00049 Bucknell Construction Corp (Sublessee - Control Tower Ice Cream)

Property Lease

On September 22, 1999, the Authority entered into a thirty (30) year lease agreement with Bucknell Construction Corp (Sublessee - Control Tower Ice Cream) for the use of approximately three (3) acres of land lease located at Spruce Land and NYS Route 7. The lease commenced on April 1, 2001 and ends March 31, 2031, with no extension options. The terms of this agreement include annual revenue of \$22,969 in 2022, paid in twelve monthly installments. The rent in years six (6) through thirty (30) shall escalate each year and in each year shall be equal to the rent in the immediately preceding year multiplied by the percentage increase for such year by CPI-U.

The Authority approved a sub lease effective February 1, 2006. Amendment No. 1 executed on September 3, 2009, authorized the Assignment and Assumption Agreement to Bucknell Construction Corp.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$252,157 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$21,153 and \$1,817, respectively. Also in 2022, the deferred inflow receivable was reduced by \$24,601. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$23,659
2024	24,369
2025	25,100
2026	25,853
2027	26,628
2028-2031	92,102

TL00206 TVC Albany, Inc. d/b/a Firstlight Fiber

Property Lease

On October 1, 2014, the Authority entered into a five (5) year and two (2) month lease agreement with TVC Albany, Inc. d/b/a Firstlight Fiber for the use of Building 216 located at 55 Sicker Road, Latham, NY. The lease commenced on October 1, 2014 and ends December 31, 2019, with two (2) x five (5) year extensions. The terms of this agreement include annual revenue of \$94,598 in 2022, paid in twelve monthly installments. Annual rent shall increase by three percent (3%) of the previous year's rent.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$379,172 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$92,899 and \$1,699, respectively. Also in 2022, the deferred inflow receivable was reduced by \$94,793. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$ 97,436
2024	100,359
2025	-
2026	-
2027	-
2028-2032	-

TL00266 ELRAC, LLC d/b/a Enterprise Rent-A-Car

Property Lease

On February 1, 2020, the Authority entered into a five (5) year lease agreement with ELRAC, LLC d/b/a Enterprise Rent-A-Car for the use of Building 214 located at 70 Sicker Road, Latham, NY which includes 3,350 sq office and warehouse plus 0.2 acres of land. The lease commenced on February 1, 2020 and ends January 31, 2025, with three (3) x five (5) year extensions. The terms of this agreement include annual revenue of \$26,761 in 2022, paid in twelve monthly installments. Annual rent shall increase by three percent (3%) of the previous year's rent. The Authority is reasonably certain that the lessee will renew the lease for one (1) additional five year option.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$257,140 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$24,966 and \$1,796, respectively. Also in 2022, the deferred inflow receivable was reduced by \$28,309. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$27,565
2024	28,392
2025	29,243
2026	30,121
2027	31,024
2028-2031	67,618

TL00303 ELRAC, LLC d/b/a Enterprise Rent-A-Car

Property Lease

On October 1, 2011, the Authority entered into a five (5) year lease agreement with ELRAC, LLC d/b/a Enterprise Rent-A-Car for the use of seven (7) acres of land including Buildings 410 and 412 located at 11 Northway Lane, Colonie, New York. The lease commenced on May 1, 2016 and ends April 30, 2021, with three (3) x five (5) year extensions. The terms of this agreement include annual revenue of \$209,876 in 2022, paid in twelve monthly installments. The Authority is reasonably certain that the lessee will renew the lease for the 2 additional year options. For the year ended, December 31, 2022, the lease amount was adjusted by the consumer price index and a GASB87 remeasurement of the lease added \$3,768 and \$12,282 to the beginning balances of the Lease Receivable and Deferred Inflows, respectively.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$1,971,049 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for 170,329 and \$45,152, respectively. Also in 2022, the deferred inflow receivable

was reduced by \$192,063. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2022, or 2.863 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$215,481
2024	215,481
2025	215,481
2026	215,481
2027	215,481
2028-2032	718,270

TL00305 Transportation Security Agency (TSA)

Property Lease

On February 1, 2021, the Authority entered into a ten (10) year lease agreement with Transportation Security Agency (TSA) for the use of 9,196 square feet located at in the terminal building. The lease commenced on February 1, 2021 and ends January 31, 2031, with no extension options. The terms of this agreement include annual revenue of \$565,554 in 2022, paid in twelve monthly installments. Annual rent shall increase 9.4% in year five (5). The Authority is reasonably certain that the lessee will renew the lease for the additional year options. For the year ended, December 31, 2022, the lease amounts paid over the lease term was adjusted and a GASB87 remeasurement of the lease reduced \$366,734 and \$414,357 the beginning balances of the Lease Receivable and Deferred Inflows, respectively.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$5,876,689 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$444,665 and \$127,587, respectively. Also in 2022, the deferred inflow receivable was reduced by \$538,654. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2022, or 2.863 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$ 592,347
2024	592,347
2025	592,347
2026	643,654
2027	648,318
2028-2032	1,998,981

TL00122 Hertz

Rental Car Lease

On January 1, 2009, the Authority entered into a ten (10) year rental car lease agreement with Hertz for the use of one (1) rental car kiosks, 82 rental car return spaces and improvement charges located in the terminal and north parking garage. The lease commenced on January 1, 2009 and ends December 31, 2018, with no extension options. Amendment No. 1 was executed on February 1, 2019 extends the agreement ten (10) years or December 31, 2028. The terms of this agreement include annual revenue of \$26,959 in 2022, paid in twelve monthly installments.

The terms of this car rental agreement include three (3) variable revenue components that are not included in the measurement of the lease receivable:

1. an improvement charge based on a variable number of Ready/Return parking spaces, \$99,600;
2. concessionaire fee based on concession sales, \$1,725,368;
3. storage space based on one-half of the variable airline square footage fee. \$32,685.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$184,786 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$25,431 and \$1,528, respectively. Also in 2022, the deferred inflow receivable was reduced by \$28,338. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$27,822
2024	28,719
2025	29,652
2026	30,622
2027	31,630
2028-2028	32,680

TL00121 ELRAC, LLC d/b/a Enterprise Rent-A-Car

Rental Car Lease

On January 1, 2009, the Authority entered into a ten (10) year rental car lease agreement with ELRAC, LLC d/b/a Enterprise Rent-A-Car for the use of one (1) rental car kiosks, 139 rental car return spaces and improvement charges located in the terminal and north parking garage. The lease commenced on January 1, 2009 and ends December 31, 2018, with no extension options. Amendment No. 1 was executed on February 1, 2019 extends the agreement ten (10) years or December 31, 2028. The terms of this agreement include annual revenue of \$41,505 in 2022, paid in twelve monthly installments.

The terms of this car rental agreement include three (3) variable revenue components that are not included in the measurement of the lease receivable:

1. an improvement charge based on a variable number of Ready/Return parking spaces, \$166,800;
2. concessionaire fee based on concession sales, \$2,324,688;
3. storage space based on one-half of the variable airline square footage fee, \$35,993.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$353,151 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$39,131 and \$2,374, respectively. Also in 2022, the deferred inflow receivable was reduced by \$44,144. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$42,950
2024	44,452
2025	46,014
2026	47,638
2027	49,328
2028	51,085

TL00119 Avis

Rental Car Lease

On January 1, 2009, the Authority entered into a ten (10) year rental car lease agreement with Avis for the use of two (2) rental car kiosks, 85 rental car return spaces and improvement charges located in the terminal and South Parking Garage. The lease commenced on January 1, 2009 and ends December 31, 2018, with no extension options. Amendment No. 1 was executed on February 1, 2019 extends the agreement ten (10) years or December 31, 2028. The terms of this agreement include annual revenue of \$32,879 in 2021, paid in twelve monthly installments.

The terms of this car rental agreement include three (3) variable revenue components that are not included in the measurement of the lease receivable:

1. an improvement charge based on a variable number of Ready/Return parking spaces, \$102,000;
2. concessionaire fee based on concession sales, \$2,237,594;
3. storage space based on one-half of the variable airline square footage fee, \$32,685.

The Authority implemented GASB No. 87 for the year ended December 31, 2021 and recorded \$274,157 balances for lease receivable and deferred inflows of resources on the Statement of Net Position. For the year ended December 31, 2022, the lease receivable balance was reduced and interest income recognized for \$31,048 and \$1,831, respectively. Also in 2022, the deferred inflow receivable was reduced by \$34,270. In addition, the lease receivable was discounted to the net present value determined at approximately the year-end 2021, or 0.87 percent, the average of the Authority's five (5) year alternative minimum tax (AMT) borrowing rate.

Future minimum lease payments are as follows:

2023	\$33,762
2024	34,680
2025	35,636
2026	36,629
2027	37,662
2028	38,737

No. 87 Excluded Leases - Regulated

In accordance with GASB No. 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings, e.g. the U.S. Department of Transportation and the Federal Aviation Administration, regulated aviation leases between airports and air carriers and other aeronautical users. Regulated leases include the following:

Airline Use and Lease Agreement Signatory Airlines

The rights, services and privileges, including the lease of preferentially-assigned gates, an airline has in connection with the use of the airport and its facilities is addressed in the Airline Use and Lease Agreement (ULA). By definition, a ULA is considered a regulated lease and does not recognize a receivable and corresponded deferred inflow of resources.

The Authority and certain airlines entered into the original ULA that became effective January 1, 2006 and expired on December 31, 2015. A subsequent ULA was entered into January 1, 2016 and replaced the original 2006 agreement. The 2016 ULA had a five term with and an expiration date of December 31, 2020, it included one five-year option period. Due to the COVID-19 pandemic that began in March 2020, the five-year renewal term was modified to three one-year renewal terms (2021, 2022, and 2023) followed by one two-year (2024-2025) option term.

The Authority has entered into a ULA with seven (7) passenger airlines and recognized terminal, apron and passenger boarding bridge lease revenue of \$6,516,265, \$652,799, and \$690,599, respectively.

Due to the variable nature of the above revenues from year-to-year, expected future minimum payments are indeterminable.

TL00054 New York State Office of General Services

Property Lease

On May 3, 2021, the Authority entered into a ten (10) year lease agreement with New York State Office of General Services for the use of twenty two (22) acres of land located at 330 Old Niskayuna Road, Latham, NY. The lease commenced on August 1, 2021 and ends July 31, 2031, with no extension options. The terms of this agreement include annual revenue of \$264,755 in 2022, paid in twelve monthly installments.

Future minimum lease payments are as follows:

2023	\$ 300,000
2024	300,000
2025	300,000
2026	300,000
2027	306,250
2028-2031	1,128,750

TL00248 American Airlines , Inc.

Property Lease

On February 8, 2019, the Authority entered into a lease agreement with American Airlines, Inc. for the use of building/hangar 119 located at 22 Jetway Drive. The lease commenced on January 1, 2019 and ends December 31, 2023, with no extension options. The terms of this agreement include annual revenue of \$307,730 in 2022, paid in twelve monthly installments. Annual rent shall increase by two percent (2%) of the previous year's rent.

Future minimum lease payments are as follows:

2023	\$313,884
2024	-
2025	-
2026	-
2027	-
2028-2032	-

TL00093 Federal Aviation Administration

Property Lease

On September 13, 2021, the Authority entered into a ten (10) year lease agreement with Federal Aviation Administration for the use of 15,852 square feet of the Air Traffic Control Tower located at 128 Sicker Road. The lease commenced on October, 2020 and ends September 30, 2030, with no extension options. The terms of this agreement include annual revenue of \$763,670 in 2022, paid in twelve monthly installments. Annual rent shall increase by two percent (2%) of the previous year's rent.

Future minimum lease payments are as follows:

2023	\$779,019
2024	794,600
2025	810,492
2026	826,701
2027	843,235
2028-2030	2,405,200

TL00313 Champlain Enterprises, LLC. d/b/a Commutair

Property Lease

On May 12, 2021, the Authority entered into a three (3) year lease agreement with Champlain Enterprises, LLC. d/b/a Commutair for the use of building/hangar 211 located at 85 Sicker Road. The lease commenced on May 12, 2021 and ends May 11, 2024, with no extension options. Annual rent shall increase by three percent (3%) of the previous year's rent.

Future minimum lease payments are as follows:

2023	\$121,796
2024	40,997
2025	-
2026	-
2027	-
2028-2032	-

TL00314 Champlain Enterprises, LLC. d/b/a Commutair

Property Lease

On May 12, 2021, the Authority entered into a three (3) year lease agreement with Champlain Enterprises, LLC. d/b/a Commutair for the use of Building/Hangar 222 located at 85 Sicker Road. The lease commenced on May 12, 2021 and ends May 11, 2024, with no extension options. Annual rent shall increase by three percent (3%) of the previous year's rent.

Future minimum lease payments are as follows:

2023	\$103,921
2024	34,980
2025	-
2026	-
2027	-
2028-2032	-

TL00237 Prescott Holding, Inc.

Property Lease

On November 8, 2021, the Authority entered into a four (4) year lease agreement with Prescott Holding, Inc. for the use of Buildings 202 and 203 located at 743 and 745 Albany Shaker Road. The lease commenced on January 1, 2022 and ends December 31, 2026, with two (2) x five (5) year extensions. The terms of this agreement include annual revenue of \$43,376 in 2022, paid in twelve monthly installments.

Future minimum lease payments are as follows:

2023	\$46,674
2024	50,211
2025	54,038
2026	58,144
2027	62,563
2028-2032	367,969

TL00077 New York State Police

Property Lease

On April 1, 2000, the Authority entered into a thirty (30) year lease agreement with New York State Police for the use of Building/Hangar 200 located at 739 Albany Shaker Road. The lease commenced on April 1, 2000 and ends March 31, 2031, with no extension options. The terms of this agreement include annual revenue of \$1,123,083 in 2022, paid in twelve monthly installments.

Future minimum lease payments are as follows:

2023	\$1,123,083
2024	1,123,083
2025	1,123,083
2026	1,123,083
2027	1,123,083
2028-2032	2,526,9370

T-Hangars

On various dates, the Authority entered into a month to month T-hangar lease agreements with tenants for the use of one (1) of forty (40) T hangars located at 360 Old Niskayuna Road. In 2022, \$147,699 in T-hangar revenue was recorded.

FBO Community Hangars tenants

On various dates, the Authority entered into a month to month agreements with tenants for the use of a specified amount of space located in one of two FBO/community hangars located at Building 109 (16 Jetway Dr.) and Building 112 (6 Jetway Dr.). In 2022, \$357,521 in FBO hangar revenue was recorded.

GASB No. 87 Excluded Leases Short-Term

In accordance with GASB No. 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for leases short-term leases. Short-term leases are certain leases that, at the

commencement of the lease term, has a maximum possible term under the lease contract of 12 months (or less), including any options to extend, regardless of their probability of being exercised.

Short-Term leases include the following:

TL00282 Hyannis Air Service, Inc. d/b/a Cape Air & Nantucket Airlines

Property Lease

On September 1, 2008, the Authority entered into a month to month lease-short term agreement with Hyannis Air Service, Inc. d/b/a Cape Air & Nantucket Airlines for the use of building/hangar 201 located at 741 Albany Shaker Road. The lease commenced on September 1, 2008 and ends September 30, 2010, with the option to extend for a length of time and rental rate to be negotiated at the written request of the lessee and approval of the Authority. The terms of this agreement include annual revenue of \$81,132 in 2022, paid in twelve monthly installments.

TL00015 DHL Express (USA), Inc.

Apron Lease

On April 1, 2009, the Authority entered into an apron lease agreement with DHL Express (USA), Inc. for the use of 8,000 square feet of apron space located in the proximity of Hangar 1. The agreement is on a month-to-month basis. The terms of this agreement include annual revenue of \$20,000 in 2022, paid in twelve monthly installments.

NOTE 12 - Deferred Inflows of Resources - Lessor Receivable

In accordance with GASB No. 87, the Authority recognizes a lease receivable and a deferred inflow of resources for leases the Authority categorizes as GASB No. 87 - Included. For these leases, the Authority is reporting Deferred Inflows of \$22,961,633 for the beginning of the year ending December 31, 2022 and reported lease deferred lease revenue of \$2,739,891. These GASB No. 87 - Included leases are summarized below:

	Deferred Inflows Beginning Balance	Remeasure ment	Adjusted Deferred Inflows Beginning Balance	Deferred Revenue Recognized	Deferred Inflows Ending Balance
TL00049	\$ 227,556	\$ -	\$ 227,556	\$ 24,601	\$ 202,955
TL00098	90,409	-	90,409	38,747	51,662
TL00111	393,572	2,286	395,858	44,395	351,463
TL00117	4,238,648	-	4,238,648	605,521	3,633,127
TL00119	239,887	-	239,887	34,270	205,617
TL00121	309,007	-	309,007	44,144	264,863
TL00122	198,366	-	198,366	28,338	170,028
TL00132	5,310,012	-	5,310,012	663,752	4,646,260
TL00206	284,379	-	284,379	94,793	189,586
TL00241	3,765,769	961,307	4,727,076	402,304	4,324,772
TL00266	228,831	-	228,831	28,309	200,522
TL00303	1,780,302	12,282	1,792,584	192,063	1,600,521
TL00305	5,333,377	(414,357)	4,919,020	538,654	4,380,366
	<u>\$ 22,400,115</u>	<u>\$ 561,518</u>	<u>\$ 22,961,633</u>	<u>\$ 2,739,891</u>	<u>\$ 20,221,742</u>

NOTE 13 - Pension Plans

Plan Descriptions - The Authority participates in the New York State and Local Employees' Retirement System (ERS) cost-sharing multiple-employee retirement system. The ERS provides retirement benefits as well as death and disability benefits. Obligations of employers and employees to contribute and benefits to employees are governed by the New York State Retirement and Social Security Law (NYSRSSL). As set forth in the NYSRSSL, the Comptroller of the State of New York (Comptroller) serves as sole trustee and administrative head of the Systems. The Comptroller shall adopt and amend rules and regulations for the administration and transaction of the business of the systems and for the custody and control of their funds. The Systems issue a publicly available annual financial report that includes audited financial statements and required supplementary information. This report may be obtained by writing to the New York State and Local Employees' Retirement System, Office of the State Comptroller, 110 State Street, Albany, NY 12207.

Funding Policy - Contributory and noncontributory requirements depend upon the point in time at which an employee last joined the System. Most members of the ERS who joined the System on or before July 26, 1976 are enrolled in a non-contributory plan. Employees who last joined ERS subsequent to July 26, 1976 are enrolled in a contributory Plan. Tier 3 through Tier 5 employees must contribute 3 percent of their salary. Tier 3 and Tier 4 employees with more than ten years of membership or credited service within the System are not required to contribute. Tier 6 member contribution rates vary from 3 percent to 6 percent depending on salary. Tier 5 and 6 members are required to contribute for all years of service. Members cannot be required to begin contributing or to make increased contributions beyond what was required when their memberships began.

The Authority is required to contribute at an actuarially determined rate. The required contributions for the year ended December 31, 2022 was \$284,660 or 17.1% of the covered employees' payroll. In December 31, 2021 the required contribution was \$234,393 or 14.1% of the covered employees' payrolls. The Authority's contributions made to the Systems were equal to 100% of the required contributions for each year.

Pension Liability - At December 31, 2022, the Authority reported the following asset/(liability) for its proportionate share of the net pension asset/(liability) for the System. The net pension asset/(liability) was measured as of March 31, 2022. The total net pension asset/(liability) used to calculate the net pension asset/(liability) was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension asset/(liability) was based on a projection of the Authority's long-term share of contributions of all participating members, actuarially determined. This information was provided by the ERS System in a report provided to the Authority. The net pension asset/(liability) is included in the non-current assets/liabilities on the Statement of Net Position for December 31, 2022 and 2021:

	2022	2021
Actuarial valuation date	April 1, 2021	April 1, 2020
Net pension asset/(liability)	\$ 349,754	\$ (3,491)
Authority's portion of the Plan's total net pension asset/(liability)	0.0042786%	0.0035082%

Payables to the pension plan - ERS employer contributions are paid annually based on the System's fiscal year which ends on March 31st. Payments to the ERS due February 1 were prepaid at a discounted amount of \$203,751 and \$284,650 during the Authority's year ended December 31, 2022 and 2021. Accordingly, the Authority did not owe any payables to the Pension System as of December 31, 2022 or 2021.

Pension Expense - For the year ended December 31, 2022, the Authority recognized its proportionate share of pension expense of \$15,819. For December 31, 2021, the pension expense was \$81,117.

Collective Pension Expense - Collective pension expenses includes certain current period changes in the collective net pension asset/(liability), projected earnings on pension plan investments, and the amortization of deferred outflows or resources and deferred inflows of resources for the current period. The collective pension expense for the periods ended December 31, 2022 and 2021 was \$91,329 and \$136,485, respectively.

Deferred Outflows and Inflows of Resources Related to Pension - The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources for December 31, 2022 and 2021.

	Outflows of Resources 2022	Inflows of Resources 2022	Outflows of Resources 2021	Inflows of Resources 2021
Differences between expected and actual experiences	\$ 26,487	\$ 34,356	\$ 42,662	\$ -
Changes of assumptions	583,700	9,849	642,297	12,114
Net difference between projected and actual earnings on pension plan investments	-	1,145,298	-	1,003,468
Changes in proportion and differences between contributions and proportionate share of contributions	234,169	56,634	167,066	78,305
Contributions subsequent to the measurement date	203,751	-	284,650	-
Total	\$ 1,048,107	\$ 1,246,137	\$ 1,136,675	\$ 1,093,887

The Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net pension asset/(liability) in the year ended December 31, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows as of December 31, 2022 and 2021.

Year ended:	2022	2021
2022	\$ -	\$ (17,295)
2023	(27,511)	6,731
2024	(82,111)	(40,554)
2025	(262,714)	(190,745)
2026	(29,444)	-
2027	-	-
Thereafter	-	-

The total pension liability as of March 31, 2022 was determined by using an actuarial valuation as of April 1, 2021, with update procedures used to roll forward the total pension liability to March 31, 2022. The actuarial valuation used the following actuarial assumptions:

	2022	2021
Measurement date	March 31, 2022	March 31, 2021
Actuarial valuation date	April 1, 2021	April 1, 2020
Inflation rate	2.7%	2.7%
Salary Scale	4.4%	4.4%
Investment rate of return (net of investment expense, including inflation)	5.9%	5.9%
Cost of Living Adjustments	1.4% annually	1.4% annually

Decrements – Developed from the Plan's FT 2016-2012 experience

Mortality improvement - Society of Actuaries' Scale MP-2020

Pensioner mortality rates are based on April 1, 2015 – March 31, 2020 System's experience with adjustments for mortality improvements based on MP-2020.

The long-term expected rate of return on pension plan investments was determined using a building block method in which best estimate ranges of expected future real rates of return (expected returns net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the target asset allocation are summarized below:

Asset class	Target allocation	Long-Term expected real rate of return
Domestic equity	32.0%	3.30%
International equity	15.0%	5.85%
Private equity	10.0%	6.50%
Real estate	9.0%	5.00%
Credit	4.0%	4.10%
Opportunistic portfolio	3.0%	3.78%
Real assets	3.0%	5.58%
Fixed Income	23.0%	0.00%
Cash	1.0%	-1.00%
	<u>100.0%</u>	

Discount rate - The discount rate used to calculate the total pension asset/(liability) was 5.9%. The projection of cash flows used to determine the discount rate assumes that contributions from plan members will be made at the current contribution rates and that contributions from employers will be made at statutorily required rates, actuarially. Based upon the assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore the long term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension asset/(liability).

Sensitivity of the Proportionate Share of the Net Pension Liability/(Asset) to the Discount Rate Assumption -The following presents the Authority's proportionate share of the net pension asset/(liability) calculated using the discount rate of 5.9%, as well as what the Authority's proportionate share of the net pension asset/(liability) would be if it were calculated using a discount rate that is one percentage point lower (4.9%) or one percentage point higher (6.9%) than the current rate:

	1% Decrease (4.9)%	Current Discount (5.9)%	1% Increase (6.9)%
Employer's Proportionate Share of the Net Pension Liability (Asset)	\$ 900,263	\$ (349,754)	\$ (1,395,333)

New York State Voluntary Defined Contribution (NYS VDC) Plan - Under state legislation enacted in 2012, Authority Employees first hired after June 30, 2013 who earn least \$75,000 per year or more are eligible to join the NYS VDC Plan instead of the ERS Plan. The NYS VDC Plan is administered by the

State University of New York Optional Retirement Plan (SUNY OPR). SUNY OPR has contracted with TIAA-CREF to administer the NYS VDC Plan. The NYS VDC plan is portable among employers and eligible employees vest 366 days after first joining the plan or other employer funded contract with any of the NYS VDC investment providers. The Authority's contribution rate is 8% of participating employee salary for the duration of employment. Participating employee contribution rates range from 5.75% to 6% based upon salary level. During the initial vesting period the Authority must contribute 4% interest to a vesting employee's contribution deduction not yet remitted to the Plan. The Authority has three employees who participate in the NYS VDC Plan. The Authority's employer contributions to the NYS VDC plan through December 31, 2022 and 2021 was \$24,388 and \$23,677, respectively.

NOTE 14 - Other Post Employment Benefits (OPEB)

During 2009 the Authority adopted a formal written OPEB plan and created a legally separate trust to accumulate resources to fund the Authority's obligation to pay for OPEB benefits under the plan. The OPEB plan provides that all full-time and regular part-time employees with qualifying years of service with the Authority (including any years with the State of New York or County of Albany immediately preceding becoming an Authority employee) who retire from the Authority and are collecting retirement benefits through the New York State and Local Employees' Retirement System, shall receive health insurance benefits from the Authority as a retired employee. Such benefits shall be equal to the health insurance benefits received by the employee at the time of their retirement and the costs thereof to the retired employee shall be at the same rate or percentage sharing the employee was paying at the time of their retirement. A qualifying retiree's surviving spouse and eligible dependents can continue to receive OPEB benefits as long as they do remain otherwise eligible to be a dependent of the deceased employee. Retired employees are required to contribute to the cost of the plan benefit in proportion to the amount they contributed toward the cost of their health insurance prior to retirement. The Authority allows each employee to accumulate up to 1,320 hours of unused sick time and apply the value of this to fund their required contribution. The plan is a single-employer defined benefit plan Effective January 1, 2008. The Authority adopted GASB Statement 45 - *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*-, prospectively which requires reporting, on an accrual basis, the liability associated with other postemployment benefits. The OPEB liability at transition was zero, being amortized over a thirty-year period. Effective January 1, 2018 the Authority adopted GASB Statement 75, which replaced GASB 45 and required the previously unrecognized liability for OPEB benefits to reported as a liability on the statement of Net Position and also changed the measurement focus to fair value measurement. The accrued liability is based upon an actuarial valuation that reflects a long-term perspective. Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events far into the future, and that actuarially determined amounts are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. The Albany County Airport Authority OPEB Trust has issued a separate unaudited financial statement which may be obtained by contacting the Albany County Airport Authority OPEB Trustee c/o the Albany County Airport Authority, 737 Albany Shaker Road, Terminal Building, Third Floor, Albany, NY 12211-1057.

The OPEB Plan is a single-employer defined benefit healthcare plan trust administered by the Authority. The Plan provides medical insurance benefits to eligible retirees who elect to receive it, and their eligible dependents. Membership of the Plan consists of 44 plan members composed of; 20 active and 24 retired employees. The Plan is a governmental plan that is not subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA). The Plan was created by the Albany County Airport Authority to be managed by a sole trustee intended to be the Chief Financial Officer of the Authority who is the plan Trustee. The Plan is a component unit of the Albany County Airport Authority. The Trust has a fiduciary duty to provide plan benefits to eligible beneficiaries. As long as the Albany County Airport Authority provides the required benefits, the Trust's obligation is fulfilled and it may then reimburse the Albany County Airport Authority for the cost of the benefits provided, if requested to do so.

The Schedule of Changes in the net OPEB liability and other OPEB information is located in the Required Supplementary Information Section of this document.

For 2022, four key assumptions have changed since the prior valuation done in 2020. The total impact of these assumption changes decreased disclosed liabilities by approximately \$640 thousand due to:

- change in the discount rate from 2.5% to 4.31%,
- change in the future projected healthcare cost by the adoption of the Getzen model,
- updated methodology for calculating expected claim; and
- updating the mortality table to the PubG-2010 Mortality Table.

Eligibility

An employee hired on or after January 1, 2005 shall become eligible to retire under this plan upon attainment of age 55 as an active member and completion of 10 years of service. Those hired after January 1, 2017 must have 15 years of service and have reached the age of 55.

Contributions

Contributions to the Plan are likely to be entirely funded by the employer (the Authority). Participants hired prior to July 1, 2005 are not required to contribute to the plan. Participants hired on or after July 1, 2005 are required to contribute 10% of the cost of benefits to the plan, offset by the value of their unused sick leave up to 1,320 hours at the time of retirement. The Plan was established and may be amended by the Authority. The Authority has no obligation to fund the plan. Contributions made were provided for in the Authority's annual budgets for 2008 through 2022 along with interest earnings thereon. Any future contributions to the plan would be authorized by a future resolution of the Authority.

Net OPEB Liability

The net OPEB liability (NOL) was measured as of December 31, 2022, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

Investment Policy

The Authority has adopted an investment policy for the Trust that the Authority may amend from time to time. The Authority adopted an Investment Policy for effectively supervising, monitoring and evaluating the investment assets of the Plan. The investment policy allows for the plan assets to be comprised of:

Fixed Income	0%-60%
Cash Equivalent	5%-100%
Domestic Equity	0%-60%
International Equity	0%-60%
Other Equity	0%-20%

As of December 31, 2022 all plan assets were on deposit with M & T Bank, in an interest bearing demand deposit account, the entire balance of which was collateralized by obligations that are guaranteed by the U.S. Government and held by a 3rd party custodian. The Trustee believes the investment and management of the assets of the Plan have complied with the Trust investment policy adopted by the Authority.

Actuarially Determined Contribution (ADC)

The Airport's Actuarially Determined Contribution (ADC) is an amount actuarially determined in accordance with parameters of GASB Statement 74/75 which is composed of the service cost and amortization of the unfunded liability using a 30 year flat dollar amortization of such unfunded liability. The following table shows the components of the Airport's annual ADC for the fiscal year and the amount actually contributed to the plan:

	2022	2021
Service Cost	\$ 227,572	\$ 200,491
30 year amortization of NOL	241,067	176,655
Actuarial determined contribution	468,639	377,146
Contributions in relation to the actuarially determined contribution	(381,571)	(442,517)
Contribution deficiency/(excess)	\$ 87,068	\$ (65,371)
Covered Employee Payroll	\$ 2,284,727	\$ 2,143,470
Contributions as a % of covered employee payroll	16.70%	20.64%
Discount Rate	4.31%	2.50%

Funded Policy, Status and Progress

The contribution requirements of plan members and the Authority are established and may be amended through Authority resolutions. For the period ending on the December 31, 2022 Measurement Date, total Authority premiums excluding implicit costs for the retiree medical program were \$221,607. The Authority also made a contribution to the OPEB Trust of \$110,552 for a total contribution during the measurement period of \$387,571 to be reported on the financial statement for the fiscal year ending December 31, 2022.

As of the December 31, 2022 Measurement Date, the plan was 33.11% funded. The Total OPEB Liability (TOL) for benefits was \$9,055,860, and the Fiduciary Net Position was \$2,998,727, resulting in a Net OPEB Liability (NOL) of \$6,057,133. The covered payroll (annual payroll of active employees covered by the plan) was \$2,284,727 and the ratio of the NOL to the covered payroll was 265.11%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, investment returns, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Changes in the OPEB Liability

	2022	2021
Net OPEB Liability at beginning of period:	\$ 5,692,140	\$ 5,723,485
Service cost	227,572	200,491
Interest	216,640	212,098
Change in assumptions	(644,028)	-
Differences between expected and actual experience	953,983	-
Net investment income	(7,603)	(1,417)
Employer contributions to the trust	(381,571)	(442,517)
Benefit payments withdrawn from the trust	271,019	245,131
Benefit payments excluding implicit cost	(221,607)	(205,200)
Implicit cost amount	(49,412)	(39,931)
Net OPEB Liability at end of period:	<u>\$ 6,057,133</u>	<u>\$ 5,692,140</u>

Changes in the Deferred Outflows/Inflows

	Outflows of Resources 2022	Inflows of Resources 2022	Outflows of Resources 2021	Inflows of Resources 2021
Beginning of the period	\$ 391,588	\$ (1,156,601)	\$ 504,922	\$ (1,552,848)
Created during the period	1,019,768	(644,028)	68,079	-
Recognized during the period	(385,367)	525,053	(181,413)	396,247
End of the period	<u>\$ 1,025,989</u>	<u>\$ (1,275,576)</u>	<u>\$ 391,588</u>	<u>\$ (1,156,601)</u>

The Authority's contributions made after the measurement date will be recognized as a reduction of the net OPEB asset/(liability) in the subsequent year rather than the current fiscal period. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows as of December 31, 2022 and 2021.

	2022	2021
Year ended:		
2022	-	214,834
2023	(132,297)	207,445
2024	(281,201)	356,349
2025	88,763	(13,615)
2026	75,148	-
2027	-	-
Thereafter	-	-

OPEB Expense Development

Components of the Airport's OPEB expenses for the fiscal years ending December 31, 2022 and 2021:

	2022	2021
Service Cost	\$ 227,572	\$ 200,491
Interest on the Net OPEB Liability (asset), service cost, and benefit payments	216,640	212,098
Deferred (inflows)/outflows from plan experience	(38,402)	(229,197)
Deferred (inflows)/outflows from changes of assumptions	(149,540)	(20,735)
Projected earnings on OPEB plan investments	(73,388)	(69,496)
Deferred (inflows)/outflows from earnings on plan investments	48,256	35,098
Net financial statement OPEB expense	<u>\$ 231,138</u>	<u>\$ 128,259</u>

Money Weighted Rate of Return and Plan Cash Flows

	2022	2021
Beginning value	\$ 2,880,572	\$ 2,681,769
Annual contribution to OPEB Trust	110,552	197,386
Annual interest earnings	7,603	1,417
Ending Value	\$ 2,998,727	\$ 2,880,572
Money weighted rate of return	0.26%	0.05%

Discount rate

The following table presents the results if the discount rate was 1% lower or 1% higher:

	Net OPEB Liability		
	Current Discount		
	1% Decrease	Rate	1% Increase
2022 (4.31%)	\$ 7,465,729	\$ 6,057,133	\$ 4,914,398
2021 (2.50%)	\$ 7,210,873	\$ 5,692,140	\$ 4,455,010

Healthcare Trend

The following table presents the results if the healthcare cost rate was 1% lower or 1% higher:

	Net OPEB Liability		
	Current Trend		
	1% Decrease	Rate	1% Increase
2022 (8.0%)	\$ 4,826,990	\$ 6,057,133	\$ 7,586,873
2021 (9.0%)	\$ 4,375,518	\$ 5,692,140	\$ 7,374,188

NOTE 15 - 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. The Authority has purchased commercial insurance for all risk above minimal deductible amounts and named the operator of the Airport, AFCO AvPorts Management LLC (AvPorts) as an additional insured. In addition, the FBO, REW Investments (Million Air) and all tenants and users of the Airport are required to have insurance coverage naming the Authority and the County as additional insured.

No liability is recorded at December 31, 2022 for outstanding claims or for any potential claims incurred but not reported as of that date. Settled claims have not exceeded these commercial coverages by any material amounts during the three years ended December 31, 2022. There was no reduction in insurance coverage during 2022.

NOTE 16 - Commitments and Contingencies

FBO Operations – As of September 1, 2013 the Authority entered into an agreement with REW Investments, Inc., (Million Air) to manage the fixed based operations on airport. The Agreement has been modified and extended through August 31, 2023. Under the agreement, Million Air is obligated to manage a full and complete general aviation support function including ground handling, apron services, repair and maintenance, and hangar storage. The agreement also provides for operating and managing the Airport's fuel farm and deicing program for all commercial and general aviation aircraft. Million Air receives full reimbursement of all their on-airport pre-approved related expenses plus a base

management fee of \$185,000 per annum and various incentive fees based on certain revenue performance indicators.

Airport Operations – AFCO AvPorts Management LLC (d/b/a AvPorts) manages the daily operations and maintenance of the airport under an agreement dated October 11, 2005 and initially expiring December 31, 2010, subject to an optional extension. The agreement has been extended through December 31, 2022. In 2022, the Authority and AvPorts entered into a new Airport Management Services Agreement effective January 1, 2023 and expiring December 31, 2024. Operational centers include the airfield, terminal, parking, ARFF, operations, security and vehicle and equipment maintenance. AvPorts receives full reimbursement of all their on-airport pre-approved related expenses plus a base management fee of \$500,000.

Capital Improvement Programs - As of December 31, 2022, the Authority has outstanding contractual commitments for completion of certain capital improvement projects totaling \$8.2 million of which an estimated \$6.4 million is eligible for partial reimbursement from the FAA and the State. The remaining amount is expected to be funded from Airport funds.

Concentration of Credit Risk - The Authority leases facilities to the airlines under certain leases and/or use agreements and to other businesses under agreements to operate concessions at the Airport. Amounts due from airlines represent approximately 44.4% of accounts receivable and airline revenues represent 20.0% of operating revenues for the year ended December 31, 2022.

Environmental Remediation - Pursuant to the enabling legislation creating the Authority, the Airport completed an environmental audit in 1994. It is the opinion of the Authority that all audit findings have been resolved with no material adverse effect on the financial position of the Authority. In prior years, elevated levels of propylene glycol had been detected in Shaker Creek which runs through the Airport. The Authority now operates a glycol collection and disposal system completed in 1999 which successfully addresses this issue.

Compliance Audits - The Authority participates in a number of programs that are fully or partially funded by grants received from other governmental units. Expenditures financed by grants are subject to audit by the appropriate grantor government or agency. An independent audit of these programs has been performed for the years ended December 31, 2022 and 2021 in compliance with: 1) requirements stated in the Single Audit Act of 1996 and Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards; 2) compliance requirements described in the Passenger Facility Charge Audit Guide for Public Agencies issued by the Federal Aviation Administration; and 3) compliance requirements described in the preliminary Draft Part 43 of the New York State Codification of Rules and Regulations applicable to state transportation assistance. The amounts, if any, of expenditures that may be disallowed by the granting government or agency cannot be determined at this time, although any such amounts, if any, are expected to be immaterial.

Litigation - The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business. The Authority is a defendant in various lawsuits. In the opinion of the Authority's counsel the resolution of any legal actions in the aggregate will not have a material adverse effect on the financial position of the Authority.

Potential Impact of Coronavirus - The outbreak of COVID-19, a respiratory disease caused by a new strain of coronavirus, which was first detected in China and has since spread to other countries, including the United States, has been characterized as a pandemic by the World Health Organization on March 11, 2020. The coronavirus will continue to impact the Authority's fiscal and operating results, the amount of which is uncertain.

Required Supplemental Information

Albany County Airport Authority
Schedule for the Authority's Proportionate Share of Net Pension Liability
New York State and Local Employees' Retirement System

As of the measurement data of March 31,	2022	2021	2020	2019	2018	2017	2016	2015
Proportion percentage of net pension liability	0.00428%	0.00351%	0.00419%	0.00452%	0.00472%	0.00464%	0.00497%	0.00525%
Proportion amount of net pension (asset)/liability	\$ (349,754)	\$ 3,491	\$ 1,110,544	\$ 320,236	\$ 152,292	\$ 436,071	\$ 797,486	\$ 177,342
Covered payroll	\$ 1,665,848	\$ 1,656,433	\$ 1,518,180	\$ 1,596,306	\$ 1,682,703	\$ 1,623,832	\$ 1,640,182	\$ 1,599,482
Authority's proportionate share of net pension (asset)/liability as a percentage of covered payroll	-21.00%	0.21%	73.15%	20.06%	9.05%	26.85%	48.62%	11.09%
Plan fiduciary net position as a percentage of total pension liability	103.65%	99.95%	86.39%	96.27%	98.24%	94.70%	90.70%	97.90%

Data prior to 2015 is unavailable.

Albany County Airport Authority
Schedule for the Authority Contributions
New York State and Local Employees' Retirement System

As of December 31,	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required contribution	\$ 203,751	\$ 284,650	\$ 234,393	\$ 243,034	\$ 256,525	\$ 252,468	\$ 260,215	\$ 305,211
Contributions in relation to the contractually required contribution	(203,751)	(284,650)	(234,393)	(243,034)	(256,525)	(252,468)	(260,215)	(305,211)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 1,901,294	\$ 1,748,058	\$ 1,648,401	\$ 1,488,995	\$ 1,635,511	\$ 1,674,841	\$ 1,608,253	\$ 1,650,458
Contributions as a percentage of covered payroll	10.72%	16.28%	14.22%	16.32%	15.68%	15.07%	16.18%	18.49%

Data prior to 2015 is unavailable.

Albany County Airport Authority
Schedule of Changes in the Airport's Net OPEB Liability and Related Ratios
For the year ended December 31,

	2022	2021	2020	2019	2018
Total OPEB Liability	\$ 9,055,860	\$ 8,572,712	\$ 8,405,254	\$ 10,028,123	\$ 8,842,670
Service Cost	227,572	200,491	179,110	276,198	217,039
Interest on total OPEB liability, service cost and benefit payments	216,640	212,098	328,041	338,961	325,272
Changes in benefit terms	-	-	-	-	-
Difference between expected & actual plan experience	953,983	-	(1,065,626)	(161,281)	(80,361)
Changes of assumptions	(644,028)	-	(835,252)	731,575	-
Benefit payments excluding implicit cost	(221,607)	(205,200)	(171,663)	-	(150,927)
Implicit cost amount	(49,412)	(39,931)	(57,479)	N/A	N/A
Net change in OPEB liability	483,148	167,458	(1,622,869)	1,185,453	311,023
Total OPEB liability - beginning of period	8,572,712	8,405,254	10,028,123	8,842,670	8,531,647
Total OPEB liability - end of period	<u>\$ 9,055,860</u>	<u>\$ 8,572,712</u>	<u>\$ 8,405,254</u>	<u>\$ 10,028,123</u>	<u>\$ 8,842,670</u>
Plan Fiduciary Net Position	\$ 2,998,727	\$ 2,880,572	\$ 2,681,769	\$ 2,429,013	\$ 2,220,686
Interest on fiduciary net position	-	-	-	-	-
Earning from plan investments	7,603	1,417	12,647	44,608	13,200
Employer contribution to trust	381,571	442,517	411,772	325,000	300,000
Benefit payments from trust, including refunds of member contributions	(271,019)	(245,131)	(171,663)	(161,281)	(150,927)
Administrative expense	-	-	-	-	-
Other	-	-	-	-	-
Net change in plan fiduciary net position	118,155	198,803	252,756	208,327	162,273
Plan fiduciary net position - beginning of period	2,880,572	2,681,769	2,429,013	2,220,686	2,058,413
Plan fiduciary net position - end of period	<u>\$ 2,998,727</u>	<u>\$ 2,880,572</u>	<u>\$ 2,681,769</u>	<u>\$ 2,429,013</u>	<u>\$ 2,220,686</u>
Net OPEB liability	\$ 6,057,133	\$ 5,692,140	\$ 5,723,485	\$ 7,599,110	\$ 6,621,984
Plan Fiduciary net position as a % of total OPEB liability	33.11%	33.60%	31.91%	24.22%	25.11%
Covered employee payroll	\$ 2,284,727	\$ 2,143,470	\$ 2,081,039	\$ 1,962,761	\$ 1,966,055
Plan NOL as a % of covered employee payroll	265.11%	265.56%	275.03%	387.16%	336.82%
Single discount rate to calculate plan liabilities	4.31%	2.50%	2.50%	3.25%	3.75%

** Schedule is intended to show information for 10 years. Information will be provided as available until a full 10 years of data is included.

Albany County Airport Authority
Actuarially OPEB Determined Contribution - Deficiency/(Excess)
For the year ended December 31,

	2022	2021	2020	2019	2018
Service Cost	\$ 227,572	\$ 200,491	\$ 179,110	\$ 276,198	\$ 217,039
30 year amortization of NOL	241,067	176,655	177,628	287,733	357,987
Actuarial determined contribution	468,639	377,146	356,738	563,931	575,026
Contributions in relation to the actuarially determined contribution	(381,571)	(442,517)	(411,772)	(325,000)	(300,000)
Contribution deficiency/(excess)	\$ 87,068	\$ (65,371)	\$ (55,034)	\$ 238,931	\$ 275,026
Covered Employee Payroll	\$ 2,284,727	\$ 2,143,470	\$ 2,081,039	\$ 1,962,761	\$ 1,966,055
Contributions as a % of covered employee payroll	16.70%	20.64%	19.79%	16.56%	15.26%
Discount Rate	4.31%	2.50%	2.50%	3.25%	3.75%
Money Weighted Rate of Return	0.26%	0.05%	0.52%	2.01%	0.64%

** Schedule is intended to show information for 10 years. Information will be provided as available until a full 10 years of data is included.

Albany County Airport Authority

OPEB Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the written plan as currently approved by the Authority and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

Investment rate of return	2.50%, net of OPEB plan investment expense, including inflation.
Municipal bond rate	4.31% as of December 31, 2022 (source: S&P Municipal Bond 20-Year High Grade Index-SAPIHG)
Actuarial Cost Method	Individual Entry Age Normal
Single equivalent discount rate	4.31%, net of OPEB plan investment expense, including inflation.
Inflation	2.50% as of December 31, 2022 and for future periods
Salary Increases	3.00% annually as of December 31, 2022 and for future periods
Cost of living adjustments	Not Applicable
Pre-retirement mortality	General: PubG-2010 Mortality Table for Employees projected generationally with scale MP-2020 for males and females
Post-retirement mortality	General: PubG-2010 Mortality Table for Healthy Annuitants projected generationally with scale MP-2020 for males and females
Disabled mortality	General: PubG-2010 Mortality Table for Disabled Annuitants projected generationally with scale MP-2020 for males and females

OPEB Plan Membership

At December 31, 2022, OPEB plan membership consisted of the following:

Inactive employees or beneficiaries currently receiving benefits:	27
Active Employees:	<u>18</u>
Total:	45

Events Subsequent to the OPEB Measurement Date

To the best of our knowledge there were no material events subsequent to the Measurement Date that would impact the figures shown in this report.

Changes in OPEB Assumptions from December 31, 2021 to December 31, 2022

- Discount rate has been changed from 2.50% to 4.31%
- Adoption of the Getzen model for future healthcare costs
- Updated methodology for calculating expected claims due to update guidance in the implementation of ASOP 6
- Mortality table has been updated to the PubG-2010 Mortality Table projected generationally with scale MP-2020 or males and females

OPEB Contributions

The contribution requirements of plan members and the Airport are established and may be amended through Airport ordinances. The Airport contributed \$110,552 beyond the pay-as-you-go cost for the period ending on December 31, 2022 Measurement Date. For the year ending on December 31, 2022 Measurement Date total Airport premiums plus implicit costs for the retiree medical program were \$271,019. \$49,412 of the \$271,019 represents implicit cost.

Other
Supplemental
Information

Albany County Airport Authority
Debt Service Requirements to Maturity

GENERAL AIRPORT REVENUE BONDS

YEAR	Principal	Interest	Authority Total
2023	\$ 7,020,000	\$ 3,002,652	\$ 10,022,652
2024	7,280,000	2,653,400	9,933,400
2025	7,625,000	2,291,250	9,916,250
2026	8,030,000	1,910,000	9,940,000
2027	1,455,000	1,508,500	2,963,500
2028	1,530,000	1,437,550	2,967,550
2029	1,585,000	1,366,275	2,951,275
2030	1,665,000	1,291,731	2,956,731
2031	1,170,000	1,212,963	2,382,963
2032	1,230,000	1,158,906	2,388,906
2033	1,285,000	1,101,800	2,386,800
2034	1,240,000	1,041,400	2,281,400
2035	1,290,000	981,750	2,271,750
2036	1,105,000	919,600	2,024,600
2037	1,165,000	864,350	2,029,350
2038	1,220,000	806,100	2,026,100
2039	1,285,000	745,100	2,030,100
2040	1,345,000	684,650	2,029,650
2041	1,410,000	621,350	2,031,350
2042	1,470,000	554,950	2,024,950
2043	1,540,000	485,700	2,025,700
2044	1,615,000	413,100	2,028,100
2045	1,690,000	336,950	2,026,950
2046	1,765,000	262,050	2,027,050
2047	1,840,000	183,700	2,023,700
2048	1,920,000	101,800	2,021,800
2049	540,000	16,200	556,200
TOTAL	<u>\$ 62,315,000</u>	<u>\$ 27,953,777</u>	<u>\$ 90,268,777</u>

Albany County Airport Authority
 Governmental Payments and Services
 For the Years Ended December 31, 2022 and December 31, 2021

	2022	2021
UNITED STATES - Department of Agriculture		
Dept. of Agriculture - Wildlife Management Program	\$ 37,111	\$ 39,560
 STATE OF NEW YORK		
Department of Civil Service - Health Insurance	\$ 687,118	\$ 624,762
State and Local Employees' Retirement System	203,751	284,650
Unemployment Insurance	6,426	2,205
Bureau of Weights and Measures	10	98
Dept. of Taxation & Finance - Sales Tax	286,213	166,324
Dept. of Taxation & Finance - Petroleum Business Tax	86,548	105,949
Dept. of Labor Bureau of Public Works	1,564	7,708
DEC - Oil Spill Fee	11,762	8,720
DEC - SPDES Program Fees & Permits	2,425	2,300
Total State of New York	1,285,817	1,202,716
 COUNTY OF ALBANY		
Direct Costs:		
Sheriff	2,299,719	2,097,571
Code Enforcement	68,132	90,187
Shared Services - IT & Legal	99,000	99,000
Sewer District Charges	5,000	5,000
Total County of Albany	2,471,851	2,291,758
LATHAM WATER DISTRICT - Water Service	61,386	67,992
 TOWN OF COLONIE, RECEIVER OF TAXES		
Sewer Taxes	121,074	117,458
Verdoy Fire Dept.	1,679	1,681
Albany County Tax	5,902	5,770
Town of Colonie Tax	4,228	4,106
School Taxes - North Colonie	26,934	26,756
Total Town of Colonie, Receiver of Taxes	159,817	155,771
 VILLAGE OF COLONIE		
Wastewater Conveyance	7,500	7,500
 CAPITAL DISTRICT TRANSPORTATION AUTHORITY		
Employee Ground Transportation	24,900	12,500
 TOTAL PAYMENTS TO OTHER GOVERNMENTAL ENTITIES	\$ 4,048,382	\$ 3,777,797

Albany County Airport Authority

Insurance Schedule

Policy	2022 Insurance Carrier	Policy Term	2021 Premium	2022 Premium	Deductible	Insurance Limits
Aviation Liability	ACE Property	12/31/21 - 12/31/22	\$ 168,817	\$ 189,919	\$ 10,000	\$100MM
Excess Aviation Liability	Lloyd's	12/31/21 - 12/31/22	\$ 55,000	\$ 53,900	\$ 0	\$200MM
Property incl. Business Income	Federal	12/31/21 - 12/31/22	\$ 332,159	\$ 362,880	\$ 25,000	\$367MM
Auto - subject to audit	Great Northern	12/31/21 - 12/31/22	\$ 73,042	\$ 71,572	\$ 0	\$5MM
Workers Compensation	Bankers Standard	12/31/21 - 12/31/22	\$ 5,903	\$ 5,954	N/A	Statutory
Public Officials	ACE American	12/31/21 - 12/31/22	\$ 33,726	\$ 41,132	\$ 50,000	\$7.5MM
Crime	Travelers	12/31/21 - 12/31/22	\$ 6,868	\$ 7,677	\$ 50,000	\$5MM
Tank Farm Property	Evanston	12/31/21 - 12/31/22	\$ 38,761	\$ 43,121	\$ 50,000	Per Tank Statement of Values
Violent & Malicious Acts	Lloyd's	12/31/21 - 12/31/22	\$ 15,390	\$ 15,970	\$ 0	\$1MM Liability; \$366MM Property
Pollution	Beazley	12/31/19 - 12/31/22	\$ 106,050	\$ 106,050	\$ 100,000	\$10MM
Cyber Liability	Ace American	12/31/21 - 12/31/22	\$ 21,303	\$ 35,445	\$ 25,000	\$1MM
Fiduciary Liability	Philadelphia Ins	9/1/20 - 12/31/22	\$ 1,690	\$ 1,690	\$ 10,000	\$2MM
Builders Risk	Chubb	12/31/21 - 12/31/22	\$ 20,860	\$ 20,860	\$ 25,000	\$3MM



BUSINESS
ADVISORS
AND CPAS

INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Members
Albany County Airport Authority
Administrative Building, Suite 200
Albany, New York 12211

We have performed the procedures enumerated below on Customer Facility Charges (CFC) of the Albany County Airport Authority, a component unit of the County of Albany, New York (the Authority and specified party) for the period January 1, 2022 - December 31, 2022. The Albany County Airport Authority's management is responsible for Compliance with Customer Facility Charges (CFC) for the period January 1, 2022 - December 31, 2022.

The Albany County Airport Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of determining compliance with New York State laws and the contracts between the concessionaires and the Authority based on the procedures below. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures performed and associated findings are as follows:

1. Excess CFC funds, if any, will be designated for future CFC projects. Determine any excess CFC funds are appropriately restricted by the Authority for future CFC use.

Findings: There were no exceptions noted as a result of applying this procedure.

We were engaged by the Albany County Airport Authority to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the AICPA. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with the Customer Facility Charges for the period January 1, 2022 - December 31, 2022. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Albany County Airport Authority and to meet our other ethical responsibilities, in accordance with the relevant requirements related to our agreed-upon procedures engagement.

This report is intended solely for the informational use of the Authority Board and management, The State of New York, and the concessionaires participating in the CFC program and is not intended to be and should not be used by anyone other than these specified parties.

Mengel, Metzger, Barw & Co. LLP

Latham, NY
March 28, 2023

Canandaigua + Elmira + Latham + Queensbury + Rochester

An Independent Member of the BDO Alliance USA

Albany County Airport Authority
Customer Facility Charges
Schedules of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2022 and 2021

	December 31, 2022	December 31, 2021
Revenue		
Customer facility charges	\$ -	\$ -
Interest income	3,745	710
Total Revenue	3,745	710
Expenses		
Customer facility charges cost for rental car improvements	-	-
Administrative expenses	-	-
Total Expenses	-	-
Increase in Net Position	3,745	710
Net Position - CFC, Beginning of Year	449,616	448,906
Net Position - CFC, End of Year	\$ 453,361	\$ 449,616

Statistical

This section of the Authority's comprehensive annual financial report presents detailed information for understanding and supporting the information in the financial statements, note disclosures and required supplementary information.

Financial Trends

Pages 84-87

These tables contain trend information to assist the reader understand how the Authority's financial performance has changed over time.

Revenue Capacity

Pages 88-89

These tables contain trend information to assist the reader understand the Authority's most significant revenue source, airline rates and charges.

Debt Capacity

Pages 90-93

These tables contain trend information to assist the reader understand the Authority's current debt outstanding, debt history and the Authority's ability to issue additional debt in the future.

Demographic and Economic Information

Pages 94-97

These tables contain trend information to assist the reader understand the environment within which the Authority's financial activities take place.

Operating Information

Pages 98-107

These tables contain trend information to assist the reader understand the underlying factors affecting the Authority's ability to generate revenue, highlighting trends in operations, activities and resources.

Albany County Airport Authority
Total Annual Revenues, Expenses and Changes in Net Position
For Years Ended December 31,

	2013	2014	2015	2016
REVENUES				
Airfield	\$ 6,382,280	\$ 6,320,065	\$ 6,457,974	\$ 5,882,274
Fixed based operations	9,641,415	10,348,396	8,570,119	8,300,218
Terminal	5,146,616	4,816,946	5,000,721	4,777,241
Concessions	6,390,371	7,027,934	7,268,718	7,540,431
Ground transportation	10,998,265	11,575,593	13,089,872	15,163,022
Other	3,656,336	3,505,150	3,850,200	4,075,479
	<u>42,215,283</u>	<u>43,594,084</u>	<u>44,237,604</u>	<u>45,738,665</u>
OTHER REVENUES				
Interest income	84,959	54,043	20,739	12,280
Passenger facility charges	4,693,348	4,777,691	5,080,183	5,385,946
Customer facility charges	-	-	-	-
Grant income	366,420	292,938	292,000	222,772
Insurance recovery	-	-	-	-
Improvement charges	368,400	368,400	368,400	368,400
	<u>5,513,127</u>	<u>5,493,072</u>	<u>5,761,322</u>	<u>5,989,398</u>
TOTAL REVENUES	<u>47,728,410</u>	<u>49,087,156</u>	<u>49,998,926</u>	<u>51,728,063</u>
EXPENSES				
Salaries and benefits	13,385,948	13,375,148	13,519,423	14,209,606
Services and supplies	18,275,162	18,948,402	17,850,888	17,904,007
Depreciation	13,716,881	13,957,515	13,893,673	14,396,008
	<u>45,377,991</u>	<u>46,281,065</u>	<u>45,263,984</u>	<u>46,509,621</u>
OTHER EXPENSES				
Interest expense	6,255,548	5,870,629	5,463,254	5,002,200
Grant expense	-	-	-	-
Insured expenses	-	-	-	-
Customer facility charges	-	-	-	-
Bond issuance costs	-	-	-	-
Amortization of bond issuance costs	156,676	133,008	109,988	100,347
	<u>6,412,224</u>	<u>6,003,637</u>	<u>5,573,242</u>	<u>5,102,547</u>
TOTAL EXPENSES	<u>51,790,215</u>	<u>52,284,702</u>	<u>50,837,226</u>	<u>51,612,168</u>
Capital contributions	4,009,502	6,414,378	8,942,652	2,389,827
Special Items	-	-	-	-
Extraordinary Item	-	-	-	-
INCREASE (DECREASE) IN NET POSITION	<u>\$ (52,303)</u>	<u>\$ 3,216,832</u>	<u>\$ 8,104,352</u>	<u>\$ 2,505,722</u>
NET POSITION AT YEAR END COMPOSED OF:				
Net investment in capital assets	\$ 165,997,945	\$ 167,432,611	\$ 171,751,795	\$ 170,626,920
Restricted	17,049,812	17,573,958	19,387,387	21,191,423
Unrestricted	13,580,781	14,838,801	16,809,614	18,636,175 <1>
	<u>\$ 196,628,538</u>	<u>\$ 199,845,370</u>	<u>\$ 207,948,796</u>	<u>\$ 210,454,518</u>

<1> The 2015 Unrestricted net assets was adjusted by \$926 in accordance with GASB Statement No. 68

Source: Authority's audited financial statements.

Albany County Airport Authority
Total Annual Revenues, Expenses and Changes in Net Position, Con't
For Years Ended December 31,

	2017	2018	2019	2020	2021	2022
\$	6,678,085	\$ 6,588,133	\$ 6,207,119	\$ 5,071,172	\$ 5,545,788	\$ 6,537,793
	8,572,457	10,427,353	10,426,891	6,307,406	9,326,061	12,506,123
	5,019,779	5,538,045	5,178,553	5,657,600	5,363,151	4,974,060
	8,070,379	8,262,260	8,496,949	3,749,264	6,891,504	8,645,042
	15,325,640	15,721,089	16,906,909	5,719,989	9,327,909	16,405,065
	4,360,796	4,292,488	4,626,970	4,313,893	4,321,044	4,514,195
	48,027,136	50,829,368	51,843,391	30,819,324	40,775,457	53,582,278
	10,676	488,263	1,403,088	309,776	263,747	846,754
	5,431,444	5,638,922	6,194,834	1,858,876	4,055,447	5,318,185
	-	-	757,428	50	-	-
	138,700	300,997	150,480	11,053,631	4,810,756	1,420,740
	-	170,896	8,704	-	77,967	-
	368,400	368,400	368,400	368,400	368,400	368,400
	5,949,220	6,967,478	8,882,934	13,590,733	9,576,317	7,954,079
	53,976,356	57,796,846	60,726,325	44,410,057	50,351,774	61,536,357
	15,014,472	16,019,364	16,981,665	15,874,108	15,147,001	16,535,441
	18,380,540	21,330,763	22,554,099	17,317,169	18,619,605	23,815,320
	14,761,280	15,335,569	15,344,151	17,465,299	18,387,208	18,882,884
	48,156,292	52,685,696	54,879,915	50,656,576	52,153,814	59,233,645
	4,261,394	3,898,788	4,369,737	3,699,761	2,575,159	2,314,999
	-	-	-	-	-	1,282,040
	-	170,896	-	-	-	-
	-	-	302,039	-	-	-
	252,877	390,361	237,068	249,796	-	-
	76,280	68,308	60,020	40,733	-	-
	4,590,551	4,528,353	4,968,864	3,990,290	2,575,159	3,597,039
	52,746,843	57,214,049	59,848,779	54,646,866	54,728,973	62,830,684
	4,616,709	3,297,047	25,142,535	10,850,904	11,276,697	5,982,119
	-	1,022,220	-	(921,707)	-	-
	-	148,595	-	-	-	-
\$	5,846,222	\$ 5,050,659	\$ 26,020,081	\$ (307,612)	\$ 6,899,498	\$ 4,687,792
\$	172,661,198	\$ 170,718,128	\$ 189,798,618	\$ 204,476,085	\$ 209,491,889	\$ 210,618,826
	22,238,003	26,650,235	30,532,217	24,351,663	23,862,862	25,249,714
	21,401,539	17,201,297	20,258,906	<2> 11,454,381	13,826,876	16,000,879
\$	216,300,740	\$ 214,569,660	\$ 240,589,741	\$ 240,282,129	\$ 247,181,627	\$ 251,869,419

<2> The 2018 Unrestricted net assets was adjusted by \$6,781,739 in accordance with GASB Statement No. 74

Albany County Airport Authority
Changes in Cash and Cash Equivalents
For Years Ended December 31,

	2013	2014	2015
Cash Flows From Operating Activities			
Cash received from providing services	\$ 42,311,459	\$ 43,862,468	\$ 44,211,164
Cash paid to suppliers	(30,404,614)	(30,679,673)	(31,277,486)
Cash paid to employees	(1,149,945)	(1,114,606)	(1,143,581)
Net Cash Provided/(Used) By Operating Activities	10,756,900	12,068,189	11,790,097
Cash Flows from Noncapital Financing Activities			
Grant Income	366,420	292,938	292,000
Grant Expense	-	-	-
Net Cash Provided by Noncapital Financing Activities	366,420	292,938	292,000
Cash Flows From Investing Activities			
Interest received	85,056	54,043	20,739
Purchase of investments	-	-	-
Sale of investments	-	-	-
Interest on passenger facility charges	9,293	9,257	11,688
Net Cash Provided/(Used) by Investing Activities	94,349	63,300	32,427
Cash Flows From Capital and Related Financing Activities			
Purchase of capital assets	(7,804,302)	(8,249,851)	(12,534,202)
Principal payments on bonds and notes payable	(8,598,074)	(8,102,182)	(8,266,000)
Interest paid	(5,409,940)	(5,136,989)	(4,700,250)
Payment to refunding agent	-	-	-
Issuance of bonds	-	-	-
Defeasance of bonds	-	-	-
Cost of issuance	-	-	-
ANCLUC funds	490	395	(1,334)
Concession improvement funds	337,258	(359,380)	101,374
Customer facility charges	-	-	-
Improvement charges	368,400	368,400	368,400
Insurance recoveries	-	-	-
Bank line of credit	-	-	-
LIBOR settlement	-	-	-
Sale of Land	-	-	-
Capital contributions	4,411,353	4,826,042	10,209,459
Passenger facility charges	4,727,885	4,745,288	4,939,384
Net Cash Provided (Used) By Capital and Related Financing Activities	(11,966,930)	(11,908,277)	(9,883,169)
Net increase/(decrease)	(749,261)	516,150	2,231,355
Cash and cash equivalents, beginning of year	38,140,300	37,391,039	37,907,189
Cash and cash equivalents, end of year	\$ 37,391,039	\$ 37,907,189	\$ 40,138,544

Source: Authority's audited financial statements.

Albany County Airport Authority
Changes in Cash and Cash Equivalents, Con't
For Years Ended December 31,

	2016	2017	2018	2019	2020	2021	2022
\$	45,595,258	\$ 47,814,646	\$ 50,885,469	\$ 51,691,849	\$ 33,479,937	\$ 39,222,233	\$ 53,926,133
	(28,239,666)	(33,640,390)	(34,607,021)	(36,461,993)	(36,037,289)	(32,267,789)	(36,820,066)
	(1,190,846)	(1,237,120)	(1,301,582)	(1,316,130)	(1,387,077)	(1,424,181)	(1,550,298)
	16,164,746	12,937,136	14,976,866	13,913,726	(3,944,429)	5,530,263	15,555,769
	222,772	138,700	300,997	150,480	11,053,631	4,810,756	1,420,740
	-	-	-	-	-	-	(1,282,040)
	222,772	138,700	300,997	150,480	11,053,631	4,810,756	138,700
	12,280	10,676	488,263	1,404,897	309,775	263,747	846,755
	-	-	(12,247,000)	-	-	-	-
	-	-	-	12,524,389	-	-	-
	14,941	18,476	97,262	290,775	92,075	14,375	72,719
	27,221	29,152	(11,661,475)	14,220,061	401,850	278,122	919,474
	(4,244,291)	(9,055,546)	(8,637,400)	(53,630,854)	(25,488,688)	(12,086,065)	(9,500,688)
	(8,567,000)	(8,803,000)	(9,419,000)	(7,554,000)	(7,390,000)	(6,365,000)	(6,685,000)
	(4,394,462)	(3,673,229)	(3,549,403)	(4,341,280)	(3,749,289)	(3,666,302)	(3,335,200)
	-	(16,794,552)	-	-	-	-	-
	-	15,826,250	24,865,926	10,556,850	(5,500,594)	-	-
	-	-	-	-	-	(660,417)	-
	-	(336,179)	(390,361)	-	-	-	-
	-	-	-	-	-	-	-
	(212,759)	107,689	75,447	(177,676)	(40,978)	65,411	74,933
	-	-	-	455,389	50	-	-
	368,400	368,400	368,400	368,400	368,400	368,400	368,400
	-	-	-	8,704	-	77,967	-
	-	-	-	6,542,341	(6,552,137)	-	-
	-	-	1,496,915	-	-	-	-
	-	-	858,257	-	-	-	-
	3,164,885	3,797,722	3,324,887	16,720,643	17,043,877	11,462,991	5,495,453
	5,356,286	5,338,723	5,759,701	5,574,996	2,304,901	3,642,193	5,217,050
	(8,528,941)	(13,223,722)	14,753,369	(25,476,487)	(29,004,458)	(7,160,822)	(8,365,052)
	7,885,798	(118,734)	18,369,757	2,807,780	(21,493,406)	3,458,319	8,248,891
	40,138,544	48,024,342	47,905,608	66,275,365	69,083,145	47,589,739	51,048,058
\$	48,024,342	\$ 47,905,608	\$ 66,275,365	\$ 69,083,145	\$ 47,589,739	\$ 51,048,058	\$ 59,296,949

Albany County Airport Authority
Principal Revenue Sources, Revenue per Enplaned Passenger and
Signatory Airlines Rates and Charges <1>
For Years Ended December 31,

	2013	2014	2015
PRINCIPAL REVENUE SOURCES			
AIRLINE REVENUE			
Landing fees	\$ 4,035,420	\$ 3,934,458	\$ 4,090,831
Apron fees	797,936	811,176	826,683
Fixed based operations	3,289,020	3,135,354	2,645,138
Terminal rental	3,925,842	3,697,979	3,701,504
Loading bridge rentals	471,669	437,980	626,660
TOTAL AIRLINE REVENUE	12,519,887	12,016,947	11,890,816
Percent of Total Revenues	26.2%	24.5%	23.8%
NON-AIRLINE REVENUES			
Parking	10,724,464	11,311,640	12,810,052
Rental car	4,679,586	4,854,354	5,053,412
Other	14,291,346	15,411,143	14,483,324
TOTAL NON-AIRLINE REVENUES	29,695,396	31,577,137	32,346,788
Percent of Total Revenues	62.2%	64.3%	64.7%
NON-OPERATING REVENUES			
Passenger facility charges	4,693,348	4,777,691	5,080,183
Customer facility charges	-	-	-
Grant income	366,420	292,938	292,000
Interest	84,959	54,043	20,739
Insurance recovery	-	-	-
Other	368,400	368,400	368,400
TOTAL NON-OPERATING REVENUES	5,513,127	5,493,072	5,761,322
Percent of Total Revenues	11.6%	11.2%	11.5%
TOTAL REVENUES	\$ 47,728,410	\$ 49,087,156	\$ 49,998,926
Enplaned Passengers	1,215,076	1,230,376	1,297,749
TOTAL REVENUE PER ENPLANED PASSENGER	\$ 39.28	\$ 39.90	\$ 38.53
SIGNATORY AIRLINES RATES AND CHARGES			
Landing Fee (per 1,000 lbs MGLW)	\$ 2.92	\$ 3.06	\$ 3.27
Apron Fees (per sq. foot)	1.58	1.59	1.52
Annual Terminal Rental Rates (per sq. foot)	66.56	68.13	74.63
Annual Loading Bridge Rental (per bridge)	31,445.00	31,284.00	44,761.00
Airline Cost per Enplanement: Airport Operations	7.60	7.22	7.12

The Authority has entered into a series of five-year agreements with its signatory airlines that provides a rate setting methodology. The current agreement term ends on December 31, 2022.

<1> The revenue basis to which the signatory rates and charges apply and the principal airline revenue payers can be found on pages 98-103

Source: Authority's audited financial statements and statistics reports

Albany County Airport Authority
Principal Revenue Sources, Revenue per Enplaned Passenger and
Signatory Airlines Rates and Charges, Con't <1>
For Years Ended December 31,

	2016	2017	2018	2019	2020	2021	2022
\$	3,838,764	\$ 4,436,193	\$ 4,239,274	\$ 3,938,543	\$ 2,929,026	\$ 3,155,441	\$ 4,152,622
	571,813	649,858	654,321	633,074	656,208	610,650	652,799
	2,564,049	2,753,266	3,320,378	3,144,641	1,715,933	2,109,228	3,263,798
	3,471,855	3,613,674	4,077,678	3,741,740	4,483,012	3,988,907	3,517,611
	565,362	614,076	670,939	655,170	394,805	508,023	690,599
	11,011,843	12,067,067	12,962,590	12,113,168	10,178,984	10,372,249	12,277,429
	21.3%	22.4%	22.4%	19.9%	22.9%	20.6%	20.0%
	14,870,476	14,985,272	15,248,081	16,249,822	5,474,391	9,038,813	15,985,811
	5,057,259	5,427,741	5,561,921	5,396,551	2,471,572	4,985,255	6,160,142
	14,799,086	15,547,056	17,056,776	18,083,850	12,694,377	16,379,140	19,158,896
	34,726,821	35,960,069	37,866,778	39,730,223	20,640,340	30,403,208	41,304,849
	67.1%	66.6%	65.5%	65.4%	46.5%	60.4%	67.1%
	5,385,947	5,431,444	5,638,922	6,194,834	1,858,876	4,055,447	5,318,185
	-	-	-	757,428	50	-	-
	222,772	138,700	300,997	150,480	11,053,631	4,810,756	1,420,740
	12,280	10,676	488,263	1,403,088	309,776	263,747	846,754
	-	-	170,896	8,704	-	77,967	-
	368,400	368,400	368,400	368,400	368,400	368,400	368,400
	5,989,399	5,949,220	6,967,478	8,882,934	13,590,733	9,576,317	7,954,079
	11.6%	11.0%	12.1%	14.6%	30.6%	19.0%	12.9%
\$	51,728,063	\$ 53,976,356	\$ 57,796,846	\$ 60,726,325	\$ 44,410,057	\$ 50,351,774	\$ 61,536,357
	1,407,005	1,417,835	1,466,706	1,518,969	520,029	976,037	1,290,529
\$	36.76	\$ 38.07	\$ 39.41	\$ 39.98	\$ 85.40	\$ 51.59	\$ 47.68
\$	2.73	\$ 3.12	\$ 2.92	\$ 2.75	\$ 3.20	\$ 3.15	\$ 3.38
	1.19	1.33	1.31	1.16	1.27	1.15	1.23
	81.11	79.86	86.48	90.57	59.45	71.82	90.42
	40,383.00	47,237.00	51,611.00	40,948.00	28,200.00	36,287.00	49,328.00
	6.00	6.57	6.57	5.90	16.30	8.49	7.00

**Albany County Airport Authority
Ratios of Outstanding Debt
For Years Ended December 31,**

	2013	2014	2015
Ratio of Authority issued Revenue Bond Debt Service to Total Expenses			
Principal	\$ 8,598,074	\$ 8,102,182	\$ 8,266,000
Interest	5,361,990	5,077,305	4,797,018
Total Debt Service	<u>\$ 13,960,064</u>	<u>\$ 13,179,487</u>	<u>\$ 13,063,018</u>
Total Expenses	\$ 51,790,215	\$ 52,284,702	\$ 50,837,226
Ratio of Debt Service to Total Expenses	26.96%	25.21%	25.70%
Debt Service per Enplaned Passenger			
Net Debt Service	\$ 9,260,064	\$ 8,966,388	\$ 9,769,698
Enplaned Passengers	1,215,076	1,230,376	1,297,749
Debt Service per Enplaned Passenger	\$ 7.62	\$ 7.29	\$ 7.53
Outstanding Debt (Authority and County) per Enplaned Passenger			
Outstanding debt by type:			
County of Albany Debt Issued for the Authority <1>	\$ 81,182	\$ -	\$ -
General Airport Revenue Bond (GARB)	110,315,000	102,690,000	94,825,000
NYS EFC	2,755,000	2,359,000	1,958,000
Subtotal	<u>113,151,182</u>	<u>105,049,000</u>	<u>96,783,000</u>
Unamortized Premiums/Discounts (net)	3,663,730	2,886,785	2,155,497
Total Outstanding Debt and Premiums	<u>\$ 116,814,912</u>	<u>\$ 107,935,785</u>	<u>\$ 98,938,497</u>
Enplaned Passengers	1,215,076	1,230,376	1,297,749
Outstanding Debt per Enplaned Passenger	\$ 96	\$ 88	\$ 76
Debt Limit per Enplaned Passenger			
Debt Limit	\$ 285,000,000	\$ 285,000,000	\$ 285,000,000
Enplaned Passengers	1,215,076	1,230,376	1,297,749
Debt Limit per Enplaned Passenger	\$ 235	\$ 232	\$ 220

<1> Airport share of debt issued by the County prior to the creation of the Albany County Authority Authority

Source: Authority's audited financial statements and statistics reports

**Albany County Airport Authority
Ratios of Outstanding Debt, Con't
For Years Ended December 31,**

2016	2017	2018	2019	2020	2021	2022
\$ 8,567,000	\$ 8,803,000	\$ 9,419,000	\$ 7,554,000	\$ 7,390,000	\$ 6,365,000	\$ 6,685,000
4,477,430	3,730,422	3,697,735	4,248,934	4,665,327	2,575,159	2,314,999
\$ 13,044,430	\$ 12,533,422	\$ 13,116,735	\$ 11,802,934	\$ 12,055,327	\$ 8,940,159	\$ 8,999,999
\$ 51,612,168	\$ 52,746,843	\$ 57,214,049	\$ 59,848,779	\$ 54,597,444	\$ 54,728,970	\$ 62,927,355
25.27%	23.76%	22.93%	19.72%	22.08%	16.34%	14.30%
\$ 9,436,220	\$ 8,923,166	\$ 10,281,822	\$ 8,039,474	\$ 7,914,410	\$ 5,047,159	\$ 5,106,999
1,407,005	1,417,835	1,466,706	1,518,969	520,029	976,037	1,290,529
\$ 6.71	\$ 6.29	\$ 7.01	\$ 5.29	\$ 15.22	\$ 5.17	\$ 3.96
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
86,670,000	76,190,000	89,790,000	92,555,000	75,945,000	69,000,000	62,315,000
1,546,000	1,128,000	699,000	-	-	-	-
88,216,000	77,318,000	90,489,000	92,555,000	75,945,000	69,000,000	62,315,000
1,483,693	2,248,604	3,741,495	4,116,578	7,538,441	5,918,169	4,522,195
\$ 89,699,693	\$ 79,566,604	\$ 94,230,495	\$ 96,671,578	\$ 83,483,441	\$ 74,918,169	\$ 66,837,195
1,407,005	1,417,835	1,466,706	1,518,969	520,029	976,037	1,290,529
\$ 64	\$ 56	\$ 64	\$ 64	\$ 161	\$ 77	\$ 52
\$ 285,000,000	\$ 285,000,000	\$ 285,000,000	\$ 285,000,000	\$ 285,000,000	\$ 285,000,000	\$ 285,000,000
1,407,005	1,417,835	1,466,706	1,518,969	520,029	976,037	1,290,529
\$ 203	\$ 201	\$ 194	\$ 188	\$ 548	\$ 292	\$ 221

**Albany County Airport Authority
Revenue Bond Debt Service Coverage
For Years Ended December 31,**

	2013	2014	2015	2016
NET REVENUES				
Operating Revenues	\$ 42,215,294	\$ 43,594,101	\$ 44,237,599	\$ 45,738,668
Interest Income <1>	59,013	51,374	10,784	12,280
Air Service Development Grant	75,000	-	-	-
TSA (LEO) Reimbursement	291,420	292,938	292,000	222,772
Grant income	-	-	-	-
Improvement Charges	368,400	368,400	368,400	368,400
Total Revenues	\$ 43,009,127	\$ 44,306,813	\$ 44,908,783	\$ 46,342,120
LESS: Total Operating Expenses <2>	(31,661,110)	(32,323,557)	(31,452,654)	(31,521,233)
LESS: Albany County Debt Service	(511,616)	(81,180)	-	-
LESS: Authority Share of Funds Remaining	-	-	-	-
LESS: Air Service Incentive Cost to Airport	-	-	(50,732)	(539,720)
Net Revenues	\$ 10,836,401	\$ 11,902,076	\$ 13,405,397	\$ 14,281,167
DEBT SERVICE				
1999 NYS EFC Revenue Bonds	\$ 452,309	\$ 453,637	\$ 452,972	\$ 457,308
Less: 1999 NYS EFC Interest Subsidy	(24,265)	(22,283)	(19,808)	(16,856)
2003 A Revenue Bonds	742,130	474,876	464,391	463,473
2004 NYS EFC Revenue Bonds	72,452	-	-	-
Less: 2004 NYS EFC Interest Subsidy	(668)	-	-	-
2006 A & B Revenue Bonds	1,099,875	1,102,502	1,103,706	1,098,489
2006 C Revenue Bonds	400,013	403,996	402,588	400,980
2008 A Refunding Bonds	-	-	-	-
2010 A Refunding Bonds	9,622,600	9,627,239	9,625,169	10,540,689
Less: PFC Revenues used for Debt Service	(4,700,000)	(4,213,099)	(3,293,320)	(3,608,210)
2010 B Refunding Bonds	927,326	925,329	924,104	-
2017 A & B Refunding Bonds	-	-	-	-
2018 A & B Revenue Bonds	-	-	-	-
2019 Revenue Bonds	-	-	-	-
2020 A & B Revenue Bonds	-	-	-	-
Net Debt Service	\$ 8,591,772	\$ 8,752,197	\$ 9,659,802	\$ 9,335,873
DEBT SERVICE COVERAGE <3> <4>	1.26	1.36	1.39	1.53
<3> Does not include required amounts held in Bond Reserve Accounts as follows:				
1999 NYS EFC Bonds	\$ 277,389	\$ 277,389	\$ 277,389	\$ 277,389
2003 A Revenue Bonds	514,100	514,100	514,100	514,100
2006 A & B Revenue Bonds	1,128,600	1,128,600	1,128,600	1,128,600
2006 C Revenue Bonds	404,263	404,263	404,263	404,263
2010 A Refunding Bonds	9,523,517	9,523,517	9,523,517	9,523,517
2017 A & B Refunding Bonds	-	-	-	-
2018 A & B Revenue Bonds	-	-	-	-
2019 A Revenue Bonds	-	-	-	-
2020 A & B Revenue Bonds	-	-	-	-
Total Bond Reserve Accounts	\$ 11,847,869	\$ 11,847,869	\$ 11,847,869	\$ 11,847,869

<1> Includes only interest allocated to the airline revenue centers under the Master Bond Resolution.

<2> Beginning in 2015, Total Operating Expenses include contributions actually paid to employee benefit trusts, as provided for under the master bond resolution rather than the expense under GASB Statements No. 68, No. 71 and No. 75.

<3> 2018 debt service coverage does not include \$1,496,915 received for a settlement for and alleged manipulation of LIBOR.

Source: Authority's audited financial statements and statistics reports

**Albany County Airport Authority
Revenue Bond Debt Service Coverage, Con't
For Years Ended December 31,**

2017	2018	2019	2020	2021	2022
\$ 48,027,140	\$ 50,829,607	\$ 51,843,389	\$ 30,819,110	\$ 40,477,233	\$ 53,719,872
10,676	243,269	700,892	181,306	37,269	256,800
-	-	-	-	-	-
138,700	126,921	150,480	139,080	126,921	138,700
-	174,077	-	10,914,550	4,363,325	-
368,400	368,400	368,400	368,400	368,400	368,400
\$ 48,544,916	\$ 51,742,274	\$ 53,063,161	\$ 42,422,446	\$ 45,373,148	\$ 54,483,772
(33,373,689)	(36,935,812)	(37,622,202)	(32,620,872)	(34,060,350)	(40,232,987)
-	-	-	-	-	-
-	-	-	(232,741)	-	-
(67,041)	(244,691)	(1,489,603)	(619,410)	(126,162)	(262,824)
\$ 15,104,186	\$ 14,561,771	\$ 13,951,356	\$ 8,949,423	\$ 11,186,636	\$ 13,987,961
\$ 455,397	\$ 458,514	\$ 441,549	\$ -	\$ -	\$ -
(13,277)	(9,241)	(4,803)	-	-	-
118,080	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
275,865	-	-	-	-	-
99,867	-	-	-	-	-
-	-	-	-	-	-
10,549,011	10,557,831	8,112,581	6,124,250	-	-
(3,610,256)	(2,834,913)	(3,763,460)	(4,140,917)	(3,494,931)	(3,639,794)
-	-	-	-	-	-
583,089	757,375	430,225	1,570,150	2,067,901	1,466,400
913,764	1,203,925	1,130,125	1,474,750	1,471,750	1,473,000
-	-	771,322	556,216	556,150	554,500
-	-	703,378	1,283,454	6,515,500	6,526,250
\$ 9,371,540	\$ 10,133,491	\$ 7,820,917	\$ 6,867,903	\$ 7,116,370	\$ 6,380,356
1.61	1.44	1.78	1.30	1.57	2.19
\$ 277,389	\$ 277,389	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
9,523,517	9,523,517	9,523,517	-	-	-
1,261,495	1,261,495	1,261,496	1,261,496	1,261,496	1,261,496
-	1,475,750	1,475,750	1,475,750	1,475,750	1,475,750
-	-	556,850	556,850	556,850	556,850
-	-	-	3,948,630	3,948,630	3,948,630
\$ 11,062,401	\$ 12,538,151	\$ 12,817,613	\$ 7,242,726	\$ 7,242,726	\$ 7,242,726

**Albany International Airport
Population in the Air Trade Area**

	2021	2020	2020 vs. 2010	2010	2010 vs. 2000	2000
<u>PRIMARY TRADE AREA</u>						
State of New York						
Albany County	313,743	314,848	3.5%	304,204	3.3%	294,565
Columbia County	61,778	61,570	-2.4%	63,096	0.0%	63,094
Fulton County	53,116	53,160	-4.3%	55,531	0.8%	55,073
Greene County	48,499	47,890	-2.7%	49,221	2.1%	48,195
Montgomery County	49,558	49,433	-1.6%	50,219	1.0%	49,708
Rensselaer County	160,232	160,923	0.9%	159,429	4.5%	152,538
Saratoga County	237,359	235,689	7.3%	219,607	9.5%	200,635
Schenectady County	158,089	157,861	2.0%	154,727	5.6%	146,555
Schoharie County	29,863	29,720	-9.2%	32,749	3.7%	31,582
Warren County	65,618	65,638	-0.1%	65,707	3.8%	63,303
Washington County	60,956	61,143	-3.3%	63,216	3.6%	61,042
State of Massachusetts						
Berkshire County	128,657	128,758	-1.9%	131,219	-2.8%	134,953
State of Vermont						
Bennington County	37,312	37,271	0.4%	37,125	0.4%	36,994
PRIMARY TRADE AREA	1,404,780	1,403,904	1.3%	1,386,050	3.6%	1,338,237
<u>SECONDARY TRADE AREA</u>						
State of New York						
Delaware County	44,378	44,186	-7.9%	47,980	-0.2%	48,055
Dutchess County	297,112	295,742	-0.6%	297,488	6.2%	280,150
Essex County	37,267	37,336	-5.2%	39,370	1.3%	38,851
Hamilton County	5,119	5,075	4.9%	4,836	-10.1%	5,379
Herkimer County	59,937	60,007	-7.0%	64,519	0.1%	64,427
Otsego County	58,123	58,351	-6.3%	62,259	0.9%	61,676
Ulster County	182,951	181,687	-0.4%	182,493	2.7%	177,749
State of Connecticut						
Litchfield County	185,000	184,874	-2.7%	189,927	4.2%	182,193
State of Massachusetts						
Franklin County	71,015	70,988	-0.5%	71,372	-0.2%	71,535
Hampden County	462,718	464,908	0.3%	463,490	1.6%	456,228
Hampshire County	161,572	162,064	2.5%	158,080	3.8%	152,251
State of Vermont						
Addison County	37,260	37,292	1.3%	36,821	2.4%	35,974
Rutland County	60,591	60,455	-1.9%	61,642	-2.8%	63,400
Windham County	46,090	45,844	3.0%	44,513	0.7%	44,216
Windsor County	58,196	57,700	1.8%	56,670	-1.3%	57,418
SECONDARY TRADE AREA	1,767,329	1,766,509	-0.8%	1,781,460	2.4%	1,739,502
TOTAL PRIMARY AND SECONDARY TRADE AREA POPULATION	3,172,109	3,170,413	0.1%	3,167,510	2.9%	3,077,739
State of New York	19,835,913	20,154,933	4.0%	19,378,102	2.1%	18,976,457
United States	331,893,745	331,501,080	7.4%	308,745,538	9.4%	282,171,936

Sources: U.S. Department of Commerce, Bureau of the Census

**Albany International Airport
Largest Private-Sector Employers in Primary Air Trade Area**

Rank	Employer	Industry	<u>Employees</u> 2022
1	Albany Med Health System	Health Care	15,165
2	St. Peter's Health Partners	Health Care	10,989
3	Northeast Grocery Inc.	Retail Grocery, Headquarters, and Dist. Center	8,075
4	Hannaford Supermarkets	Retail Grocery	5,000
5	General Electric Company	Energy, Research, Industrial	4,000
6	Stewart's Shops Corp.	Dairy Products/Convenience Stores	3,418
7	Regeneron Pharmaceuticals Inc.	Health Services	3,100
8	Ellis Medicine	Health Care	2,900
9	Global Foundries	Semiconductor Manufacturing	2,600
10	Community Care Physicians	Health Care	1,805
11	Center for Disability Services	Health Care	1,764
12	Rensselaer Polytechnic Institute	Educational Services	1,743
13	Empire Blue Cross/Blue Shield	Health Insurance	1,556
14	St Mary's Healthcare	Health Care	1,210
15	Charter Communications	Communications	1,136
16	CDPHP	Health Insurance Carrier	1,100

N/A - Not Available
Sources: Various

**Albany International Airport
Colleges and Universities in Primary Air Trade Area**

Name	County	Public/Private	Enrollment	
			2022	2013
Excelsior College	Albany	Private	40,103	31,000
State University of New York at Albany	Albany	Public	18,143	18,018
Hudson Valley Comm. College	Rensselaer	Public	11,587	13,500
SUNY Empire State College	Albany	Public	11,315	12,156
Rensselaer Polytechnic Institute	Rensselaer	Private	7,113	6,934
Schenectady Comm. College	Schenectady	Public	6,407	5,245
College Of Saint Rose	Albany	Private	4,442	5,160
SUNY Adirondack	Warren	Public	3,934	3,874
Siena College	Albany	Private	3,239	3,305
SUNY College of Agriculture & Tech at Cobleskill	Schoharie	Public	2,807	N/A
The Sage Colleges	Rensselaer	Private	2,713	2,805
SUNY Polytechnic	Albany	Public	2,705	N/A
Skidmore College	Saratoga	Private	2,686	2,632
Fulton-Montgomery Comm. College	Fulton-Montgomery	Public	2,634	2,420
Union College	Schenectady	Private	2,203	2,194
Williams College	Berkshire, MA	Private	2,150	2,083
Massachusetts College of Liberal Arts	Berkshire, MA	Public	1,925	1,985
Empire Education Corp	Albany	Private	1,702	N/A
Columbia-Greene Comm. College	Columbia-Greene	Public	1,645	2,039
Albany College Of Pharmacy	Albany	Private	1,247	1,567
Albany Medical College	Albany	Private	822	807
Maria College	Albany	Private	779	861
Mildred Elley	Albany	Private	683	410
Southern Vermont College	Bennington, VT	Public	475	500
Bryant & Stratton Business Institute	Albany	Private	448	776
Union Graduate College	Schenectady	Private	438	430
Bard College at Simon's Rock	Berkshire, MA	Private	420	394
Bennington College	Bennington, VT	Private	400	668
Albany Law School	Albany	Private	394	734
Samaritan Hospital School of Nursing	Rensselaer	Private	133	N/A
Memorial Hospital School of Nursing	Albany	Private	129	N/A
Ellis Hospital School of Nursing	Albany	Private	119	155
New School Center for Media	Albany	Private	80	80
			136,020	122,732

N/A - Not Available
Sources: Various

**Albany International Airport
Airport Information
As of December 31,**

Airport Code:	ALB		
Location:	7 miles Northwest of downtown Albany, New York, the capital of the State of New York		
Elevation:	285 ft.		
International:	Customs / Immigration F.I.S. Facility		
Tower:	TRACON 24 / 7 - 365		
FBO:	Million Air		
		<u>2013</u>	<u>2022</u>
Acres (+/-):		1,171	1,171
Runways:	1/19 North/South ILS / VOR / GPS	8,500 X 150 ft.	8,500 X 150 ft.
	10/28 East/West VOR / GPS	7,200 X 150 ft.	7,200 X 150 ft.
Terminal:	Airlines - sq. ft.	90,623	91,484
	Tenants - sq. ft.	44,320	44,501
	Public/Common - sq. ft.	104,426	103,509
	Mechanical - sq. ft.	50,916	50,794
	Total - sq. ft.	<u>290,285</u>	<u>290,288</u>
	Number of passenger gates	21	21
	Number of loading bridges	16	14
	Number of Concessionaires in Terminal	6	6
	Number of Rental Car Agencies in Terminal	6	6
Apron:	Commercial Airlines - sq. ft.	810,901	810,901
	Cargo Airlines - sq. ft.	210,600	210,600
	FBO - sq. ft.	640,000	640,000
Parking:	Spaces assigned		
	Garage	1,912	2,912
	Short-term	341	181
	Long-term	1,098	1,880
	Economy	2,272	2,763
	Rental Cars	307	307
	Employees	537	336
	Total	<u>6,467</u>	<u>8,379</u>
Cargo:	Air Cargo Building - sq. ft.	50,500	50,500
Employees:	Authority	23.0	21.5
	Airport Operations	157.0	130.00
	Fixed Based Operator	32.0	31.0
	Total	<u>212.0</u>	<u>182.50</u>

**Albany International Airport
Enplaned Passengers
2013-2022**

AIRLINE	2022	Percent of Total 2022	2021	Percent of Total 2021	2020
Southwest Airlines	365,474	28.3%	319,869	32.8%	174,133
Delta Airlines	134,888	10.5%	96,631	9.9%	37,667
American Airlines	115,598	9.0%	49,026	5.0%	45,182
Jet Blue	90,792	7.0%	75,211	7.7%	29,793
United Airlines	83,426	6.5%	26,980	2.8%	9,332
Allegiant Air	71,337	5.5%	50,033	5.1%	28,588
American Eagle (PSA)	64,368	5.0%	67,978	7.0%	13,080
Delta Connection (Endeavor)	63,726	4.9%	46,195	4.7%	18,904
Delta Connection (SkyWest)	61,586	4.8%	11,283	1.2%	13,190
American Eagle (Piedmont)	58,831	4.6%	60,644	6.2%	38,271
United Express (Commutair)	45,739	3.5%	48,722	5.0%	32,102
Frontier Airlines	38,284	3.0%	31,693	3.2%	16,739
United Express (Republic)	30,105	2.3%	9,234	0.9%	3,057
American Eagle (Envoy)	26,184	2.0%	7,086	0.7%	13,545
United Express (Go Jet)	13,665	1.1%	18,761	1.9%	282
American Eagle (Republic)	11,863	0.9%	29,136	3.0%	17,358
United Express (SkyWest)	5,738	0.4%	8,368	0.9%	9,113
American Eagle (SkyWest)	4,034	0.3%	8,706	0.9%	6,599
United Express (Air Wisconsin)	3,578	0.3%	2,899	0.3%	10,652
Delta Connection (Republic)	38	0.0%	7,033	0.7%	
United Express (Express Jet)					1,475
United Express (Mesa)					252
United Express (Transtates)					50
Delta Connection (Go Jet)					
Cape Air					
American Eagle (Transtates)					
OneJet					
Elite Airways					
Boutique Air					
American Eagle (Air Wisconsin)					
Delta Connection (Express Jet)					
United Express (Shuttle America)					
Delta Connection (Shuttle America)					
Delta Connection (Compass)					
American Eagle (Mesa)					
Delta Connection (Chautauqua)					
United Express (Chautauqua)					
Air Canada					
Sub Total	1,289,254	99.9%	975,488	99.9%	519,364
Charters	1,275	0.1%	549	0.1%	665
TOTAL	1,290,529	100.0%	976,037	100.0%	520,029

Source: Albany County Airport Authority

**Enplaned Passengers
2013-2022**

2019	2018	2017	2016	2015	2014	2013
488,147	565,731	566,801	569,101	557,183	525,585	504,095
171,022	164,105	173,086	158,638	160,607	112,905	68,589
96,650	109,476	115,904	115,298	101,734	84,127	89,607
92,149	89,609	90,744	87,036	5,492		
104,868	92,342	83,366	95,299	85,743	69,742	30,881
78,107	3,635					
57,755	48,234	38,262	23,360	1,170	1,168	6,935
14,753	10,109	19,527	39,496	29,856	42,722	78,580
51,147	31,211	27,157	4,336			
92,085	51,098	56,509	32,788	10,851	12,474	14,080
87,554	96,702	80,981	72,990	62,159	51,507	22,692
60,804	11,123					
853	4,078	185	286	8,354	30,259	36,109
27,306	43,436	37,949	33,591			
658	1,162	13,964	5,185	15,459	13,390	32,044
11,002	44,001	19,831	38,616	91,520	86,721	98,369
5,426	15,390	17,881	14,603	4,862	5,258	
27,580		92	1,946			
17,488	10,683					
155						
7,019	9,312	3,593	10,964	16,517	21,713	81,039
5,712	4,448	8,122	10,653	25,002	11,165	17,467
1,418	11,255	4,644	4,059	1,162		
13,739	22,203	3,651	4,768		756	
3,275	11,777	12,966	16,090	16,119	16,802	16,752
	8,177	3,980				
	3,964	989				
	1,044					
	827	1,852				
	313	34,044	52,701	68,805	62,440	43,099
		524	13,525	26,626	38,219	26,924
		115	65	41		214
			1,611	6,473	64	
				1,632	4,265	18,941
				382	21,135	10,216
					14,558	2,878
					3,401	12,129
						3,436
1,516,672	1,465,445	1,416,719	1,407,005	1,297,749	1,230,376	1,215,076
2,297	1,261	1,116	429	461	1,009	911
1,518,969	1,466,706	1,417,835	1,407,434	1,298,210	1,231,385	1,215,987

**Albany International Airport
Landed Weights
2013-2022**

Commercial Carriers	2022	Percent of Total 2022	2021	Percent of Total 2021	2020
Southwest Airlines	378,302,300	23.2%	333,567,995	25.9%	323,968,000
Delta Airlines	214,614,613	13.2%	108,233,599	8.4%	63,701,610
American Airlines	129,482,907	7.9%	54,674,892	4.3%	73,424,515
United Airlines	99,606,972	6.1%	30,980,057	2.4%	22,688,482
Jet Blue	92,092,433	5.6%	82,397,589	6.4%	48,480,223
American Eagle (PSA)	88,835,105	5.4%	81,230,303	6.3%	20,267,607
Delta Connection (Sky West)	75,081,861	4.6%	13,908,099	1.1%	20,571,505
Allegiant Air	67,927,459	4.2%	51,877,867	4.0%	45,431,430
American Eagle (Piedmont)	58,665,601	3.6%	67,133,700	5.2%	60,629,849
United Express (Commutair)	47,564,000	2.9%	54,296,000	4.2%	49,852,000
United Express (Republic)	42,841,207	2.6%	11,670,387	0.9%	5,907,531
Frontier Airlines	41,717,184	2.6%	37,460,128	2.9%	25,711,365
American Eagle (Envoy)	29,840,261	1.8%	7,644,899	0.6%	23,510,259
Delta Connection (Endeavor)	26,971,802	1.7%	57,227,300	4.4%	49,483,908
United Express (Go Jet)	19,276,000	1.2%	26,291,000	2.0%	549,000
American Eagle (Republic)	17,824,901	1.1%	33,952,352	2.6%	26,382,407
United Express (SkyWest)	6,343,388	0.4%	12,075,108	0.9%	18,969,872
American Eagle (SkyWest)	4,690,000	0.3%	10,787,000	0.8%	11,926,000
United Express (Air Wisconsin)	3,948,000	0.2%	2,444,000	0.2%	14,053,000
Charters	3,013,912	0.2%	4,338,054	0.3%	1,901,672
Delta Connection (Republic)	821,884	0.1%	14,695,958	1.1%	
Cape Air					
Delta Connection (Go Jet)					
United Express (Express Jet)					1,999,570
United Express (Mesa)					603,000
United Express (Transtates)					44,092
OneJet					
American Eagle (Transtates)					
Boutique Air					
Elite Airways					
American Eagle (Air Wisconsin)					
Delta Connection (Express Jet)					
Delta Connection (Shuttle America)					
United Express (Shuttle America)					
Delta Connection (Compass)					
American Eagle (Mesa)					
Delta Connection (Chautauqua)					
United Express (Chautauqua)					
Air Canada					
	1,449,461,790	88.8%	1,096,886,287	85.3%	910,056,897
Cargo Carriers					
United Parcel Service	123,034,881	7.5%	122,675,761	9.5%	110,128,000
Federal Express	50,292,000	3.1%	54,846,000	4.3%	51,876,000
Wiggins Airways	5,091,500	0.3%	6,466,365	0.5%	4,326,509
Ameriflight	4,121,596	0.3%	5,333,131	0.4%	4,839,121
Mountain Air Cargo				0.0%	831,680
	182,539,977	11.2%	189,321,257	14.7%	172,001,310
Grand Total	1,632,001,767	100.0%	1,286,207,544	100.0%	1,082,058,207

Source: Albany County Airport Authority

**Albany International Airport
Landed Weights
2013-2022**

2019	2018	2017	2016	2015	2014	2013
500,895,200	571,924,399	579,923,601	586,092,000	563,978,000	564,078,000	556,334,000
193,329,310	185,285,718	197,829,323	183,615,710	182,901,118	127,177,598	87,394,799
115,775,436	129,717,613	142,955,406	139,386,707	114,046,440	91,538,758	92,454,358
130,077,387	111,690,471	96,782,482	126,927,674	107,841,768	85,883,301	41,049,688
105,034,143	103,377,946	102,628,355	104,956,520	6,256,712		
65,256,809	60,450,498	48,282,802	29,126,003	1,476,401	1,157,201	8,104,000
58,877,612	34,467,201	29,942,300	4,573,100			
84,122,513	3,884,529					
94,895,104	52,247,399	61,141,955	39,101,103	12,780,307	14,116,804	16,170,306
96,448,000	103,927,006	96,037,006	83,099,012	73,147,505	62,790,000	25,018,500
1,343,937	4,861,628	291,898	522,057	9,052,000	104,824,601	45,756,000
54,948,790	11,049,772					
32,802,755	53,400,168	48,111,665	42,416,420			
16,654,910	12,478,297	21,488,406	42,351,100	32,467,901	46,824,798	85,479,997
670,000	1,273,000	14,472,000	5,427,000	16,214,000	15,075,000	38,659,000
13,263,507	54,108,619	24,958,355	50,137,054	102,046,749	31,496,000	136,527,617
6,227,313	17,178,060	18,891,990	14,888,118	4,856,000	5,511,000	
34,103,000	67,000	134,000	2,867,000			
18,659,000	11,562,000					
5,514,002	2,964,555	2,376,000	1,012,000	1,164,000	2,756,784	2,500,198
514,116	514,123	291,888				
4,644,301	14,261,700	15,933,102	20,413,009	21,029,502	21,029,500	21,276,102
16,331,904	24,185,598	3,791,201	5,261,399	201,000	1,072,000	268,000
9,487,770	11,104,057	4,112,026	11,818,840	16,833,427	22,487,074	87,352,775
6,432,000	4,623,000	8,860,000	11,524,000	26,666,000	12,328,000	19,832,000
1,489,869	11,342,682	4,305,591	4,156,332	1,241,634		
	11,115,418	3,336,049				
	8,162,550	4,146,748				
	2,489,923	4,934,982				
	2,182,000					
	423,000	38,399,000	63,497,000	78,396,000	69,325,000	54,426,000
	67,000	911,502	15,960,701	30,950,102	41,728,699	30,800,102
		147,268	1,489,218	6,601,260	72,310	
		144,623	72,311	144,624		462,795
				1,824,972	4,996,736	22,259,441
				588,003	24,402,000	12,862,500
					13,828,429	2,850,784
					3,574,118	14,211,365
						6,092,200
1,667,798,688	1,616,386,930	1,575,561,524	1,590,691,388	1,412,705,425	1,368,073,711	1,408,142,527
103,060,000	102,199,838	102,618,000	103,574,000	100,192,000	101,441,920	99,121,840
53,262,000	51,876,000	50,420,000	51,084,000	50,886,000	51,480,000	50,651,000
7,182,500	9,163,514	10,166,496	9,992,302	7,471,500	7,493,598	7,250,511
4,390,800	4,670,805	4,233,647	4,100,650	4,273,641	4,066,902	3,996,509
167,895,300	167,910,157	167,438,143	168,750,952	162,823,141	164,482,420	161,019,860
1,835,693,988	1,784,297,087	1,742,999,667	1,759,442,340	1,575,528,566	1,532,556,131	1,569,162,387

**Albany International Airport
Aircraft Operations
2013-2022**

Commercial Carriers	2022	Percent of Total 2022	2021	Percent of Total 2021	2020
Southwest Airlines	5,426	16.7%	4,890	18.0%	4,558
American Eagle (Piedmont)	2,688	8.3%	3,076	11.3%	2,092
American Eagle (PSA)	2,550	7.9%	2,308	8.5%	
Delta Connection (Endeavor)	2,478	7.6%	1,610	5.9%	302
United Express (Commutair)	2,162	6.7%	2,468	9.1%	2,552
Delta Airlines	2,112	6.5%	1,664	6.1%	1,172
Delta Connection (Sky West)	2,004	6.2%	372	1.4%	644
American Airlines	1,794	5.5%	778	2.9%	690
Jet Blue	1,334	4.1%	1,258	4.6%	602
United Airlines	1,334	4.1%	418	1.5%	916
United Express (Republic)	1,168	3.6%	418	1.5%	
Allegiant Airlines	958	3.0%	724	2.7%	574
American Eagle (Envoy)	884	2.7%	204	0.8%	546
United Express (Express Jet)	632	1.9%	862	3.2%	104
Frontier Airlines	558	1.7%	498	1.8%	356
American Eagle (Republic)	476	1.5%	906	3.3%	1,050
United Express (SkyWest)	170	0.5%	350	1.3%	14
United Express (Air Wisconsin)	168	0.5%	138	0.5%	522
American Eagle (SkyWest)	140	0.4%	322	1.2%	90
Charters	54	0.2%	38	0.1%	
Delta Connection (Republic)	24	0.1%	396	1.5%	
American Eagle (Air Wisconsin)					554
American Eagle (Transtates)					
Boutique Air					
Cape Air					594
Delta Connection (Express Jet)					
Delta Connection (Go Jet)					324
Delta Connection (Shuttle America)					
Elite Airways					
OneJet					
United Express (Go Jet)					
United Express (Mesa)					2
United Express (Transtates)					
United Express (Shuttle America)					
Delta Connection (Compass)					
American Eagle (Mesa)					
Delta Connection (Chautauqua)					
United Express (Chautauqua)					
Air Canada	29,114	89.7%	23,698	87.4%	18,258
Cargo Carriers					
Wiggins Airways	1,198	3.7%	1,216	4.5%	944
United Parcel Service	1,128	3.5%	1,162	4.3%	860
Federal Express	508	1.6%	554	2.0%	480
Ameriflight	512	1.6%	486	1.8%	498
Mountain Air Cargo					14
	3,346	10.3%	3,418	12.6%	2,796
Grand Total	32,460	100.0%	27,116	100.0%	21,054

Source: Albany County Airport Authority

**Albany International Airport
Aircraft Operations
2013-2022**

2019	2018	2017	2016	2015	2014	2013
7,524	8,586	8,864	8,900	8,632	8,710	8,670
4,384	4,730	4,946	4,396	3,960	3,380	1,286
	2,292	1,506	864	40	46	344
1,738	578	610	530	176	226	
4,348	1,568	1,446	1,510			
446	496	188	540	768	1,022	3,946
1,478	706	112	144	6	32	8
948	744	424				
1,206	2,394	2,946	1,902	754	832	954
2,838	2,770	3,040	2,792	2,718	1,842	1,250
1,018	92					
	1,222	1,134	190			
2,450	492					
36	14	8				
354	2	26	502	940	1,350	852
1,660	1,466	1,330	1,636	1,428	1,186	590
192	138	264	344	796	368	592
1,588	518	196	190	58		
432	56					
		4	2	4		16
20	360	802	1,514	1,048	1,696	3,482
14	18	1,634	2,702	3,336	2,950	2,316
240	374	190				
	502	978				
794	1,444	666	1,346	2,760	2,838	3,688
	38	432	162	484	450	1,154
760	1,848	2,060	2,010	1,576	1,380	1,462
	2	4	122			
	1,454	1,446	1,476	88		
	156					
466	48	38	16	48	58	41
68	130	8	14	292	1,016	1,476
1,356	4,164	4,652	5,960	6,140	6,140	6,212
		4	70	300	2	
				50	134	596
				16	664	350
					650	134
					168	668
						734
36,358	39,402	39,958	39,834	36,418	37,140	40,821
1,690	2,154	2,390	2,350	1,758	1,760	1,706
904	886	974	982	952	964	942
538	524	508	476	514	520	468
546	584	534	456	550	526	518
3,678	4,148	4,406	4,264	3,774	3,770	3,634
40,036	43,550	44,364	44,098	40,192	40,910	44,455

**Albany International Airport
Aircraft Operations
2013-2022**

Year	Airlines	Cargo	General Aviation	Military	Total
2013	40,780	3,676	23,873	4,436	72,765
2014	37,082	3,770	18,124	2,316	61,292
2015	36,370	3,774	17,376	2,481	60,001
2016	39,834	4,264	17,576	3,057	64,731
2017	39,962	4,406	16,818	2,974	64,160
2018	39,402	4,148	17,753	3,300	64,603
2019	36,446	3,750	17,608	2,944	60,748
2020	19,604	3,174	16,414	3,487	42,679
2021	23,751	3,418	17,441	3,239	47,849
2022	33,267	3,346	14,521	2,592	53,726

**Albany International Airport
Airlines Serving the Albany International Airport**

MAJORS / NATIONALS

Allegiant Air
American Airlines
Delta Air Lines
Jet Blue Airways
Southwest Airlines
United Airlines

REGIONAL / COMMUTERS

Air Wisconsin d/b/a United Express
CommutAir d/b/a United Express
Endeavor d/b/a Delta Connection
Envoy d/b/a American Eagle
Go Jet d/b/a United Express
Piedmont d/b/a American Eagle
PSA d/b/a American Eagle
Republic d/b/a American Eagle
Republic d/b/a United Express
Sky West d/b/a Delta Connection

ALL-CARGO CARRIERS

Federal Express
United Parcel Service
Ameriflight
Wiggins Airways

**Albany International Airport
Major Carrier Airline Service**

SCHEDULED JET AIRLINE SERVICE

CARRIER	NON-STOP SERVICE
Allegiant	Myrtle Beach (MYR) Nashville (BNA) Orlando (SFB) Punta Gorda (PGD) St. Pete–Clearwater (PIE)
American	Charlotte (CLT) Chicago O'Hare (ORD) Miami (MIA) Philadelphia (PHL) Washington National (DCA)
Delta	Atlanta (ATL) Detroit (DTW) New York LaGuardia (LGA)
JetBlue	Fort Lauderdale (FLL) Orlando (MCO)
Southwest	Baltimore (BWI) Chicago Midway (MDW) Fort Lauderdale (FLL) Orlando (MCO) Tampa (TPA)
United	Chicago O'Hare (ORD) Newark (EWR) Washington Dulles (IAD)

As of December 2022

**Albany International Airport
Top 20 Primary Origination and Destination Passenger Markets**

Rank	Market	Length	2022 Passengers	2021 Passengers	2013 Passengers
1	Orlando	MH	312,827	190,208	204,888
2	Southeast Florida	MH	195,959	108,234	147,311
3	Tampa	MH	134,508	78,940	129,649
4	Chicago	MH	126,568	62,240	116,054
5	Atlanta	MH	96,521	53,731	71,132
6	Denver	MH	83,326	64,658	56,318
7	Fort Myers	MH	77,750	51,517	32,136
8	Charlotte	SH	67,029	40,285	56,144
9	Washington D.C.	SH	64,913	27,707	80,613
10	Baltimore	SH	57,634	32,382	128,207
11	Los Angeles	LH	50,579	33,312	55,649
12	Las Vegas	LH	49,234	27,450	83,695
13	Nashville	MH	49,223	27,511	23,641
14	Dallas/Fort Worth	MH	45,324	28,055	36,439
15	Phoenix	LH	44,406	30,317	40,511
16	Raleigh/Durham	SH	41,563	20,180	36,278
17	Detroit	MH	38,611	19,536	36,887
18	Myrtle Beach	MH	37,941	25,397	10,564
19	San Francisco	LH	37,257	20,545	51,958
20	Houston	MH	36,491	23,419	36,961

* Notes:

SH Short Haul = 0 to 600 miles

MH Medium Haul = 601 to 1,800 miles

LH Long Haul = over 1,801 miles

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Compliance



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**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**

To the Members
Albany County Airport Authority

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, the financial statements of the business-type activities and fiduciary funds of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 28, 2023.

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 the 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 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. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

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.

Canandaigua + Elmira + Latham + Queensbury + Rochester

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The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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.

Mengel, Metzger, Baw & Co. LLP

Latham, NY
March 28, 2023

Albany County Airport Authority
Schedule of Expenditures of Federal and NYS DOT Financial Assistance
For the Year Ended December 31, 2022

Federal Project Number	NYS Project Number	Federal * Percent Participation	Description of Project	CFDA Number	Total Grant Amount		Year Ended 12/31/22 Expenditures		
					Federal	State	Federal	State	
<i>CAPITAL CONTRIBUTIONS:</i>									
Direct Award - Department of Transportation Airport Improvement Program									
140-19	1A00.29	90.00%	Airfield Drainage Improvements, Phase II	20.106	\$ 1,748,955	\$ 97,164	\$ 8,658	\$ 481	
141-20	N/A	100.00%	Airport Master Plan	20.106	751,154	N/A	209,703	-	
142-20	N/A	100.00%	Replace Boarding Bridge A3, A5, B10 and C1; Remove OTW Bridges C2 and C3; Design and Construct; Phase 4 of 6	20.106	3,531,235	N/A	4,400	-	
146-21	N/A	100.00%	Rehabilitate Taxiway A	20.106	6,256,890	N/A	555,900	-	
150-22	1A00.30	90.00%	Rehabilitate Runway 10-28 and associated Taxiways	20.106	7,144,824	396,935	3,772,029	209,557	
	1A00.95	N/A	Upstate Economic Development and Revitalization Grant Program		N/A	60,000,000	-	1,221,390	
TOTAL CAPITAL CONTRIBUTIONS					<u>\$ 19,433,058</u>	<u>\$ 60,494,099</u>	<u>\$ 4,550,690</u>	<u>\$ 1,431,428</u>	
<i>NON-OPERATING GRANTS:</i>									
Direct Award - Department of Transportation									
149-22	N/A	100.00%	COVID-19 Airport Rescue Grant-Concession Rent Relief	20.106	\$ 1,282,039	N/A	\$ 1,282,039	\$ -	
Direct Award - U.S. Department of Homeland Security									
N/A	N/A	N/A	TSA Law Enforcement Officer Cooperative Agreement	97.090	138,701	N/A	138,701	\$ -	
TOTAL NON-OPERATING GRANTS					<u>\$ 1,420,740</u>	<u>\$ -</u>	<u>\$ 1,420,740</u>	<u>\$ -</u>	
GRAND TOTAL					<u>\$ 20,853,798</u>	<u>\$ 60,494,099</u>	<u>\$ 5,971,430</u>	<u>\$ 1,431,428</u>	

(*) The remaining percentage is shared equally between the State of New York and the Authority.
See accompanying Notes to Schedule of Federal and New York State Department of Transportation Financial Assistance.

Albany County Airport Authority
Notes to Schedule of Expenditures of Federal and
New York State Department of Transportation Financial Assistance
For the Year Ended December 31, 2022

1. Scope of Audit Pursuant to the Uniform Guidance

The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation. The Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance (the Schedule) includes all of the federal award programs and the New York State Department of Transportation matching grant award for the FAA's Airport Improvement Act (CFDA #20.106) administered by the Albany County Airport Authority, an entity defined in the financial statements.

2. Basis of Accounting

The accompanying Schedule includes the federal award activity of the Authority under programs of the federal government for the year ended December 31, 2022. 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.

3. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. 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. The Authority has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance and did not claim any indirect costs and has not claimed any indirect costs.

4. Federal Reimbursements

Federal reimbursements are based upon specific expenditures. Therefore, the amounts reported here represent grant income earned rather than cash received. There were no funds provided to subrecipients.



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**INDEPENDENT AUDITOR’S REPORT ON COMPLIANCE
FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL
OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

To the Members
Albany County Airport Authority

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Albany County Airport Authority’s (the Authority), a component unit of the County of Albany, New York’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 each of the Authority’s major federal programs for the year ended December 31, 2022. The Authority’s major federal programs are identified in the summary of auditor’s results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Albany County Airport Authority 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 major federal programs for the year ended December 31, 2022.

Basis for Opinion on Each 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 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 each major federal program. Our audit does not provide a legal determination of the Authority’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 requirements of laws, statutes, regulations, rules, and provisions of contract grant agreements applicable to the Authority’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 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 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 Authority'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 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

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 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 Responsibility 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 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 in internal control over compliance may exist that have not been 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.

Mengel, Metzger, Bar & Co. LLP

Latham, NY
March 28, 2023



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**INDEPENDENT AUDITOR’S REPORT ON COMPLIANCE
FOR THE NEW YORK STATE DEPARTMENT OF
TRANSPORTATION FINANCIAL ASSISTANCE
PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE REQUIRED BY NEW YORK STATE
CODIFICATION OF RULES AND REGULATIONS**

To the Members
Albany County Airport Authority

Report on Compliance

Opinion

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York’s, compliance with the types of compliance requirements identified as subject to audit in the *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* (NYCRR), that could have a direct and material effect on its state transportation assistance program for the year ended December 31, 2022.

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its state transportation assistance program for the year ended December 31, 2022.

Basis for Opinion

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 *Preliminary Draft Part 43 of NYCRR*. Our responsibility under those standards and the NYCRR 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 state transportation assistance program. Our audit does not provide a legal determination of the Authority’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 controls over compliance with the requirements of laws, regulations, contracts, and grants applicable to the state transportation assistance 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 generally accepted auditing standards, *Government Auditing Standards*, and the *Preliminary Draft Part 43 of NYCRR* 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 state transportation assistance program as a whole.

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

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the state transportation assistance program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the state transportation assistance program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the state transportation assistance 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 in internal control over compliance may exist that have not been identified.

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 *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations*. Accordingly, this report is not suitable for any other purpose.

Mengel, Metzger, Bar & Co. LLP

Latham, NY
March 28, 2023

**Albany County Airport Authority
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2022**

A. SUMMARY OF AUDIT RESULTS

1. The auditor's report expresses an unmodified opinion on the financial statements of the Albany County Airport Authority.
2. No material weaknesses were identified during the audit of the financial statements.
3. No instances of noncompliance material to the financial statements of the Albany County Airport Authority were disclosed during the audit.
4. No material weaknesses were identified during the audit of the major federal award program.
5. The auditor's report on compliance for the major federal award program for the Albany County Airport Authority expresses an unmodified opinion.
6. There were no audit findings related to the major federal award program for the Albany County Airport Authority.
7. The Airport Improvement Program (CFDA #20.106), including the New York State Department of Transportation (NYSDOT) matching grants for this program was the major program for the year ended December 31, 2022.
8. The dollar threshold used to distinguish between Type A and B programs was \$750,000.
9. The Albany County Airport Authority was considered a low-risk auditee.

B. FINDINGS - FINANCIAL STATEMENT AUDIT

NONE

C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AND NYS DOT AWARD PROGRAM AUDIT

NONE



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

To the Members
Albany County Airport Authority

Report on Compliance

Opinion

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York’s, compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies* (Guide), issued by the Federal Aviation Administration, that could have a direct and material effect on its Passenger Facility Charge Program for the year ended December 31, 2022.

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its Passenger Facility Charge Program for the year ended December 31, 2022.

Basis for Opinion

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 responsibility under those standards and the Guide are further described in the Auditor’s Responsibilities for Audit of Compliance section of the 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 state transportation assistance program. Our audit does not provide a legal determination of the Authority’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 controls over compliance with the requirements of laws, regulations, contracts, and grants applicable to its 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 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 generally accepted auditing standards, *Government Auditing Standards*, and the *Passenger Facility Charge Audit Guide for Public Agencies* 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 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 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 Guide, 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

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the Passenger Facility Charge Program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the Passenger Facility Charge Program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Passenger Facility Charge 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 in internal control over compliance may exist that have not been identified.

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 *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration. Accordingly, this report is not suitable for any other purpose.

Mengel, Metzger, Barw & Co. LLP

Latham, NY
March 28, 2023

Albany County Airport Authority
Schedule of Passenger Facility Charges
Collected and Expended

For the Year Ended December 31, 2022

Quarter Ended	PFC Charges Received	Interest Earned	Total Received	Expenditures on Approved Projects	
Beginning Balance	\$ 112,937,449	\$ 3,254,061	\$ 116,191,510	\$ 107,901,681	\$ 8,289,829
1/31/2022	1,353,996	2,056	1,356,052	909,644	
3/31/2022	1,547,279	4,928	1,552,207	1,619,119	
6/30/2022	1,376,372	21,348	1,397,720	910,101	
12/31/2022	939,402	44,388	983,790	1,897,646	
Total 2022	<u>5,217,049</u>	<u>72,720</u>	<u>5,289,769</u>	<u>5,336,510</u>	<u>(46,741)</u>
Total Program to Date	<u>\$ 118,154,498</u>	<u>\$ 3,326,781</u>	<u>\$ 121,481,279</u>	<u>\$ 113,238,191</u>	
PFC Funds to be used for future debt service payments and project disbursements:					<u>\$ 8,243,088</u>

Reconciliation of cash basis above to accrual basis in the financial statements:

PFC and Interest Received	12/31/21 PFC Receivable	12/31/2022 PFC Receivable	PFC Net Income Per Financials
\$ 5,289,769	\$ (535,512)	\$ 563,927	\$ 5,318,184

SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Scope of Audit Pursuant to September 2000 Passenger Facility Charge Audit Compliance and Reporting Guide for Public Agencies.

The Albany County Airport Authority is a body corporate and politic, constituting a public benefit corporation. The Schedule of Passenger Facility Charges Collected and Expended includes all the PFCs and the interest earnings thereon collected by the Authority beginning May 1, 1994 through December 31, 2022. Passenger Facility Charges are collected pursuant to a Federal Aviation Administration (FAA) approved application in 1994 to Impose \$40,726,364. During 1996, the Authority requested and received approval to increase the amount of PFCs to \$116,888,308 projected to be collected through the year 2022. Effective September 1, 2009, the Authority implemented an approved change to the PFC collection from \$3.00 per passenger to \$4.50 per passenger, with a current estimated collection period through March 31, 2023.

B. Basis of Accounting

The top schedule above was prepared on an cash basis of accounting. Passenger Facility Charges are recorded as deferred revenue until used for debt service payments under an FAA approved application to use.

**Albany County Airport Authority
Passenger Facility Charge Program
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2022**

A. SUMMARY OF AUDIT RESULTS

1. No material weaknesses were identified during the audit of the passenger facility program.
2. The auditor's report on compliance for the passenger facility charge program expresses an unmodified opinion.
3. There were no audit findings related to the passenger facility charge program.

B. FINDINGS AND QUESTIONED COSTS

NONE

Biographies of the Members of the Albany County Airport Authority

Samuel Fresina is president of the New York State Professional Fire Fighters Association. He was elected in 2016, after his career as a full-time, professional fire fighter in the City of Albany. Previous to his current position, he served as the NYSPFFA's secretary-treasurer and executive vice president. Born and raised in Albany, NY, Sam graduated from the Christian Brothers Academy in 1985 to enlist in the U.S. Air Force, where he served as a crash/rescue and structural fire fighter. After four years of military service (two abroad) he received an honorable discharge to become a professional firefighter in Albany. During his two decades of service to Albany residents in firehouses around the city, Sam became actively involved in the union— first as a shop steward for Local 2007, then trustee on the union's executive board, before being elected president of the local in 1997, a position he retained for fourteen years. Additionally, Sam has served as vice president of the Capital District affiliate of the AFL- CIO and, since 2004, has worked as a field services representative for the International Association of Fire Fighters (IAFF). He also currently serves on the advisory board for the New York State Common Retirement Fund.

Lyon M. Greenberg, M.D. is a Dartmouth College and Johns Hopkins Medical School graduate and the founding partner of the Capital Region Otolaryngology Head and Neck Group in Albany, New York since 1964. Dr. Greenberg has held numerous positions on medical committees, including President of the Upstate New York Alumni Association at Johns Hopkins University; National Program Chairman, Section on Otolaryngology, American Academy of Pediatrics; Executive Committee, Section on Otolaryngology, American Academy of Pediatrics; CME Chairman, Section on Otolaryngology, American Academy of Pediatrics; Legislative Chairman, New York State Society of Otolaryngologists; Secretary/Treasurer of The Child's Hospital; President of New York State Society of Otolaryngologists; member of the founding Committee of the American Society of Pediatric Otolaryngology; President of the Eastern New York Dartmouth Alumni Club; Vice-President of Congregation Beth-Abraham Jacob and Member of the Dr. David Axelrod Committee at the School of Public Health SUNY. Dr. Greenberg has received numerous awards over his career including The Willard W. Eggleston Memorial Botany Prize (1954) (Dartmouth College); Outstanding Service Award (1973) (Dartmouth College); Air Defense Command Commendation, U.S.A.F. (1962); Air Force Commendation Medal, U.S.A.F. (1962) and The Class of 1954 Award (2004) (Dartmouth College). Dr. Greenberg currently resides in Slingerlands with his wife Marcia and has four grown children.

Kevin Hicks, Sr. is a lifelong resident of Albany County. He is the retired President and Political Director of the Empire State Regional Council of Carpenters, representing over 20,000 Union Carpenters in New York State. During this tenure he served as a Board member of the Eastern Occupational Health and Safety Board. He is also President Emeritus of the Greater Capitol Region Building Trades Council and a former Board member of the New York State Building Trades Council. Kevin is a decorated United States Army Veteran of the Vietnam War. He presently serves as the Legislative Liaison for the Tri-County Council of Vietnam Veterans. In addition to serving on the Albany County Airport Authority, he also serves as a Board member on the Guilderland Industrial Development Agency. He remains active in many civic and Veterans organizations in the capital district. Kevin currently lives in Guilderland with his wife Deborah.

Steven Heider, retired Chief of Police for the Town of Colonie Police Department, is nearly a lifelong resident of Colonie. He served as the Town's fifth Police Chief, retiring in 2015 after serving on the force

for 42 ½ years. During his tenure as Colonie Police Chief, the Town of Colonie was rated the #1 community with the lowest crime rating in the country for two consecutive years. A graduate of Colonie Central High School, Hudson Valley Community College and Russell Sage College, he began his career in 1973 and continues today to be involved in many community activities. Throughout his long career he has served on many committees and boards to promote public safety and to advocate for those that lacked the resources to do so throughout the Capital Region and beyond. He also served as President of the New York State Association of Chiefs of Police, Inc., and is the secretary and treasurer of the Northeastern Chiefs of Police Conference. The retired Chief is also a former member of the Village of Colonie Planning board and the former First Vice Chairman for the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network, of which he is still an active advisor to their policy board. In addition to the Albany County Airport Authority board, he also serves on the boards of the Colonie Youth Center Inc., and the Scautub Insurance Agency located in Scotia, New York.

Sari O'Connor, Principal at the Albany Consulting Group, has more than a decade of experience in community relations, development and fundraising, and communications to support non-profits in the greater Capital Region. Her professional experience includes arts and culture and human services serving as Executive Operating Officer at the Palace Performing Arts Center and Chief Development Officer at Northern Rivers Family Services. Sari graduated Adelphi University Cum Laude and earned a Master's Degree in Education from SUNY Stony Brook. She also achieved Certificates of Completion in Human Resources from Indiana/Purdue University and Performance Measurement for Effective Management of Nonprofit Organizations from the Harvard Business School Executive Education Program. In addition to supporting numerous educational, artistic and philanthropic organizations, Sari currently serves as the Volunteer Executive Director of the Albany Police and Fire Foundation. Prior service includes, a Mayoral appointee on the City of Albany Planning Board, Charter Review Commission and Board of Zoning Appeals. She was also the founder and volunteer chair of "A Community of Excellence" at The College of Saint Rose raising more than \$1.5 million for student scholarships and the Sullivan Institute during her ten years as chairwoman.

Tom Nardacci is the Founder & CEO of Aurelius Coworks, a socially responsible development company that builds, owns and operates coworking communities, flexible workspace and startup ecosystems. He opened Troy Innovation Garage in 2017, Bull Moose Club in Albany in 2018 and Westwey Club in Providence, R.I. in 2020. Aurelius also operates and manages spaces for other organizations and provides consulting services. Tom exited his first company in 2021, a leading New York public affairs firm called Gramercy, when he sold to The Martin Group, which Hearst Newspapers is a strategic investor. He is a Senior Advisor to the firm. Tom has been an active community volunteer for many years, and is the recipient of numerous awards and honors. He was named by *City & State* to its Power 50 list, 40 under 40 by the *Business Review*, Creative Spirit Award from the Arts Center of the Capital Region, New Patron Award from The Albany Roundtable, and the Hall of Fame of the Boys & Girls Clubs of Southern Rensselaer County, to name a few. Tom is a graduate of Syracuse University and Columbia University.

John-Raphael Pichardo was born and raised in the Hudson Valley of NY. He currently serves as Research Counsel of the City of Albany Common Council and is the owner of his own general service law firm where he places an emphasis in immigration, labor & employment, real estate, and assists small businesses and entrepreneurs alike. John-Raphael graduated in 2012 from the University at Albany, SUNY with a B.A. in Political Science and Minor in Music. In 2015, John-Raphael received his J.D. from Quinnipiac University School of Law with a concentration in Tax Law in North Haven, Connecticut. During

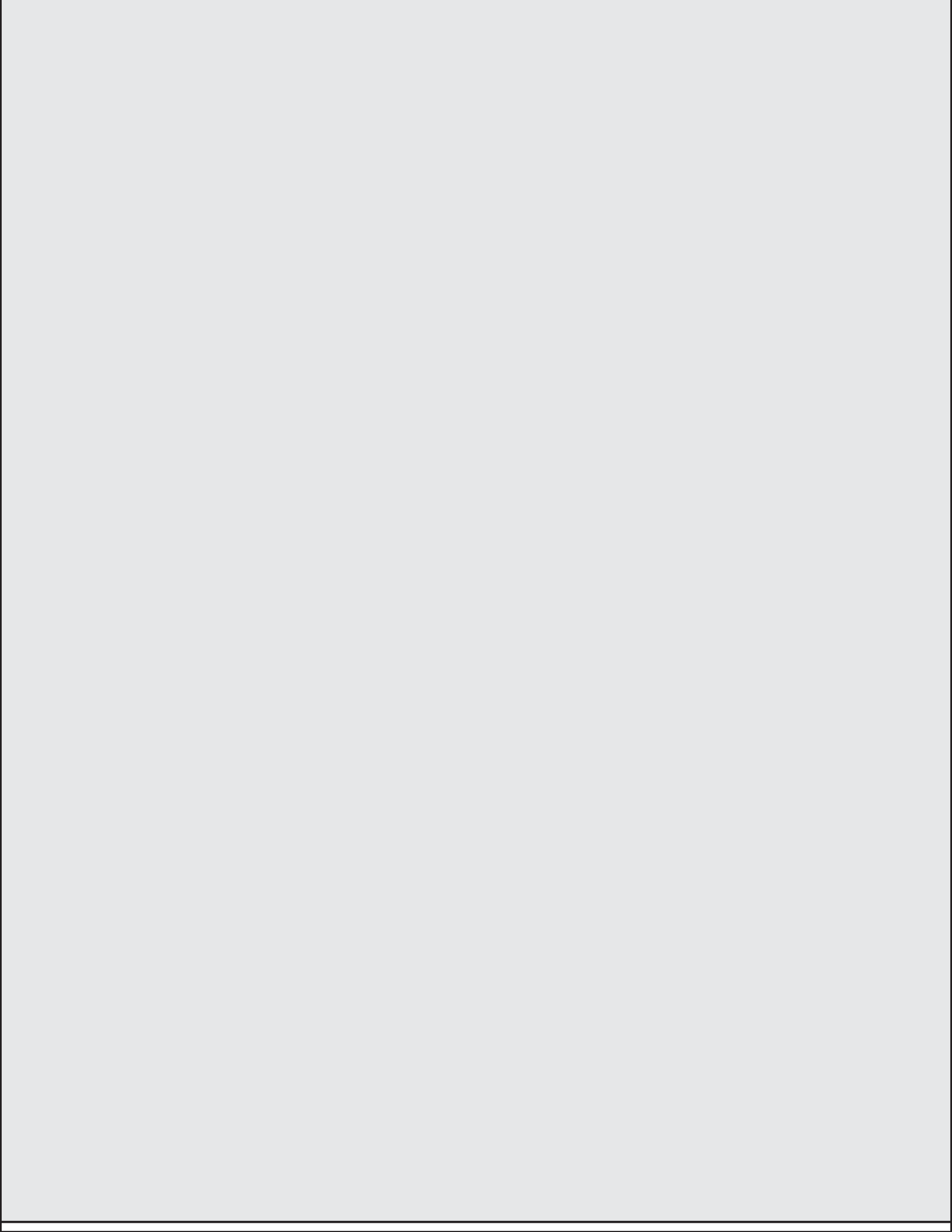
his time at law school, John-Raphael served as the Northeast Regional Chair of the National Black Law Student Association overseeing all the 32 chapters of Northeast region and was a founding member of the Quinnipiac Chapter of Latino Law Student Association. Prior to starting his own law firm, John-Raphael worked as a Court Attorney in New York City Housing Court. He then served as a Law Clerk for the New York State Department of Labor where he prosecuted employers throughout the State for improper payment of wages and retaliation. Prior to starting law school, he had the distinct honor of serving as a Session Assistant to State Senator Liz Krueger in 2012. In his spare time, John-Raphael likes to be physically active by working out or doing outdoor calisthenics. He is also a classically trained opera singer.

Biographies of the Albany County Airport Authority Senior Staff

Philip F. Calderone, Esq., began serving as the Chief Executive Officer of the Authority on December 2, 2019. Previously, Mr. Calderone served as Albany County's Deputy County Executive since January 2014 when he was appointed to the position by County Executive Daniel P. McCoy. As Deputy County Executive, Mr. Calderone provided oversight and development of policies and operations for all executive departments and agencies. He also acted as counsel to the County Executive on a variety of legal issues. Prior to his service as Deputy County Executive, he served in a similar role for 19 years as the Deputy Mayor of Albany, having been appointed to that newly created position in 1996 by then Mayor Gerald D. Jennings. Prior to his years in public service, Mr. Calderone was an "A" rated attorney in the Albany law firm of Garry, Cahill, Edmunds and Calderone where he maintained a private legal practice focusing on civil litigation, commercial law and financial planning. Mr. Calderone serves on numerous non profit boards in the community, was awarded the Commitment to Excellence Award by the Urban League and the Distinguished Alumni Award by the Albany Law School among other honors and recognitions.

Michael F. Zonsuis, CPA, AAE Chief Financial Officer, is responsible for financial planning, budgeting, operating and capital accounting procedures and controls, financial policies and procedures, cash and debt management, issuance of debt, post debt issuance compliance, financial reporting, original and continuing disclosure, procurement, insurance, information technology, and air service development. Mr. Zonsius was hired by the Authority in September 2019. Mr. Zonsius has held Chief Financial Officer positions for the Chicago Department of Aviation, the City of Kansas City Department of Aviation, the Greater Rockford Airport Authority and the Chicago Executive Airport. He has also worked as the General Manager for AvPorts Management, LLC at the Gary Chicago International Airport and the Assistant Treasurer for the Village of Tinley Park, Illinois.

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