ROANOKE REGIONAL AIRPORT COMMISSION

ROANOKE, VIRGINIA

FINANCIAL STATEMENTS AND
REPORT OF INDEPENDENT AUDITORS

JUNE 30, 2019 AND 2018

ROANOKE REGIONAL AIRPORT COMMISSION
ROANOKE, VIRGINIA

C O N T E N T S

CPAS / ADVISORS

blue

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REPORT OF INDEPENDENT AUDITORS

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

Report on the Financial Statements

We have audited the accompanying financial statements of business-type activities of Roanoke Regional Airport Commission (the Airport) as of and for the years ended June 30, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

Management's Responsibility 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; this includes 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.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Airport as of June 30, 2019 and 2018, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

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

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Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and the required supplementary information schedules, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplemental 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 financial statements, and other knowledge we obtained during our audit of the 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 audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Airport's financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and the schedule of passenger facility charges collected and expended (the Supplementary Information) are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements.

The Supplementary Information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. 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 Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 3, 2019 on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airport's internal control over financial reporting and compliance.

Blue & Co., LLC

Lexington, Kentucky
December 3, 2019

Roanoke Regional Airport Commission's (the Airport's) management team offers readers of the basic financial statements of the Airport the following narrative overview and analysis of the financial activities of the Airport for the years ended June 30, 2019 and 2018 with comparative data for fiscal year 2017. The following should be read in conjunction with our basic financial statements and notes thereto.

Basic Financial Statements

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

Our basic financial statements include the following components:

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

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

Notes to the financial statements provide additional information on the data presented in the basic financial statements as of and for the years ended June 30, 2019 and 2018.

AIRPORT ACTIVITIES

As of June 30, 2019, the Roanoke-Blacksburg Regional Airport (the Airport) was served by one mainline carrier, the regional affiliates of three major passenger carriers, one low fare leisure carrier and three regularly scheduled cargo carriers. The number of flights departing daily was 20 in June 2018 and 2019, while the number of available departing seats increased from 2,989 to 3,028, or a 1.3% increase. There was nonstop service to six hub cities as well as weekly flights to two additional destinations. In addition to daily flights, in June 2018 and 2019, Allegiant Air provided 4-7 weekly flights to two Florida destinations at various times during the year, providing 666 - 1,152 available seats.

A comparative summary of passenger and other traffic at the Airport for the fiscal years ended June 30, 2019, 2018 and 2017 are as follows:

	2019	2018	2017	Fiscal year 2019 percent change	Fiscal year 2018 percent change
Passengers	687,057	638,955	616,079	7.53%	3.71%
Aircraft Operations	54,049	52,349	50,148	3.25%	4.39%
Total Cargo (1,000 lbs)	26,361	27,898	26,463	-5.51%	5.42%

The increase in passengers for the fiscal years ended June 30, 2019 and 2018 is attributable to improved utilization of existing flights and improvement in regional economic growth. The increase in aircraft operations for the fiscal years ended June 30, 2019 and 2018 is attributable to continued fixed base operator increases in providing services to corporate clients in addition to the continued growth of an onsite flight training school. Overall changes in cargo offset for the years ended June 30, 2019 and 2018.

FINANCIAL HIGHLIGHTS

The following major financial highlights are of note for the years ended June 30, 2019 and 2018 (amounts rounded):

- Assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $120.4 million, $117.3 million and $116.2 million at June 30, 2019, 2018 and 2017, respectively.
- Net position includes $21.0 million, $16.4 million and $11.9 million, respectively, at June 30, 2019, 2018 and 2017, respectively, which is considered unrestricted.
- Net position increased $3.0 million, $1.1 million, and $4.1 million, respectively, in fiscal years 2019, 2018, and 2017.
- Operating revenues were $9.8 million, $9.0 million and $8.7 million for the fiscal years ended June 30, 2019, 2018 and 2017, respectively.
- Operating and maintenance expenses, excluding depreciation, were $7.7 million, $8.4 million and $7.6 million for the fiscal years ended June 30, 2019, 2018 and 2017, respectively.
- Net nonoperating revenues were $1.8 million, $813,000 and $933,000 for the fiscal years ended June 30, 2019, 2018 and 2017, respectively.
- Capital contributions from federal grant programs, state grant programs and passenger facility charges were $6.65 million, $6.74 million and $9.30 million for the fiscal years ended June 30, 2019, 2018 and 2017, respectively.
- Additional detail on the above items, along with other information, is discussed in the following sections.

NET POSITION SUMMARY

Net position was approximately $120.4 million, $117.3 million and $116.2 million, respectively, at June 30, 2019, 2018 and 2017. Most of the increase for fiscal year 2019 was due to operating revenues and reduced expenditures from outsourced services. Most of the increase for fiscal year 2018 was due to revenues from customer facility charges, passenger facility charges, and interest income.

A condensed summary of the major components of the net position at June 30, 2019, 2018 and 2017 is as follows (amounts rounded):

Condensed Summary of Net Position

	2019	2018	2017	Fiscal Year 2019 percent change	Fiscal Year 2018 percent change
Current assets	$ 3,237,000	$ 12,052,000	$ 10,929,000	-73.1%	10.3%
Long-term investments	25,918,000	11,474,000	10,020,000	125.9%	100.0%
Capital assets, net	97,931,000	100,125,000	103,754,000	-2.2%	-3.5%
Net investment in lease excluding current portion	28,000	44,000	59,000	-36.4%	-25.4%
Total assets	127,114,000	123,695,000	124,762,000	2.8%	-0.9%
Deferred outflows of resources	749,000	779,000	1,277,000	-3.9%	-39.0%
Total assets and deferrals	$ 127,863,000	$ 124,474,000	$ 126,039,000	2.7%	-1.2%
Current liabilities	$ 1,610,000	$ 981,000	$ 3,322,000	64.1%	-70.5%
Long-term liabilities	5,143,000	5,654,000	6,256,000	-9.0%	-9.6%
Total liabilities	6,753,000	6,635,000	9,578,000	1.8%	-30.7%
Deferred inflows of resources	755,000	518,000	235,000	45.8%	120.4%
Total liabilities and deferrals	7,508,000	7,153,000	9,813,000	5.0%	-27.1%
Net position invested in capital assets net of related debt	97,780,000	99,974,000	103,754,000	-2.2%	-3.6%
Restricted net position	1,608,000	994,000	525,000	61.8%	89.3%
Unrestricted net position	20,967,000	16,353,000	11,947,000	28.2%	36.9%
Total net position	$ 120,355,000	$ 117,321,000	$ 116,226,000	2.6%	0.9%

Fiscal Year 2019

Current assets decreased approximately $8.8 million as funds were moved to long-term investments. Long-term investments increased $14.4 million due to utilization of excess cash from operations and increase in net position. Capital assets, net, reflect an excess of depreciation over acquisitions of $2.2 million. Depreciation for fiscal year 2019 was approximately $7.2 million. Deferred outflows of resources were stable year-over-year.

Current liabilities increased $629,000 due to an increase in accounts payable on construction projects and the current potion of debt service. Comparatively, construction in process increased $4.7 million. Long-term liabilities decreased due to the net pension obligation. Deferred inflows of resources increased due to a difference between projected and actual investment earnings on pension plan investments.

Fiscal Year 2018

Current assets increased approximately $1.1 million due to customer facility charges and excess of revenues over expenses for 2018. Long-term investments increased $1.5 million due to utilization of excess cash from operations. Capital assets, net, reflect an excess of depreciation over acquisitions of $3.6 million. Depreciation for fiscal year 2018 was approximately $7.1 million. Deferred outflows of resources decreased due to a reduction between projected and actual investment earnings on pension plan investments.

Current liabilities decreased $2.3 million due to a decrease in accounts payable on construction projects. Comparatively, construction in process decreased $8.4 million. Long-term liabilities decreased due to the net pension obligation. Deferred inflows of resources increased due to a difference between projected and actual investment earnings on pension plan investments.

Fiscal Year 2017

Current assets decreased approximately $5.7 million due to purchases of long-term investments in August 2016 offset by increase in net position of $4.1 million. Capital assets, net, were stable year-over-year as acquisitions and depreciation offset. Deprecation for fiscal year 2017 was approximately $7.2 million. Deferred outflows of resources increased due to a difference between projected and actual investment earnings on pension plan investments.

Current liabilities increased compared to the previous period due to an increase in accounts payable on construction projects. Long-term liabilities increased due to the net pension obligation. Deferred inflows of resources decreased due to a difference between projected and actual investment earnings on pension plan investments.

CHANGES IN NET POSITION AND REVENUES

Following is a condensed summary of changes in net position and summary of revenues for fiscal years 2019, 2018 and 2017 (amounts rounded):

	2019	2018	2017	Fiscal Year 2019 percent change	Fiscal Year 2018 percent change
Total operating revenues	$ 9,776,000	$ 9,046,000	$ 8,666,000	8.1%	4.4%
Total operation and maintenance expenses	15,178,000	15,499,000	14,797,000	-2.1%	4.7%
Net nonoperating revenues	1,784,000	813,000	933,000	119.4%	-12.9%
Loss before capital contributions	(3,618,000)	(5,640,000)	(5,198,000)	35.9%	-8.5%
Capital contributions	6,652,000	6,735,000	9,296,000	-1.2%	-27.5%
Change in net position	3,034,000	1,095,000	4,098,000	-177.1%	73.3%
Beginning net position	117,321,000	116,226,000	112,128,000	0.9%	3.7%
Ending net position	$ 120,355,000	$ 117,321,000	$ 116,226,000	2.6%	0.9%

Revenues

	2019	2018	2017	Fiscal Year 2019 percent change	Fiscal Year 2018 percent change
Operating revenues:					
Airfield revenue	$ 1,513,000	$ 1,392,000	$ 1,293,000	8.7%	7.7%
General aviation revenue	512,000	509,000	498,000	0.6%	2.2%
Terminal revenue	7,338,000	6,678,000	6,477,000	9.9%	3.1%
Other operating revenue	413,000	467,000	398,000	-11.6%	17.3%
Total operating revenues	9,776,000	9,046,000	8,666,000	8.1%	4.4%
Nonoperating revenues:					
Customer facility charges	811,000	759,000	590,000	6.9%	100.0%
Noncapital grants	373,000	180,000	264,000	107.2%	31.8%
Losses on investments	0	(41,000)	(69,000)	-100.0%	-40.6%
Disposal of assets	14,000	(308,000)	15,000	-104.5%	-2153.3%
Interest income	586,000	223,000	133,000	162.8%	67.7%
Total nonoperating revenues	1,784,000	813,000	933,000	119.4%	-12.9%
Capital contributions:					
Capital grants	5,243,000	5,470,000	8,111,000	-4.1%	-32.6%
Passenger facility charges	1,409,000	1,265,000	1,185,000	11.4%	6.8%
Total capital contributions	6,652,000	6,735,000	9,296,000	-1.2%	-27.5%
Total revenues	$ 18,212,000	$ 16,594,000	$ 18,895,000	9.8%	-12.2%

Fiscal Year 2019

Operating revenues increased due to an increase in passengers and aircraft operations.

Customer facility charges reflects increased passenger activity.

Noncapital grants increased due to an allocation of state funding for noncapital expenses.

Capital grants were stable year-over-year.

Passenger facility charges increased due to passenger activity.

Fiscal Year 2018

Operating revenues increased due to an increase in passengers, cargo, and aircraft operations.

Customer facility charges reflects a full year of revenues.

Noncapital grants decreased due to an allocation of state funding for noncapital expenses.

Losses on investments reflect a reduction in market value of fixed income securities sold during the year. Losses on disposal of assets reflects the writeoff of remaining capitalized portions of the terminal building that are no longer in use.

Capital grants decreased due to reimbursement of capital projects. See discussion in capital acquisition and construction activities section.

Passenger facility charges increased due to passenger activity.

Fiscal Year 2017

Operating revenues increased due to an increase in passengers, cargo, and aircraft operations.

In September 2017, the airport instituted a customer facility charge assessment (CFC) of $3.00 per day for all rental car transactions originating from the airport. These funds are deposited to a separate account to be used for construction and operation of a new rental car facility.

Noncapital grants decreased due to an allocation of state funding for noncapital expenses.

Losses on investments reflect a reduction in market value of fixed income securities held and sold during the year. The fair value of investments fluctuates as interest rates rise and fall and as the market anticipates future interest rates. It is the Airport's intent to hold these investments until maturity, at which time the holder receives par value of the investment.

Capital grants increased due to reimbursement of capital projects. See discussion in capital acquisition and construction activities section.

Passenger facility charges were stable year-over-year.

EXPENSES

Following is a summary of expenses for fiscal years 2019, 2018 and 2017 is as follows (amounts rounded; 2018 amounts as restated):

	2019	2018	2017	Fiscal Year 2019 percent change	Fiscal Year 2018 percent change
Operation and maintenance expenses:					
Salaries and fringe benefits	$ 4,759,000	$ 4,572,000	$ 3,857,000	4.1%	18.5%
Outsourced ARFF services	0	675,000	655,000	-100.0%	3.1%
Operating expenses	3,225,000	3,193,000	3,107,000	1.0%	2.8%
Depreciation	7,194,000	7,059,000	7,178,000	1.9%	-1.7%
Total operation and maintenance expenses	$ 15,178,000	$ 15,499,000	$ 14,797,000	-2.1%	4.7%

Fiscal Year 2019

Salaries and benefits were stable year-over-year.

Aircraft Rescue and Fire Fighting (ARFF) services deceased as the agreement with the third-party service provider ended.

Operating expenses were stable year-over-year.

Depreciation was stable year-over-year.

Fiscal Year 2018

Salaries and benefits increased approximately $715,000 due to pension expense and complete year of operations for the dispatch department.

Aircraft Rescue and Fire Fighting (ARFF) services increased approximately $20,000 per the agreement with the third-party service provider.

Operating expenses were stable year-over-year.

Depreciation was stable year-over-year.

Fiscal Year 2017

Salaries and benefits decreased approximately $568,000 due to deferrals of pension expense. These amounts will be amortized and recognized in future periods.

Aircraft Rescue and Fire Fighting (ARFF) services increased approximately $20,000 per the agreement with the third-party service provider.

Operating expenses decreased approximately $176,000 due to several activities and projects in 2016 that were not continued or did not recur in 2017. These included a feasibility study for ARFF, contract labor for building service, storm water consultants, and a light winter which reduced snow removal costs.

Depreciation expense decreased approximately $565,000 due to last year of depreciation of three large items that were added in fiscal years 1996, 2002, and 2006.

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

Fiscal Year 2019

During fiscal year 2019, the Airport had capital additions, including construction in process, totaling $5 million. Major terminal ramp rehabilitation, security access upgrades, runway improvements, and car rental facility. Completed projects totaling $278,000 were transferred from construction in progress and placed into service during fiscal year 2019. Projects completed during fiscal year 2019 were as follows:

Project		Amount
Equipment	$	137,000
Airfield improvements		86,000
Parking lot improvements		56,000
	$	279,000

Fiscal Year 2018

During fiscal year 2018, the Airport had capital additions, including construction in process, totaling $3.83 million. Major projects and additions included installation of a loading bridge for gate 3 and replacement of loading bridges for gates 2, 4, 5, and 6, and terminal ramp rehabilitation. Completed projects totaling $12,152,000 were transferred from construction in progress and placed into service during fiscal year 2018. Major projects completed during fiscal year 2018 were as follows:

Project		Amount
Rehabilitation of loading bridges	$	4,969,000
Rehabilitation of terminal ramp		4,414,000
Walkway canopy		2,444,000
Snow plow truck		325,000
	$	12,152,000

Fiscal Year 2017

During fiscal year 2017, the Airport had capital additions, including construction in process, totaling $7.87 million. Major projects and additions included installation of a loading bridge for gate 3 and replacement of loading bridges for gates 2, 4, 5, and 6, and terminal ramp rehabilitation. Completed projects totaling $859,000 were transferred from construction in progress and placed into service during fiscal year 2017. Major projects completed and other additions during fiscal year 2017 were as follows:

Project		Amount
Rehabilitation of loading bridges, in process	$	4,456,000
Rehabilitation of terminal ramp, in process		2,440,000
Sealcoat taxiways		253,000
Upgrade flight information display		175,000
Rehabilitation general aviation ramp		140,000
	$	7,464,000

LONG-TERM DEBT ADMINISTRATION

In October 2017, the Airport issued Airport Revenue Bonds, Series 2017 (the Revenue Bonds). The Revenue Bonds are in the form of a draw note with a maximum of $4,700,000 with an interest rate of 2.25%. The primary use of proceeds of the bond is for construction of a public parking lot. At June 30, 2019 and 2018, total draws were approximately $130,000.

In October 2017, the Airport issued Customer Facility Charge Revenue Bonds, Series 2017 (the CFC Bonds). The CFC Bonds are in the form of a draw note with a maximum of $4,300,000 with interest rate of 3.50%. The primary use of proceeds of the CFC Bonds is construction of rental car facilities. At June 30, 2019 and 2018, total draws were approximately $21,000.

Interest expense of approximately $4,000 and $1,000, respectively, was capitalized in fiscal years 2019 and 2018.

DISCUSSION OF CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

In March 2019, the Airport approved its fiscal year 2019-2020 operating budget. Budgeted operating revenues are approximately $10.36 million. Budgeted operating expenditures are approximately $9.48 million. These amounts do not include depreciation expense or capital contributions. Total proposed capital expenditures, as amended, are approximately $17.55 million. Of this amount, it is anticipated that approximately $2.25 million will be funded through federal grants, $5.15 million through state grants, $1.22 million through passenger facility charges, $7.79 million through debt and approximately $1.14 million through airport capital funds. Landing fees for 2019-2020 will be $2.55 per 1,000 pounds for signatory airlines. Annual terminal rent will be $59.64 per square foot.

Also, required contributions for the City of Roanoke Pension Plan will remain stable at approximately 21%. Of this amount, 5% is to be paid by employees. However, the Airport has elected to pay the employee's share of the contribution for fiscal year 2020.

REQUEST FOR INFORMATION

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

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENTS OF NET POSITION
JUNE 30, 2019 AND 2018

	2019	2018
ASSETS		
Current assets		
Cash and temporary investments	$ 1,699,854	$ 10,676,628
Accounts receivable	450,872	399,783
Due from Commonwealth of Virginia	35,000	25,000
Due from federal government	778,706	809,677
Current portion of net investment in lease	15,686	14,894
Prepaid expenses	254,439	123,427
Short-term investments	2,392	2,388
Total current assets	3,236,949	12,051,797
Long-term investments	25,917,766	11,474,037
Capital assets		
Land and improvements	31,573,523	31,573,523
Buildings and structures	175,386,572	175,352,672
Equipment and other capital assets	14,785,760	14,843,918
Construction in progress	6,625,165	1,903,517
Accumulated depreciation	(130,439,902)	(123,548,833)
Capital assets, net	97,931,118	100,124,797
Net investment in lease, excluding current portion	28,016	43,702
Total assets	127,113,849	123,694,333
Deferred outflows of resources, pension and OPEB	748,973	779,637
Total assets and deferrals	$ 127,862,822	$ 124,473,970
LIABILITIES AND NET POSITION		
Current liabilities		
Accounts payable and accrued expenses, operations	$ 399,769	$ 343,064
Accounts payable, construction and capital assets	597,071	202,870
Accrued payroll and compensated absences	461,602	435,325
Current portion of revenue bonds payable	151,060	0
Total current liabilities	1,609,502	981,259
Long-term liabilities		
Net pension liability	4,819,075	5,388,825
Net OPEB liability	324,228	114,394
Long-term portion of revenue bonds payable	0	151,060
Total long-term liabilities	5,143,303	5,654,279
Total liabilities	6,752,805	6,635,538
Deferred inflows of resources, pension and OPEB	755,444	517,940
Total liabilities and deferrals	7,508,249	7,153,478
Net position		
Net investment in capital assets	97,780,058	99,973,737
Restricted, rental car facility and employee benefits	1,607,819	993,525
Unrestricted	20,966,696	16,353,230
Total net position	$ 120,354,573	$ 117,320,492

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

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
YEARS ENDED JUNE 30, 2019 AND 2018

	2019	2018
Operating revenues		
Airfield revenue	$ 1,513,361	$ 1,391,696
General aviation revenue	511,796	509,049
Terminal revenue	7,337,968	6,677,852
Other operating revenue	413,174	466,461
Total operating revenues	9,776,299	9,045,058
Operation and maintenance expenses		
Salaries and other benefits	4,221,967	3,924,759
Pension and OPEB expense	536,892	647,353
Aircraft rescue and firefighting, outsourced services	0	675,000
Operating expenses	3,225,926	3,192,631
Depreciation	7,193,739	7,059,299
Total operation and maintenance expenses	15,178,524	15,499,042
Operating loss	(5,402,225)	(6,453,984)
Nonoperating revenues (expenses)		
Customer facility charges	811,101	759,210
Noncapital grants, federal	112,536	109,724
Noncapital grants, state	260,788	70,000
Realized and unrealized losses on investments	0	(40,772)
Realized gain (loss) on disposal of capital assets	13,419	(308,083)
Interest income	585,804	223,226
Net nonoperating revenues	1,783,648	813,305
Loss before capital contributions	(3,618,577)	(5,640,679)
Capital contributions		
Capital grants, federal	3,434,173	3,470,345
Capital grants, state	1,809,212	2,000,000
Passenger facility charges	1,409,273	1,264,788
Total capital contributions	6,652,658	6,735,133
Change in net position	3,034,081	1,094,454
Net position, beginning of year, as previously stated	117,320,492	116,226,038
Net position, end of year	$ 120,354,573	$ 117,320,492

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

ROANOKE REGIONAL AIRPORT COMMISSION
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2019 AND 2018

	2019	2018
Operating activities		
Cash received from vendors and tenants	$ 9,312,036	$ 8,604,172
Cash payments to suppliers for goods and services	(3,300,233)	(3,988,481)
Cash payments to employees for services	(4,824,330)	(4,604,936)
Other receipts	428,068	480,604
Net cash flows from operating activities	1,615,541	491,359
Noncapital financing activities		
Noncapital grants received	363,324	176,002
Capital and related financing activities		
Proceeds from revenue bonds payable	0	151,060
Proceeds from disposal of capital assets	13,419	95,203
Acquisition and construction of capital assets	(4,605,859)	(6,063,429)
Capital grants received from other governments	5,274,356	6,410,154
Customer facility charges collected	811,101	759,210
Passenger facility charges collected	1,409,273	1,264,788
Net cash flows from capital and related financing activities	2,902,290	2,616,986
Investing activities		
Purchases of investments	(31,497,138)	(11,521,426)
Proceeds from sales of investments	17,053,405	10,026,166
Interest received on investments	585,804	223,226
Net cash flows from investing activities	(13,857,929)	(1,272,034)
Net change in cash and cash equivalents	(8,976,774)	2,012,313
Total cash and cash equivalents, beginning of year	10,676,628	8,664,315
Total cash and cash equivalents, end of year	$ 1,699,854	$ 10,676,628
Reconciliation of operating loss to net cash flows from operating activities		
Operating loss	$ (5,402,225)	$ (6,453,984)
Adjustments to reconcile operating loss to net cash flows from operating activities:		
Depreciation	7,193,739	7,059,299
Changes in assets, liabilities, and deferrals:		
Decrease (increase) in accounts receivable	(51,089)	25,575
Decrease in investment in lease, net	14,894	14,143
Decrease (increase) in prepaid expenses	(131,012)	(71,243)
Decrease (increase) in deferred outflows	30,664	496,904
Increase (decrease) in accounts payable, operations	56,705	(49,607)
Increase (decrease) in accrued expenses	26,277	(60,306)
Increase (decrease) in net pension liability	(569,750)	(745,066)
Increase (decrease) in net OPEB liability	209,834	(6,801)
Decrease in deferred inflows	237,504	282,445
Net cash flows from operating activities	$ 1,615,541	$ 491,359
Supplemental disclosure, noncash investing activities:		
Accounts payable, construction and capital assets	$ 597,071	$ 202,870

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

1. SUMMARY OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

Organization

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

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

Basis of Accounting and Accounting Presentation

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

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

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

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

Cash and Temporary Investments, Short-term Investments and Long-term Investments

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

Statement of Cash Flows

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

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectable. The allowance for uncollectible amounts is based on collection history and information regarding the credit worthiness of those doing business with the Airport. There were no material amounts deemed uncollectible at June 30, 2019 and 2018.

Capital Assets

The Airport defines capital assets as assets with an initial, individual cost of more than $25,000 and an estimated useful life of at least three years. Major additions, including those that significantly prolong a capital asset's economic life or expand usefulness, are capitalized. Normal repairs that merely maintain the capital asset in its present condition are recorded as expenses and are not capitalized.

Capital assets are stated at cost less accumulated depreciation computed by the straight-line method over the estimated lives of the respective assets as follows:

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

Passenger Facility Charge Collections

On June 10, 1998, the Federal Aviation Administration (FAA) approved a $3.00 Passenger Facility Charge (PFC) (No. 1) collection at the Airport effective September 1, 1998. Effective December 1, 2001, the FAA approved an increase to a $4.50 PFC collection at the Airport. The total approved amended amount of net PFC revenue, plus interest the Airport was allowed to collect, was approximately $6,463,000 by January 1, 2005. On November 29, 2004, the FAA approved an additional PFC (No. 2) collection of approximately $8,158,000 by November 1, 2011, to begin after collection of the initial PFC No. 1. On May 18, 2011, the FAA approved an additional PFC (No. 3) collection of approximately $2,192,000 by January 1, 2013, to begin after collection of PFC No. 2. On September 6, 2011, the FAA approved an additional PFC (No. 4) collection of approximately $4,280,000 by October 1, 2016, to begin after collection of PFC No. 3. Collections for PFC No. 4 began in April 2013 and ended in September 2016. The Airport filed an application with the FAA (PFC No. 5) for authorization to collect an additional $3,314,298 (as amended) by January 1, 2022, to begin after collection of PFC No. 4, but not before August 1, 2016. Collections for PFC No. 5 began in October 2016 and ended in May 2019. The Airport filed an application with the FAA (PFC No. 6) for authorization to collect an additional $3,044,445 by June 1, 2021, to begin after collection of PFC No. 5. Collections for PFC No. 6 began in May 2019. For the years ended June 30, 2019 and 2018, PFC revenues earned by the Airport totaled approximately $1,409,000 and $1,265,000, respectively.

Unearned Lease Income

Unearned lease income related to a direct financing capital lease is being amortized over the life of the lease using the effective yield method.

Operating Revenues and Expenses

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

Employee Benefit Plans

Airport employees participate in the City of Roanoke Pension Plan (Pension Plan) and the Airport's deferred compensation plan. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pension Plan and additions to/deductions from the Pension Plan's fiduciary net position have been determined on the same basis as they are reported by the Pension Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Funding Requirements

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

Operating Leases

Operating leases with rental car companies and concessions' vendors for operations at the Airport terminal are multiyear agreements which are structured to provide income under various funding formulas and additional amounts based on increased operating levels. In addition, the airlines provide income under established funding formulas.

Net Position

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

Use of Estimates

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

Subsequent Events

The Airport evaluates events occurring subsequent to the date of the financial statements in determining the accounting for and disclosure of transactions and events that affect the financial statements. Subsequent events have been evaluated through December 3, 2019, which is the date the financial statements were issued.

Reclassifications

Certain amounts reflected in prior year financial statements have been reclassified to conform to the current year presentation. These reclassifications did not affect previously reported total amounts as for assets, liabilities, net position, revenues, or expenses.

Significant Upcoming Pronouncements

In January 2017, the Government Accounting Standards Board (GASB) issued Statement No. 84, *Fiduciary Activities*. The principal objective of this statement is to enhance the consistency and comparability of fiduciary activity reporting by state and local governments. This Statement also is intended to improve the usefulness of fiduciary activity information primarily for assessing the accountability of governments in their roles as fiduciaries. This statement is effective for the Airport's fiscal year ended June 30, 2020. Earlier application is encouraged.

In June 2017, the GASB issued Statement No. 87, *Leases*. The objective of this statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. This statement is effective for the Airport's fiscal year ended June 30, 2021. Earlier application is encouraged.

In June 2018, the GASB issued Statement No. 89, *Accounting for Interest Incurred Before the End of a Construction Period*. This statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. This statement is effective for the Airport's fiscal year ended June 30, 2021. Earlier application is encouraged.

In May 2019, the GASB issued Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This statement clarifies the existing definition of a conduit debt obligation and establishes standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers. This statement is effective for the Airport's fiscal year ended June 30, 2021. Earlier application is encouraged.

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

2. DEPOSITS AND INVESTMENTS

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

- United States Treasury bills, notes, or any other obligation or security issued by or backed by the full faith and credit of the United States Treasury.
- Bonds, notes, and other obligations of the United States, and securities issued by any federal government agency or instrumentality or government sponsored enterprise except for collateralized mortgage obligations, provided that the issuer is rated no less than AA by a Nationally Recognized Statistical Rating Organization ("NRSRO").
- Stocks, bonds, notes, and other evidences of indebtedness of the Commonwealth of Virginia and those unconditionally guaranteed as to payment of principal and interest by the Commonwealth, or of any county, city, town, district, authority, or any other public body of the Commonwealth of Virginia upon which there has been no default.
- Negotiable certificates of deposit and negotiable bank deposit notes of domestic banks with a rating of A-1 by Standard and Poor's, Inc. and P-1 by Moody's Investor Service, Inc. for maturities of one year or less, and a rating of AA by Standard and Poor's, Inc. and Aa by Moody's Investor Service, Inc. for maturities over one year and not exceeding five years.
- Non-negotiable and time deposits and savings accounts in commercial banks and savings institutions doing business in the Commonwealth of Virginia.
- Unsecured short-term debt of U.S. corporations may be purchased if certain conditions are met.
- Bankers' acceptances issued by domestic banks or domestic offices of foreign banks, which are eligible for purchase by the Federal Reserve System with a maturity of 270 days or less. The issuing corporation, or its guarantor, must have a short-term debt rating of no less than "A-1" (or its equivalent) by at least two NRSROs.
- Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States with a rating of at least AA by Standard and Poor's, Inc. and a rating of Aa by Moody's Investor Service, Inc. and a maturity of no more than five years.
- Overnight, term, and open repurchase agreements, provided certain conditions are met.
- Certificates of deposit provided certain conditions are met.
- The pooled investment fund (known as the Virginia Local Government Investment Pool) as provided for in Section 2.2-4600 et seq. of the Code of Virginia.
- Shares in open-end investment funds (mutual funds) provided such funds are registered under the Federal Investment Company Act of 1940, invest exclusively in the securities specifically permitted under this investment policy, and which are similarly diversified, provided that the fund is rated "AAAm" or "AAAm-G" or better by Standard & Poor's Corporation or equivalent by other rating agencies. The fund must also be properly registered for sale under the Securities Act (Section 13.1-501 et seq.) of the Code of Virginia.
- Participation in VACo/VML Virginia Investment Pool Trust Fund.

At June 30, 2019, the Airport had the following unrestricted and restricted investments and cash (amounts rounded):

	Fair Value	<1 year	1-5 years	5-15 years	S&P Rating
Unrestricted:					
Virginia Investment Pool liquidity pool	$ 25,918,000	$ 25,918,000	$	$	A-1
Commercial bank certificate of deposit	2,000	2,000			N/A
Cash	1,612,000	1,612,000			N/A
Total unrestricted	27,532,000	27,532,000	0	0	
Restricted:					
Cash	88,000	88,000			N/A
Totals	$ 27,620,000	$ 27,620,000	$ 0	$ 0	

At June 30, 2018, the Airport had the following unrestricted and restricted investments and cash (amounts rounded):

	Fair Value	<1 year	1-5 years	5-15 years	S&P Rating
Unrestricted:					
Virginia Investment Pool bond fund	$ 11,474,000	$ 11,474,000	$	$	A-1
Commercial bank certificate of deposit	2,000	2,000			N/A
Cash	9,393,000	9,393,000			N/A
Total unrestricted	20,869,000	20,869,000	0	0	
Restricted:					
Cash	1,284,000	1,284,000			N/A
Totals	$ 22,153,000	$ 22,153,000	$ 0	$ 0	

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

	2019	2018
Long-term investments	$ 25,918,000	$ 11,474,000
Short-term investments	2,000	2,000
Cash and cash equivalents	1,700,000	10,677,000
	$ 27,620,000	$ 22,153,000

Interest Rate Risk: Limitation on instruments, diversification, and maturity scheduling shall depend upon whether the funds being invested are considered short term, intermediate, or extended duration. Short term investment maturities shall be scheduled to coincide with projected cash flow requirements and anticipated revenue. Short term duration funds will be invested in permitted investments maturing in one year or less.

Investments in intermediate and extended duration longer term securities shall be made after considering the additional income potential and the volatility risk inherent in securities with longer maturities. Intermediate duration funds will be invested in permitted investments maturing in five years or less. Extended duration funds will be invested in permitted investments maturing in fifteen years or less and shall not exceed more than 25% of the portfolio.

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

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

	2019	2018	Maximum allowed
Virginia Investment Pool	94%	52%	100%
Certificates of deposit	0	0	20
Cash	6	48	N/A
Totals	100%	100%	

The Airport maintains its cash accounts with federally insured banks. The Federal Deposit Insurance Corporation insures up to $250,000 at each institution. From time to time, cash balances may exceed federally insured limits. At June 30, 2019 and 2018, amounts that were in excess of federally insured limits and were collateralized by assets held by the financial institution not in the Airport’s name totaled approximately $1,687,000 and $10,822,000, respectively.

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

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

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

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

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

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

Below is a detail of amounts included in deposits and investments as of June 30, 2019 and 2018. Money market checking accounts, certificates of deposit, and cash are not subject to fair value measurement.

June 30, 2019

	Level 1	Level 2	Level 3	Total
Virginia Investment Pool				
Stable NAV Liquidity Pool	$	$	$ 25,918,000	$ 25,918,000
Certificates of deposit				2,000
Cash				1,700,000
Total deposits and investments	$ 0	$ 0	$ 25,918,000	$ 27,620,000

June 30, 2018

	Level 1	Level 2	Level 3	Total
Virginia Investment Pool				
Stable NAV Liquidity Pool	$	$	$ 11,474,000	$ 11,474,000
Certificates of deposit				2,000
Cash				10,677,000
Total deposits and investments	$ 0	$ 0	$ 11,474,000	$ 22,153,000

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

3. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2019 was as follows (amounts rounded):

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated:				
Land and easements	$ 25,201,000	$	$ 0	$ 25,201,000
Construction in progress	1,904,000	5,000,000	279,000	6,625,000
Total not being depreciated	27,105,000	5,000,000	279,000	31,826,000
Capital assets being depreciated:				
Buildings, structures, and improvements	181,725,000	34,000	0	181,759,000
Equipment and other capital assets	14,844,000	245,000	303,000	14,786,000
Total being depreciated	196,569,000	279,000	303,000	196,545,000
Less accumulated depreciation:				
Buildings, structures, and improvements	109,103,000	6,132,000	0	115,235,000
Equipment and other capital assets	14,446,000	1,062,000	303,000	15,205,000
Accumulated depreciation	123,549,000	7,194,000	303,000	130,440,000
Capital assets, net	$ 100,125,000	$ (1,915,000)	$ 279,000	$ 97,931,000

Capital asset activity for the year ended June 30, 2018 was as follows (amounts rounded):

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated:				
Land and easements	$ 25,220,000	$	$ 19,000	$ 25,201,000
Construction in progress	10,328,000	3,728,000	12,152,000	1,904,000
Total not being depreciated	35,548,000	3,728,000	12,171,000	27,105,000
Capital assets being depreciated:				
Buildings, structures, and improvements	170,905,000	11,828,000	1,008,000	181,725,000
Equipment and other capital assets	14,721,000	426,000	303,000	14,844,000
Total being depreciated	185,626,000	12,254,000	1,311,000	196,569,000
Less accumulated depreciation:				
Buildings, structures, and improvements	103,729,000	6,001,000	627,000	109,103,000
Equipment and other capital assets	13,690,000	1,059,000	303,000	14,446,000
Accumulated depreciation	117,419,000	7,060,000	930,000	123,549,000
Capital assets, net	$ 103,755,000	$ 8,922,000	$ 12,552,000	$ 100,125,000

Construction in progress of approximately $6,625,000 at June 30, 2019 consisted primarily of costs incurred for general aviation ramp rehabilitation, security improvements, and runway improvements. Construction in progress of approximately $1,904,000 at June 30, 2018 consisted primarily of costs incurred for engineered materials arresting system, car rental facility, and general aviation ramp rehabilitation.

4. CAPITAL LEASE

The Airport leases a hangar located on its property to a private company. This lease is classified as a direct financing capital lease. The lease requires monthly payments of $1,459 and expires March 1, 2022. The following lists the components of the net investment in this lease as of June 30, 2019 and 2018 (amounts rounded):

	2019	2018
Minimum lease payments receivable	$ 45,000	$ 64,000
Less unearned lease income (stated interest rate of 5.5%)	(1,000)	(6,000)
Net investment in lease	$ 44,000	$ 58,000

The following is a schedule of minimum future rentals due under this lease as of June 30, 2019 (amounts rounded):

2020	$ 17,000
2021	18,000
2022	10,000
	$ 45,000

Amortization revenue from the lease was approximately $2,600 and $3,400, respectively, for the years ended June 30, 2019 and 2018. This amount is included in interest income in the accompanying statement of revenues, expenses and changes in net position.

5. CAPITAL CONTRIBUTIONS

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

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

6. BONDS PAYABLE AND LONG-TERM LIABILITIES

In October 2017, the Airport issued Airport Revenue Bonds, Series 2017 (the Revenue Bonds). The Revenue Bonds are in the form of a draw note with a maximum of $4,700,000 and are privately held by a local bank. The Revenue Bonds are secured by a pledge of future revenues and have interest rate of 2.25%, requiring semiannual payments in April and October, beginning in April 2018. Interest-only payments through October 2019. Principal payments as scheduled in the bond documents beginning in October 2019. Interest rate to be adjusted in October 2022 to the sum of the Five-Year Treasury Rate plus 0.40%. The primary use of proceeds of the Revenue Bonds is construction of a public parking lot. At June 30, 2019 and 2018, total draws were approximately $130,000, respectively.

In October 2017, the Airport issued Customer Facility Charge Revenue Bonds, Series 2017 (the CFC Bonds). The CFC Bonds are in the form of a draw note with a maximum of $4,300,000 and are privately held by a local bank. The CFC Bonds are secured by a pledge of CFC collections and have interest rate of 3.50%, requiring semiannual payments in April and October, beginning in April 2018. Interest-only payments through October 2019. Principal payments as scheduled in the bond documents beginning in October 2019. Interest rate to be adjusted in October 2022 to the sum of the Five-Year Treasury Rate plus 1.65%. The primary use of proceeds of the CFC Bonds is construction of rental car facilities. At June 30, 2019 and 2018, total draws were approximately $21,000, respectively.

All principal and interest is due in fiscal year 2020. As noted above, the bonds are structured as draw notes. The above table reflects required payments based on draws through June 30, 2019. For the years ended June 30, 2019 and 2018, interest expense was approximately $4,000 and $1,000, respectively, and was capitalized as construction in process.

For the years ended June 30, 2019 and 2018, components of the Airport's liabilities which had long-term activity or balances were as follows (amounts rounded):

	Balance 07.01.2018	Additions	Reductions	Balance 06.30.2019	Due within one year	Due after one year
Revenue bonds payable	$ 151,000	$ 0	$ 0	$ 151,000	$ 151,000	$ 0
Net OPEB liability	114,000	225,000	15,000	324,000	0	324,000
Net pension liability	5,389,000	0	570,000	4,819,000	0	4,819,000
	$ 5,654,000	$ 225,000	$ 585,000	$ 5,294,000	$ 151,000	$ 5,143,000

	Balance 07.01.2017	Additions	Reductions	Balance 06.30.2018	Due within one year	Due after one year
Revenue bonds payable	$ 0	$ 151,000	$ 0	$ 151,000	$ 0	$ 151,000
Net OPEB liability	121,000	0	7,000	114,000	0	114,000
Net pension liability	6,134,000	0	745,000	5,389,000	0	5,389,000
	$ 6,255,000	$ 151,000	$ 752,000	$ 5,654,000	$ 0	$ 5,654,000

In fiscal year 2019, the Airport implemented GASB issued Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*. The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. The above disclosures reflect implementation of GASBS 88. Applicable items were included in prior year disclosures.

7. PENSION PLAN

Pension Plan Description

All full-time employees of the Airport participate in the City of Roanoke Pension Plan (the Pension Plan), a cost-sharing multiple-employer public employee retirement system. The Pension Plan was established by City Ordinance No. 8559, dated May 27, 1946, and effective July 1, 1946. City Council appoints the Pension Plan Board of Trustees which is responsible for administering the Pension Plan. The Pension Plan is currently not subject to the provisions of the Employee Retirement Income Security Act (ERISA) of 1974. The Pension Plan had approximately 1,600 active participants at June 30, 2019.

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

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

Funding Policy

Airport employees do not contribute to the Pension Plan. The Airport's contribution is based on a percentage of the annual compensation of the active members, which is based on an actuarially determined contribution amount. The payroll for Airport employees covered by the Pension Plan for the years ended June 30, 2019 and 2018 was approximately $3,019,000 and $2,885,000, respectively. The Airport's total payroll for these years were approximately $3,109,000 and $2,972,000, respectively. Contributions to the Pension Plan from the Airport were approximately $643,000 and $627,000, respectively, for the years ended June 30, 2019 and 2018, which was approximately 21.3% and 21.7%, respectively, of the covered employee payroll for the Airport. At June 30, 2019 and 2018, approximately $20,000 and $18,000, respectively, of contributions withheld were payable to the Pension Plan. No other amounts were due to or from the Pension Plan at June 30, 2019 and 2018.

Required employer contribution rates for the Pension Plan were 21.63% and 22.04%, respectively, for fiscal years 2019 and 2018. In fiscal year 2015, the City of Roanoke adopted modifications to the Pension Plan to provide for employee contributions in the amount of 5% of earnable compensation for Plan members hired prior to July 1, 2015. This modification included a window of opportunity for Plan members hired prior to July 1, 2015, to elect participation in and the accrual of prospective benefits effective July 1, 2015, as an ESRS of Hybrid Plan member who was hired after June 30, 2014. Effective July 1, 2015, active employees are required to contribute 5% of pay, except for those hired or rehired after June 30, 2014 that elect to participate in the Hybrid plan.

Annual Pension Cost

At June 30, 2019 and 2018, the Airport reported liabilities of approximately $4,819,000 and $5,389,000, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2018 and 2017, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. The Airport's proportion of the net pension liability was based on a projection of the Airport's long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined. At June 30, 2018 and 2017, the Airport's proportion was 3.79% and 3.75%, respectively. The amount for June 30, 2018 was an increase of 0.04% from its proportion measured as of June 30, 2017.

For the years ended June 30, 2019 and 2018, the Airport recognized pension expense of approximately $333,000 and $631,000, respectively. At June 30, 2019 and 2018, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (amounts rounded):

	2019		2018	
	Deferred outflows	Deferred inflows	Deferred outflows	Deferred inflows
Contributions subsequent to the measurement date	$ 643,000	$	$ 628,000	$
Assumption changes	93,000		151,000	
Change in proportion				
Experience		134,000		278,000
Net difference between projected and actual earnings on pension plan investments		575,000		240,000
	$ 736,000	$ 709,000	$ 779,000	$ 518,000

The amount reported as deferred outflows of resources related to pensions resulting from Airport contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows for the years ended June 30:

2020	$ (31,000)
2021	(99,000)
2022	(356,000)
2023	(130,000)
	$ (616,000)

Actuarial Assumptions

The total pension liability in the June 30, 2018 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.25%
Salary increases	2.50% - 5.00%
Investment rate of return	7.25%, net of investment expenses
Cost of living adjustments	1.50% for eligible participants, based on 2/3 of assumed inflation

Mortality rates or pre-retirement and healthy annuitants were based on 125% of RP-2000 Combined Healthy Mortality for males and females with generation mortality projection using Scale AA. For Disableds, mortality rates were based on Society of Actuaries RP-2014 Adjusted to 2006 Disabled Retiree Mortality Table.

The actuarial assumptions used in the June 30, 2018 valuation were based on the results of an experience study for the period July 1, 2011 through June 30, 2016.

Investment Rate of Return

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

	Allocation	Weighted contribution to rate of return
Equity		
U.S. equity	52.00%	5.20%
International equity	22.00%	2.42%
Real estate	6.00%	0.42%
Fixed income		
U.S. fixed income	20.00%	1.00%
Total	100.00%	9.04%

Discount Rate

The discount rate used to measure the total pension liability was 7.25 percent. The projection of cash flows used to determine the discount rate assumed that contributions to the Pension Plan would be made based on actuarially determined contribution rates. Based on these assumptions, the Pension Plan's fiduciary net position was projected to be available to make all future benefit payments of current Pension Plan members. Therefore, the long-term expected rate of return on Pension Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

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

The following presents the net pension liability of the Pension Plan, calculated using the discount rate of 7.25 percent, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (6.25 percent) or 1-percentage-point higher (8.25 percent) than the current rate (amounts rounded):

	1% decrease (6.25%)	Current rate (7.25%)	1% increase (8.25%)
Airport's proportionate share of the net pension liability	$ 7,134,000	$ 4,819,000	$ 2,849,000

Pension Plan Fiduciary Net Position

Detailed information about the Pension Plan's fiduciary net position is available in the Pension Plan's comprehensive annual financial report. A copy of this report may be obtained by writing to the City of Roanoke Retirement Office, Attention: Retirement Administrator, 215 Church Ave., SW, Room 461, Roanoke, VA 24011 or on the internet at http://www.roanokeva.gov/Archive.aspx?AMID=57.

8. OTHER POSTEMPLOYMENT BENEFITS

Retiree Health Insurance

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

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

The Airport pays the City of Roanoke $294 to $538 each month for medical insurance for each eligible retiree depending on coverage levels only through December 31, 2019 or until the City no longer provides health insurance coverage to Commission retirees, whichever comes sooner. The Airport reserves the right to revise and terminate the Plan at any time, as it deems necessary, at its sole discretion. This benefit will terminate when the retiree is eligible for coverage by any other health insurance, including Medicare.

As of June 30, 2019 and 2018, the Plan was not funded. The Plan does not issue stand-alone financial statements. The membership as of January 1, 2019, the most recent valuation date, includes 60 active participants, 2 retirees and surviving spouses, and 0 spouses of current retirees. Total covered employees of 62. There was a reduction of 1 retiree from January 1, 2018 through June 30, 2019.

The Airport's net other postemployment benefits (OPEB) liability was measured as of January 1, 2019 with a roll forward to June 30, 2019, and the retiree health insurance OPEB liability used to calculate the net retiree health insurance OPEB liability was determined by an actuarial valuation as of June 30, 2019.

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

Inflation	2.50%
Salary increases	2.50% - 5.00%
Discount rate	3.50% as of June 30, 2019. 3.87% as of June 30, 2018.
Health cost trend rates	4.20% - 6.10%

For all Airport employees, mortality rates were based on the RP-2000 mortality tables with females set back one year. All tables include fully generational adjustments for mortality improvements using improvement scale AA. For disabled lives, mortality rates were based on the RP-2014 disabled mortality tables with male lives set back three years and no provision for future mortality improvement.

The actuarial assumptions used in the January 1, 2019 valuation were based on the results of an experience study for the period July 1, 2011 through June 30, 2016.

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

	2019	2018
Balance, beginning of year	$ 114,000	$ 121,000
Service cost	7,000	6,000
Interest	5,000	4,000
Effect of assumption changes	(20,000)	(3,000)
Benefit payments	(7,000)	(14,000)
Balance, end of year	$ 99,000	$ 114,000

There was no impact from the effects of plan changes or liability gains and losses in 2019 or 2018. OPEB expense for 2019 and 2018 was approximately $9,000 and $11,000 and is included in salaries and other benefits expense in the statement of revenues, expenses changes in net position.

Due to immateriality, the amount for effects of assumption changes was included in OPEB expense for 2018. At June 30, 2019, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (amounts rounded):

	Deferred outflows	Deferred inflows
Assumption changes	$	$ 20,000
Experience	2,000	
	$ 2,000	$ 20,000

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

2020	$ (5,000)
2021	(5,000)
2022	(4,000)
2023	(4,000)
	$ (18,000)

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

	1% decrease (2.50%)	Current rate (3.50%)	1% increase (4.50%)
Net OPEB liability	$ 109,000	$ 99,000	$ 91,000

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

	1% decrease (3.20% - 5.10%)	Current rate (4.20% - 6.10%)	1% increase (5.20% - 7.10%)
Net OPEB liability	$ 88,000	$ 99,000	$ 112,000

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

Group Life Insurance Program

The Airport participates in the Virginia Retirement Systems (VRS) Group Life Insurance (GLI) Program is a multiple employer, cost-sharing plan. It provides coverage to state employees, teachers, and employees of participating political subdivisions. The GLI Program was established pursuant to §51.1-500 et seq. of the *Code of Virginia*, as amended, and which provides the authority under which benefit terms are established or may be amended. The GLI Program is a defined benefit plan that provides a basic GLI benefit for employees of participating employers. For purposes of measuring the net GLI Program OPEB liability, deferred outflows of resources and deferred inflows of resources related to the GLI Program OPEB, and GLI Program OPEB expense, information about the fiduciary net position of the VRS GLI program OPEB and the additions to/deductions from the VRS GLI Program OPEB's net fiduciary position have been determined on the same basis as they were reported by VRS. In addition, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

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

Airport employees do not contribute to the GLI Program. The contribution requirements for the GLI Program are governed by §51.1-506 and §51.1-508 of the *Code of Virginia*, as amended. Covered payroll for the GLI Program for the years ended June 30, 2019 and 2018 was approximately $3,019,000 and $2,885,000, respectively. Contributions to the GLI Program from the Airport were approximately $15,000 and $14,000, respectively, for the years ended June 30, 2019 and 2018, which was approximately .50% and .49%, respectively, of the covered employee payroll for the Airport. No amounts were due to or from the GLI Program at June 30, 2019 and 2018.

The net OPEB liability was measured as of June 30, 2018 and 2017, and the total OPEB liability used to calculate the net OPEB liability was determined by actuarial valuations as of those dates. The covered employer's proportion of the net OPEB liability was based on the covered employer's actuarially determined employer contributions for the years ended June 30, 2018 and 2017 relative to the total of the actuarially determined employer contributions for all participating employers.

At June 30, 2019 and 2018, the Airport reported a net OPEB liability of $225,000 and $221,000, respectively, for its proportionate share of the VRS GLI program net OPEB liability. The net VRS GLI program OPEB liability was measured as of June 30, 2018 and 2017, respectively. The total VRS GLI program OPEB liability used to calculate the net VRS GLI program OPEB liability was determined by an actuarial valuation as of those dates. The Airport's proportion of the net VRS GLI program OPEB liability was calculated based on the Airport's actuarially determined employer contributions to the VRS GLI program OPEB plan for the years ended June 30, 2018 and 2017, respectively, relative to the total of the actuarially determined employer contributions for all participating employers. The Airport's proportion was 3.4714% and 3.3588% for the years ended June 30, 2018 and June 30, 2017, respectively.

For the year ended June 30, 2019 the Airport's VRS GLI OPEB expense was approximately $241,000 and is included in pension and OPEB expense in the accompanying statement of activities. Transactions applicable to GLI were recognized in fiscal year 2019 as this was the first year information was available. It was not considered necessary to restate prior year financial statements due to immateriality. The amounts for 2018 included in this note are provided for reference.

At June 30, 2019 and 2018, the Airport reported deferred outflows of resources and deferred inflows of resources related to the VRS GLI program from the following sources:

	2019		2018	
	Deferred outflows	Deferred inflows	Deferred outflows	Deferred inflows
Assumption changes	$	$ 9,000	$	$ 11,000
Change in proportion		7,000		2,000
Experience	11,000	4,000		5,000
Net difference between projected and actual earnings on pension plan investments		7,000		8,000
	$ 11,000	$ 27,000	$ 0	$ 26,000

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

2020	$ (4,000)
2021	(4,000)
2022	(4,000)
2023	(4,000)
	$ (16,000)

The GLI OPEB liability was based on actuarial valuations as of June 30, 2018, respectively, using the Entry Age Normal cost method and the following assumptions, applied to all periods included in the measurement and rolled forward to the measurement date of June 30, 2019. The actuarial assumptions used in the June 30, 2018 valuation were based on the results of an experience study for the period July 1, 2011 through June 30, 2016.

The GLI OPEB liability was determined using the following assumptions.

Investment Rate of Return	7.0%, net of investment expenses, including inflation*
Mortality Rates - Non-Larges Ten Locality Employers - Hazardous Duty Employees:	
Pre-Retirement	RP-2014 Employee Rates to age 80, Healthy Annuitant Rates to 81 and older projected with Scale BB to 2020; males 90% of rates; females set forward 1 year.
Post-Retirement	RP-2014 Employee Rates to age 49, Healthy Annuitant Rates at ages 50 and older projected with Scale BB to 2020; males set forward 1 year with 1.0% increase compounded from ages 70 to 90; females set forward 3 years.
Post-Disablement	RP-2014 Disability Life Mortality Table projected with scale BB to 2020; males set forward 2 years; unisex using 100% male.
Mortality Rates - Non-Largest Ten Locality Employers - General Employees	
Pre-Retirement	RP-2014 Employee Rates to age 80, Healthy Annuitant Rates to 81 and older projected with Scale BB to 2020; males 95% of rates; females 105% of rates
Post-Retirement	RP-2014 Employee Rates to age 49, Healthy Annuitant Rates at ages 50 and older projected with Scale BB to 2020; males set forward 3 years; females 1% increase compounded from ages 70 to 90
Post-Disablement	RP-2014 Disability Life Mortality Table projected with scale BB to 2020; males set forward 2 years, 110% of rates; females 125% of rates.

* Administrative expenses as a percent of the market value of assets for the last experience study were found to be approximately 0.06% of the market assets for all of the VRS plans. This would provide an assumed investment return rate for GAAP purposes of slightly more than the assumed 7.0%. However, since the difference was minimal, and a more conservative 7.0% investment return assumption provided a projected plan net position that exceeded the projected benefit payments, the long-term expected rate of return on investments was assumed to be 7.0% to simplify preparation of the OPEB liabilities.

The discount rate used to measure the GLI OPEB liabilities was 7.00%. The projection of cash flows used to determine the discount rate assumed that System member contributions will be made per the VRS Guidance and the employer contributions will be made in accordance with the VRS funding policy at rates equal to the difference between actuarially determined contribution rates adopted by the VRS Board of Trustees and the member rate. Through the fiscal year ending June 30, 2019, the rate contributed by the employer for the OPEB liabilities will be subject to the portion of the VRS Board-certified rates that are funded by the Virginia General Assembly. From July 1, 2019 on, participating employers are assumed to contribute 100% of the actuarially determined contribution rates. Based on those assumptions, the OPEB plans' fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return was applied to all periods of projected benefit payments to determine the total OPEB liability.

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

Asset class (strategy)	Target allocation	Arithmetic long-term expected rate of return	Weighted average long-term expected rate of return
Public equity	40.00%	4.54%	1.82%
Fixed income	15.00%	0.69%	0.10%
Credit strategies	15.00%	3.96%	0.59%
Real assets	15.00%	5.76%	0.86%
Private equity	15.00%	9.53%	1.43%
	100.00%		4.80%
		Inflation	2.50%
			7.30%

The above allocation provides a one-year return of 7.30%. However, one-year returns do not take into account the volatility present in each of the asset classes. In setting the long-term expected return for the system, stochastic projections are employed to model future returns under various economic conditions. The results provide a range of returns over various time periods that ultimately provide a median return of 6.83%, including expected inflation of 2.50%.

The following presents the Airport's proportionate share of the VRS GLI Program net GLI OPEB liability using the discount rate of 7.00%, as well as what the Airport's proportionate share of the net GLI OPEB liability would be if it were calculated using a discount rate that is one percentage point lower (6.00%) or one percentage point higher (8.00%) than the current rate:

	1% decrease (6.00%)	Current rate (7.00%)	1% increase (8.00%)
Net OPEB GLI liability	$ 294,000	$ 225,000	$ 169,000

Detailed information about the GLI Program is available in the separately issued VRS 2018 comprehensive annual financial report at https://www.varetire.org/pdf/publications/2018-annual-report.pdf or by writing to the System's Chief Financial Officer at P.O. Box 2500, Richmond, Virginia 23218-2500.

9. DEFERRED COMPENSATION PLAN

Airport employees may participate in the Airport's deferred compensation plan which was created in accordance with Internal Revenue Code Section 457 from its predecessor plan held by the City of Roanoke (the Roanoke Regional Airport Commission 457 Deferred Compensation Plan). The deferred compensation plan permits employees to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. The Airport made contributions to the deferred compensation plan in the amount of approximately $32,800 and $33,000, respectively for the years ended June 30, 2019 and 2018. These amounts are included in salaries and other benefits in the accompany statements of revenues, expenses and changes in net assets. No amounts have been placed in trust for this plan.

10. CONCENTRATIONS

Revenue from landed weights, parking, and concessionaires comprise the majority of operating revenues for the Airport. Three airlines accounted for approximately 90.8% and 91.1%, respectively, of the landed weight for commercial airlines during the years ended June 30, 2019 and 2018. Activity from commercial airlines is primarily responsible for parking revenues and revenue from concessionaires.

11. COMMITMENTS AND OTHER MATTERS

The Airport is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; general liability claims; and natural disasters. The Airport manages these risks through the purchase of commercial insurance. From time to time, the Airport is involved in litigation in the normal course of operations. It is the opinion of the Airport's management that any adverse outcomes related to litigation would not have a material impact on the financial position, results of operations, or cash flows of the Airport as of and for the years ended June 30, 2019 and 2018.

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

As of June 30, 2019 and 2018, the Airport had outstanding contractual commitments approximating $10.62 million and $3,48 million, respectively, related to equipment purchases and airport improvement projects.

12. PROPERTY LEASED TO OTHERS

The Airport leases capital assets under operating lease agreements for concessions and other commercial purposes. Future minimum rental revenues to be received are as follows for the years ended June 30 (amounts rounded):

2020	$	2,062,000
2021		1,433,000
2022		437,000
2023		184,000
2024		163,000
Thereafter		163,000
Total	$	4,442,000

Several lease agreements provide a minimum lease concession or a percentage of the lessees' gross revenues, whichever is greater. Contingent rentals for the years ended June 30, 2019 and 2018 were approximately $390,000 and $336,000, respectively. These amounts are included in terminal revenue in the accompanying statement of revenues, expenses and changes in net position.

Substantially all capital assets of the Airport are held for direct or indirect utilization in the Airport's principal activities of leasing land, buildings, and airfield facilities to third-party lessees. Total lease revenues, including landing fees, for the years ended June 30, 2019 and 2018 were approximately $9,760,000 and $8,622,000, respectively.

13. RELATED-PARTY TRANSACTIONS

As discussed above, the Airport participates in certain financial transactions with the City of Roanoke for pension and other postemployment benefits. In fiscal years 2019 and 2018 the Airport paid approximately $9,400 and $10,800, respectively, to the City of Roanoke for healthcare premium subsidies. In fiscal years 2019 and 2018 the Airport paid approximately $195,000 each year, respectively, to the City of Roanoke for storm water utility fees. In fiscal years 2019 and 2018, the Airport paid approximately $19,000 each year to the County of Roanoke for radio repair and replacement fees. No material amounts were due to or from the City of Roanoke or County of Roanoke at June 30, 2019 and 2018.

14. DESIGNATIONS OF UNRESTRICTED NET POSITION

In December 2016, the Commission passed a resolution for designation of certain amounts of unrestricted net position. As noted in the accompanying statement of financial position, unrestricted net position was approximately $21.3 million and $16.4 million at June 30, 2019 and 2018, respectively. Of that amount, $7.5 million each year, respectively was designated for discretionary operating expenditures, capital fund reserve, and major maintenance reserve.

15. RESTRICTED CASH, INVESTMENTS, AND NET POSITION

Following is a detail of restricted cash and investments as of June 30 (amounts rounded):

Description	2019	2018
Car rental facility	$ 2,117,000	$ 1,275,000
Employee flexible spending account	9,000	8,000
	$ 2,126,000	$ 1,283,000

Following is a detail of restricted net position as of June 30 (amounts rounded):

Description	2019	2018
Car rental facility	$ 1,599,000	$ 986,000
Employee flexible spending account	9,000	8,000
	$ 1,608,000	$ 994,000

As of June 30, 2019 and 2018, approximately $518,000 and $289,000, respectively, had been expended for car rental facility purposes which had not been transferred from the corresponding cash and investment accounts.

- REQUIRED SUPPLEMENTARY INFORMATION -

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF CHANGES IN OPEB LIABILITY AND RELATED RATIOS, RETIREE HEALTH INSURANCE
YEARS ENDED JUNE 30, 2019 AND 2018

	2019	2018
Total pension liability		
Service cost	$ 7,215	$ 6,630
Interest	4,686	4,225
Effect of assumption changes or inputs	(19,573)	(3,286)
Benefit payments (premium subsidies)	(7,494)	(14,370)
Net change in total pension liability	(15,166)	(6,801)
Total pension liability, beginning	114,394	121,195
Total pension liability, ending	$ 99,228	$ 114,394
Plan fiduciary net position		
Contributions (payments for premiums)	$ 7,494	$ 14,370
Benefit payments (premium subsidies)	(7,494)	(14,370)
Net change in total pension liability	0	0
Plan fiduciary net position, beginning	0	0
Plan fiduciary net position, ending	0	0
Net OPEB liability	$ 99,228	$ 114,394
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%
Covered employee payroll	$ 3,121,859	$ 2,550,632
Net OPEB liability as a percentage of covered employee payroll	3.18%	4.48%

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

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

Notes to schedule

Valuation date - January 1, 2019. Roll forward computation through June 30, 2019.

Actuarial cost method - Entry Age Normal, Level Percentage of Pay.

Inflation - 2.50%. Salary increases - 2.50% to 5.00%.

Discount rate - 3.87% as of June 30, 2018. 3.50% as of June 30, 2019. Same as 20-year tax-exempt municipal bond yield. Based on Bond Buyer 20-year GO index.

Healthcare trend rates - 5.60% for 2019, 5.20% for 2020, fluctuating between 6.10% and 4.20% after 2020.

Coverage election assumptions - 40% for employees. 30% for spouses.

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

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

Mortality rates:
Pre-retirement - RP-2000 Employee Mortality Tables projected to 2020 using Scale AA.
Post-retirement - RP-2000 Combined Healthy Mortality Tables projected to 2020 using Scale AA.
Post-disablement - RP-2014 Disabled Life Mortality Tables.

ROANOKE REGIONAL AIRPORT COMMISSION

SCHEDULE OF PROPORTIONATE SHARE OF NET OPEB LIABILITY, GROUP LIFE INSURANCE

YEARS ENDED JUNE 30, 2019, 2018, and 2017

	2019	2018	2017
Airport's proportion of the net pension liability	3.4714%	3.3588%	3.2622%
Airport's proportionate share of the net pension liability	$ 225,000	$ 221,000	$ 252,000
Covered employee payroll	$ 3,019,002	$ 2,885,000	$ 2,794,000
Proportionate share of net pension liability as a percentage of covered employee payroll	7.45%	7.66%	9.02%
Plan fiduciary net position as a percentage of the total pension liability	51.22%	48.86%	39.91%

Notes:

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

Above amounts are rounded.

ROANOKE REGIONAL AIRPORT COMMISSION

SCHEDULE OF AIRPORT CONTRIBUTIONS TO THE OPEB GROUP LIFE INSURANCE PLAN

LAST TEN FISCAL YEARS

	2019	2018	2017
Contractually required contribution	$ 15	$ 14	$ 6
Contributions in relation to the contractually required contribution	15	14	6
Contribution deficiency (excess)	$ 0	$ 0	$ 0
Airport's covered-employee payroll	$ 3,019	$ 2,885	$ 2,794
Contributions as a percentage of covered-employee payroll	0.50%	0.49%	0.21%

Note:

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

Currently, only those years with information available are presented.

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY
YEARS ENDED JUNE 30, 2019, 2018, 2017, 2016, 2015 and 2014

	2019	2018	2017	2016	2015	2014
Airport's proportion of the net pension liability	3.7924%	3.7515%	3.6161%	3.8494%	4.0139%	3.9976%
Airport's proportionate share of the net pension liability	$ 4,819,000	$ 5,389,000	$ 6,134,000	$ 5,395,000	$ 4,712,000	$ 6,249,000
Covered employee payroll	$ 3,019,002	$ 2,885,000	$ 2,794,000	$ 2,620,000	$ 2,746,000	$ 2,811,000
Proportionate share of net pension liability as a percentage of covered employee payroll	159.62%	186.79%	219.54%	205.92%	171.60%	222.31%
Plan fiduciary net position as a percentage of the total pension liability	77.32%	73.96%	68.70%	73.81%	77.23%	68.95%

Notes:

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

Above amounts are rounded.

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

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Contractually required contribution	$ 643	$ 627	$ 582	$ 549	$ 599	$ 517	$ 431	$ 482	$ 421	$ 418
Contributions in relation to the contractually required contribution	643	627	582	549	599	517	431	482	421	418
Contribution deficiency (excess)	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
Airport's covered-employee payroll	$ 3,019	$ 2,885	$ 2,794	$ 2,620	$ 2,746	$ 2,811	$ 2,710	$ 2,680	$ 2,774	$ 3,008
Contributions as a percentage of covered-employee payroll	21.30%	21.73%	20.83%	20.95%	21.81%	18.39%	15.90%	17.99%	15.18%	13.90%

Note:

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

- SUPPLEMENTARY INFORMATION -

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED JUNE 30, 2019

Federal Grantor/Pass-Through Grantor/Program	Federal CFDA No.	Federal Project Number	Total Federal Program or Award Amount	Current Year Federal Expenditures
MAJOR PROGRAM:				
U.S. Department of Transportation				
Direct Program:				
Airport Improvement Program	20.106	3-51-0045-58	$ 3,080,551	$ 744,605
		3-51-0045-59	1,068,850	912,802
		3-51-0045-60	1,833,083	1,043,098
		3-51-0045-61	967,597	733,668
Total			$ 6,950,081	$ 3,434,173

See accompanying notes to the
Schedule of Expenditures of Federal Awards.

1. GENERAL

The Roanoke Regional Airport Commission is a public body politic and corporate, and has jurisdiction, control, possession, and supervision of the Roanoke-Blacksburg Regional Airport. The accompanying Schedule of Expenditures of Federal Awards presents the 2019 expenditure activity of all federal financial assistance programs of the Airport. All federal financial assistance was received directly from federal agencies. The airport did not elect to use the 10% de minimis rule for the indirect cost rate.

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

2. BASIS OF ACCOUNTING

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

ROANOKE REGIONAL AIRPORT COMMISSION

SCHEDULE OF PASSENGER FACILITY CHARGES (PFCS) COLLECTED AND EXPENDED

YEAR ENDED JUNE 30, 2019

U.S. Department of Transportation

Passenger Facility Charge Program

Final Agency Decision	Impose authority *	PFCs collected in prior years	PFCs collected in current year	Total PFCs collected	Interest earned	Prior year applied expenditures	Current year applied expenditures	Total applied expenditures
98-01-C-02-ROA	$ 6,463,183	$ 6,463,183	$ 0	$ 6,463,183	$ 0	$ 6,463,183	$ 0	$ 6,463,183
04-02-C-00-ROA	8,158,043	8,158,043	0	8,158,043	0	8,158,043	0	8,158,043
11-03-C-00-ROA	2,191,701	2,191,701	0	2,191,701	0	2,191,701	0	2,191,701
11-04-C-00-ROA	4,279,550	4,279,550	0	4,279,550	0	4,279,550	0	4,279,550
16-05-C-00-ROA	3,314,298	2,131,484	1,182,814	3,314,298	0	2,131,484	1,182,814	3,314,298
19-06-C-00-ROA	3,044,445	0	226,459	226,459	358	0	226,817	226,817
	$ 27,451,220	$ 23,223,961	$ 1,409,273	$ 24,633,234	$ 358	$ 23,223,961	$ 1,409,631	$ 24,633,592

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

See accompanying notes to the Schedule of Passenger Facility Charges Collected and Expended.

1. GENERAL

The accompanying Schedule of Passenger Facility Charges Collected and Expended presents all passenger facility charge activities of the Roanoke Regional Airport Commission (the Airport). The Airport's reporting entity is defined in Note 1 to the Airport's financial statements. The Schedule of Passenger Facility Charges Collected and Expended includes all the PFCs and the interest earnings thereon collected by the Airport beginning September 1, 1998 through June 30, 2019. Passenger Facility Charges are collected pursuant to Federal Aviation Administration approved applications.

2. BASIS OF PRESENTATION

The accompanying Schedule of Passenger Facility Charges Collected and Expended of the Airport is presented in accordance with accounting principles generally accepted in the United States of America. Passenger Facility Charges are recorded as restricted revenue until expended in compliance with applicable Final Agency Decisions from the Federal Aviation Administration.

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

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Roanoke Regional Airport Commission (the Airport), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the Airport's financial statements (hereby referred to as the financial statements), and have issued our report thereon dated December 3, 2019.

<u>Internal Control Over Financial Reporting</u>

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

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the 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 over financial reporting 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 over financial reporting that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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

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Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport's financial statements are free of 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 determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Blue & Co., LLC

Lexington, Kentucky
December 3, 2019

CPAS / ADVISORS

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

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

Report on Compliance for Each Major Federal Program

We have audited the Roanoke Regional Airport Commission's (the Airport) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Airport's major federal program for the year ended June 30, 2019. The Airport's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Airport's major federal programs based on our audit of the types of compliance requirements referred to above. 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"). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Airport's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the Airport's compliance.

Opinion on Each Major Federal Program

In our opinion, the Airport 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 June 30, 2019.

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

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<u>Report on Internal Control Over Compliance</u>

Management of the Airport is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Airport's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program 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 internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Airport's 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 first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses 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 Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Blue & Co., LLC

Lexington, Kentucky
December 3, 2019

Section I - Summary of Auditor's Results

Type of auditor's report issued: unmodified

Internal control over financial reporting:

Material weakness(es) identified? ______ yes __X__ no

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

Noncompliance material to financial statements noted? ______ yes __X__ no

Federal Awards

Internal control over major programs:

Material weakness(es) identified? ______ yes __X__ no

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

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

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

Identification of major programs:

CFDA Number	Name of Federal Program or Cluster
20.106	Airport Improvement Program

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

Auditee qualified as a low-risk auditee? __X__ yes ______ no

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

None reported.

Section III - Findings and questioned costs related to federal awards

None reported.

Federal Award Findings and Questioned Costs

No findings or questioned costs for federal award programs were reported for the year ended June 30, 2018.

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

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

Report on Compliance for Passenger Facility Charge Program

We have audited the Roanoke Regional Airport Commission's (the Airport) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (Guide), that could have a direct and material effect on its Passenger Facility Charge Program for the year ended June 30, 2019.

Management's Responsibility

Management of the Airport is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, and regulations, applicable to the passenger facility charge program. Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its passenger facility charge program.

Auditor's Responsibility

Our responsibility is to express an opinion on the Airport's compliance for the Passenger Facility Charge Program based on our audit of the types of compliance requirements referred to above.

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. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the Passenger Facility Charge Program has occurred. An audit includes examining, on a test basis, evidence about the Airport's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the Passenger Facility Charge Program. However, our audit does not provide a legal determination of the Airport's compliance.

Opinion

In our opinion, the Airport complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its Passenger Facility Charge Program for the year ended June 30, 2019.

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

Page Two

Report on Internal Control Over Compliance

Management of the Airport is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Airport's internal control over compliance with the types of requirements that could have a direct and material effect on the Passenger Facility Charge Program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the Passenger Facility Charge Program and to test and report on the internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Airport's 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 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 a 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 a 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 first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses 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 *Passenger Facility Charge Audit Guide for Public Agencies,* issued by the Federal Aviation Administration (Guide). Accordingly, this report is not suitable for any other purpose.

Blue & Co., LLC

Lexington, Kentucky
December 3, 2019

Summary of Auditors' Results

We have issued an unmodified opinion, dated December 3, 2019 on the financial statements of Roanoke Regional Airport Commission as of and for the year ended June 30, 2019.

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

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

We have issued an unmodified opinion, dated December 3, 2019 on Roanoke Regional Airport Commission's compliance for the passenger facility charge program.

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

Findings Relating to the Financial Statements

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

Findings and Questioned Costs for the Passenger Facility Charge Program

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

ROANOKE REGIONAL AIRPORT COMMISSION
SCHEDULE OF PRIOR YEAR PASSENGER FACILITY CHARGES FINDINGS AND THEIR RESOLUTIONS
YEAR ENDED JUNE 30, 2018

No findings that are required to be reported in accordance with the provisions of the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration were reported for the year ended June 30, 2018.