



Albany County Airport Authority

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

FlyAlbany.com

Comprehensive Annual Financial Report
For the years ended December 31, 2020 and 2019

Albany County Airport Authority

As of January 1, 2021

Authority Board Members



Samuel A. Fresina
Chair

Term Expires: December 31, 2024



Kevin R. Hicks, Sr.
Vice-Chair

Term Expires: December 31, 2024



Lyon M. Greenberg, MD
Treasurer

Term Expires: December 31, 2021



Steven H. Heider
Member

Term Expires: December 31, 2021



Thomas A. Nardacci
Member

Term Expires: December 31, 2024



Sari O'Connor
Member

Term Expires: December 31, 2024



John-Raphael Pichardo
Member

Term Expires: December 31, 2023

Authority Board Members

As of December 31, 2020

Rev. Kenneth J. Doyle Anthony Gorman
Samuel A. Fresina Lyon M. Greenberg, MD Steven H. Heider
Kevin R. Hicks, Sr. Sari O'Connor

Authority Management

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

Chief Executive Officer
Chief Financial Officer
Authority Counsel



ALBANY COUNTY AIRPORT AUTHORITY
COMPREHENSIVE ANNUAL FINANCIAL REPORT
Years Ended December 31, 2020 and 2019

Prepared by the
Finance Department

Michael F. Zonsius
Chief Financial Officer

Margaret Herrmann
Chief Accountant

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

www.albanyairport.com

CUSIP #012123XXX



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

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

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Introduction



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ALBANY COUNTY AIRPORT AUTHORITY
ALBANY INTERNATIONAL AIRPORT
ADMINISTRATION BUILDING
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ALBANY, NEW YORK 12211-1057

TELEPHONE: 518-242-2222
ADMIN FAX: 518-242-2641
FINANCE FAX: 518-242-2640
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Chairman’s Message

March 15, 2021

It goes without saying, we are truly experiencing unprecedented times. First and foremost we extend our thoughts to everyone affected by COVID-19 and our gratitude to first responders and airport workers both here and worldwide.

As always, our primary responsibility is the safety and health of our passengers, airport users, and airport employees. As the pandemic started to take hold, we implemented an Airport COVID-19 Task Force to deliver accurate and timely information on the spread of the virus and to provide measures that would allow the mitigation and spread of the virus within the Airport. These measures worked effectively and as the year came to a welcomed close, the Airport implemented low-cost COVID-19 saliva-base testing to all travelers and Staff. As a result of these and other measures, the airport received the Global Biorisk Advisory Council’s (GBAC) full GBAC SAR Accreditation and the Airport Health Accreditation (AHA) from the Airports Council International (ACI) World. As this is being written, vaccinations are being done throughout the country, and it is our hope that this will bring an end to this crisis.

The pandemic caused unimaginable reductions in the number of domestic airline passengers that went from 841 million in 2019, to an estimated 358 million in 2020. This decrease, 483 million (57.4 percent), brought passenger levels back to those last experienced in 2004. Not all too dissimilar results were experienced by this Airport, as enplanement levels also declined, from 1.518 million in 2019 to approximately 520 thousand in 2020, a decrease of 65.7 percent. As vaccinations increase and we transition to a “new” normal, we expect passenger levels to trend upward above 2020 levels but still well below those experienced in 2019.

The year, however, was not without its successes. In addition to the notoriety and world acclaim from our rapid COVID response and achievements mentioned above, the airport opened its new \$43.8 million 1,000 space parking garage, completed \$11.6 in terminal improvements and constructed an airport gateway sign welcoming visitors to the Capital Region. These projects were made possible with a \$22.1 million grant funded by Governor Andrew Cuomo. The Airport also teamed with GE Research & Development and GE Aviation and was designated a digital incubator for post COVID technology.

The close of 2020 marked the completion of the fifth and final year of the current five-year Airport Use and Lease Agreement and Common Cargo Carrier Airfield Use Agreement. This agreement was renegotiated for a one-year term with options that may extend up to five years ensuring the Airport’s most important aviation business relationships are soundly in place for years to come.

In 2021, the Airport Authority will undertake a Master Plan process, the first in nearly 20 years, and will continue to both operate and improve Airport facilities and operations, in accordance with its adopted budget and capital plans. In the coming year, under the leadership of our Chief Executive Officer, Philip Calderone, the Airport Authority will continue our mission to provide travelers with outstanding service in full recognition that our success as an airport is dependent on the skills and dedication of all the employees at Albany International Airport.

Samuel A. Fresina
Chairman



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March 15, 2021

TO THE MEMBERS OF THE AUTHORITY:

The Comprehensive Annual Financial Report (CAFR) of the Albany County Airport Authority (Authority) for the fiscal year ended December 31, 2020 is hereby submitted to the Authority Board and all others interested in the financial condition of Albany International Airport (Airport). This report is published in accordance with the requirements of the State of New York (State) enabling legislation creating the Authority, Article 9, Section 2800 of the Public Authorities Law, and the master bond resolution covering the issuance of indebtedness by the Authority. Pursuant to those requirements, this Comprehensive Annual Financial Report of the Authority has been prepared in accordance with general accepted accounting principles (GAAP) in the United States of America. This report consists of four sections: Introductory, Financial, Statistical, and Compliance. The basic financial statements included in the Financial Section have been audited by Marvin and Company, P.C.

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

This introductory letter of transmittal should be read in conjunction with Management's Discussion and Analysis (MD&A) which provides an introduction, overview and analysis of the basic financial statements for 2020 and 2019. The MD&A is located immediately following the report of the independent auditor in the Financial Section. The MD&A is required supplementary information to the basic financial statements, but is not a part of the basic financial statements and was not audited.

INDEPENDENT REVIEW

FINANCIAL AUDIT

The goal of an independent audit is to provide reasonable assurance that the basic financial statements of the Authority for the year ended December 31, 2020 and 2019 are free of material misstatement. The independent audit involves examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management and evaluating the overall financial statement presentation. The independent auditor concludes, based upon their audit, that there is a reasonable basis for rendering an unmodified ("clean")

opinion and that the Authority's financial statements for the year ended December 31, 2020 and December 31, 2019 are presented in conformity with GAAP. The independent auditor's report is the first component of the Financial Section.

UNIFORM GUIDANCE AUDIT

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

As a recipient of federal and state financial assistance, the Authority also is responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. As part of the Authority's Uniform Guidance audit, tests were made to determine the adequacy of the internal control structure, including that portion related to federal assistance awards, as well as to determine that the Authority has complied with applicable laws and regulations. The results of the Authority's audit under the Federal Uniform Guidance for the year ended December 31, 2020 provided no instances of material weaknesses in the internal control structure and no instances of noncompliance that are required to be reported under Government Auditing Standards.

THE AUTHORITY

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

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

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

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

OBJECTIVES – (1) To promote safe, secure, efficient and economic air transportation by preserving and enhancing Airport capacity; (2) to acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services;

(3) to stimulate and promote economic development, trade and tourism; (4) to form an integral part of a safe and effective nationwide system of Airports to meet the present and future needs of civil aeronautics and national defense and to assume inclusion of the Authority's facilities in state, national and international programs for air transportation and for airway capital improvements; and (5) to ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the state and the capital district area.

THE REPORTING ENTITY

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

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

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

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

PROFILE OF ALBANY INTERNATIONAL AIRPORT

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

The Airport is defined by the FAA as a small air traffic hub, an Airport which handles between 0.05 percent and 0.249 percent of the enplaned passengers by U.S. air carriers nationwide. Based on the latest FAA data available, in 2019 the Airport ranked 82nd in total enplanements and 107th in total cargo landed weight. The Airport also ranked 247th in total aircraft operations in 2019.

The Airport has two primary runways, 1/19 and 10/28. The Airport services commercial, cargo, general aviation and military operations with a 24-hour operating air traffic control tower, U.S. Customs and Border

Protections support services, and general aviation FBO facilities. Additional Airport data information is included in the Statistical Section of this report.

AIRPORT ECONOMICS AND DEMOGRAPHICS

The Airport's 13 county primary air-trade service area for drawing passengers, located in New York State, southern Vermont and western Massachusetts, is home within a 75-mile radius to approximately 1.38 million people and many businesses. Albany's secondary air-trade service area extends in a 150-mile radius from the Airport deeper into New England and upstate New York and adds an additional population of approximately 1.75 million for a combined total population approximating 3.13 million in the combined areas.

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

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

AIRLINE ECONOMICS

The airlines have endured major financial impacts resulting from a series of events beginning in 2001 that have caused business and leisure passengers to reassess their use of commercial air travel or to elect to use other means of transportation. In 2008, the airlines were especially impacted by high jet fuel prices, forcing a reduction in capacity and reducing the number of flights throughout the system. During the latter part of 2008 the recession reduced the level of travelers and weakened the airlines financial stability.

In 2020, the COVID-19 pandemic took hold and devastated the airline industry with an estimated decrease of approximately \$57.0 billion in airline passenger revenue according to International Civil Aviation Organization (ICAO). Airlines responded to the pandemic by reducing fleet sizes, work forces, and airline seat capacity. Monthly non-stop scheduled flights at the airport decreased from 1,391 in January 2020, to

693 in December and seat capacity declined from 141,803 to 64,017 over the same period. Cargo tonnage fared better in 2020, increasing 10.0 percent versus the 5.7 percent domestic national level.

Some of the potential factors that can impact the airlines and therefore the number of flights and enplanements at this Airport are: the availability and costs of aviation fuel and other necessary supplies; changes in demand; national and international disasters and hostilities; service and fare competition; mergers; high fixed costs; high capital requirements; the cost and availability of financing; technological changes; the cost and availability of employees; strikes and employee disruptions; the maintenance and replacement requirements of aircraft; the availability of routes and slots at various airports; litigation liability; regulation by the federal government; environmental risks and regulations; noise abatement concerns; federal and state bankruptcy and insolvency laws; acts of terrorism; world health concerns such as the COVID-19 pandemic; availability of satisfactory travel substitution such as video conference; and other risks.

AUTHORITY'S FINANCIAL RESOURCES

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

FINANCIAL CONTROLS

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

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

The Agreement with the signatory airlines incorporates a hybrid method for calculating airline rates and charges which applies a residual rate making methodology for the airfield and a compensatory methodology for the terminal. The Agreement provides for the signatory passenger airlines to receive 50% of the Airport's net revenues, as defined in Agreement. The Authority also has the ability under the Agreement to adjust airline rates and charges at any time throughout the year to ensure adherence to all financial covenants in its bond resolutions. No such adjustments were required during 2020 or in any prior year.

OPERATING FINANCIAL PLANNING

As part of preparing its operating budget, each year the Authority prepares a multi-year projection of revenues and expenses for airline activities covering the next five years in accordance with the current Airline Use and Lease Agreement, and beyond assuming that the Agreement remains substantially unchanged. The budget projections for 2021 assumed enplanements would be 940,000 due to the lasting effects of the COVID-19 pandemic. If the budget assumptions and activity projections prove to be reasonable, the projected airline cost per enplanement, net of revenue sharing, should approximate \$11.51, excluding FBO costs per enplaned passengers, and debt service coverage should be 1.47 (Net Revenues to Net Debt Service calculated under the provisions of the Master Bond Resolution). Certain assumptions are used in determining the projected activity levels and the related projected revenues and expenditures at this Airport and accordingly, subsequent actual results in any one year, or for the entire period, could differ substantially from those projected. Details for these projections are included in the Authority’s adopted \$47.7 million 2021 Operating Budget (including debt service), which is on the Authority’s web site.

APITAL FINANCIAL PLANNING

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

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

The total effect any capital program will have on future operating budgets are evaluated at the time a specific project is authorized by the Authority to be started unless a project is mandated for safety or health purposes. All capital projects completed in 2020, or scheduled for completion in 2021, have their projected additional operating costs and related revenues incorporated into the Authority’s 2021 Operating Budget.

The following three Federal Aviation Administration Airport Improvement Program (AIP) Grants were awarded in 2020:

| | | |
|-------------------------|---|-------------------|
| Capital Grants | | |
| AIP141-20 | Airport Master Plan | \$ 751,154 |
| AIP142-20 | Passenger Boarding Bridge Renovation | <u>3,489,700</u> |
| | | 4,240,854 |
| Operating Grants | | |
| AIP143-20 | Coronavirus Aid, Relief, and Economic, Security (CARES) | <u>15,277,876</u> |
| | | \$15,277,876 |

In 2020, the Federal Aviation Administration approved the collection of approximately \$8.1 million of Passenger Facility Charges for eight airport projects. The expiration date for the collection of PFCs is now extended to March 1, 2023.

FISCAL CAPACITY

The Authority has the ongoing ability and willingness, as needed, to raise revenues, incur debt, control expenses and meet its financial obligations as they become due. In adopting its 2021 Annual Budget, the Authority projected 940,000 enplanements, a 579,000 decrease from 2019. The Authority has set its rates and charges for 2021 under the Airline Use and Lease Agreement to meet all projected obligations. For 2021, signatory landing fees have been set at \$4.06 per 1,000 pounds, compared to \$3.05 budgeted in 2020; apron fees at \$1.50 per square foot, compared to \$1.35 budgeted in 2020; and the terminal rental rate at \$73.79 per square foot, compared to \$84.97 budgeted in 2020.

As of December 31, 2020, the Authority had \$21.4 million in unrestricted funds available. The Authority also had \$6.6 million in restricted operating and maintenance reserves that is more than sufficient to meet two months of operating expenditures and \$500,000 in an equipment repair & replacement reserve fund. In addition, the Authority had \$7.3 million in debt service reserve funds, plus \$9.3 million in Passenger Facility Funds on-hand, that when combined, exceeds the total annual debt service principal and estimated interest payments of \$10.1 million due in 2021. The Authority does not anticipate experiencing any cash flow deficiencies during 2021 requiring short-term cash flow financing or increases during the year to the rates and charges billed to the Airlines

DEBT CAPACITY

The Albany County Airport Authority Act sets the Authority's debt limit at \$285 million. At December 31, 2020, there is approximately \$75.9 million of debt outstanding issued directly by the Authority to be reduced by \$6.5 million of principal payments during 2021. Debt service coverage was 1.30 for 2020 and is projected to be 1.53 for 2021 based on the adopted budget. Currently the Authority's entire debt portfolio is fixed rate debt.

AUTHORITY'S INITIATIVES

The Airport moved forward with various activities during 2020 to enhance and maintain the services provided to the airlines, the traveling public, and other uses of the Airport. These initiatives include:

- The Authority continued to aggressively pursue the air service opportunities to Airlines and promoted underserved markets.
- Received FAA approval for an \$8.1 million PFC Application.
- Opened a five level, 1,000 parking space garage
- Constructed a Gateway sign welcoming visitors to the Capital Region.
- Initiated the first Master Plan in over twenty years.
- The Authority continued to control costs and maintained reasonable rates and charges for an airport that provides a high level of services to its airlines including jet bridge maintenance, all janitorial services, waste removal and utilities.
- Completed over in \$14 million in terminal upgrades and improvements.
- Established a Coronavirus Task Force that initiated and monitored a myriad of protocols, and improvements to safeguard the traveling public and employees during the COVID-19 pandemic.

AWARDS

FINANCIAL REPORTING

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its comprehensive annual financial report (CAFR) for the fiscal year ended December 31, 2019. This was the twenty-fifth consecutive year that the Authority has achieved this prestigious award. In order to receive this award a government unit must publish an easily readable and efficiently organized CAFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that this 2020 CAFR continues to meet the Certificate of Achievement Program's requirements and will be submitting it to the GFOA to determine its eligibility for a certificate.

DISTINGUISHED BUDGET PRESENTATION

The Government Finance Officers Association of the United States and Canada (GFOA) also has presented an award of Distinguished Presentation to the Authority for its annual budget for 2020. In order to qualify for this award, a governmental unit must publish a budget document judged proficient in several categories including as a policy document, as an operations guide, as a financial plan, and as a communications device. The 2021 budget has been submitted to the GFOA to determine its eligibility for an award.

ACKNOWLEDGMENTS

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

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

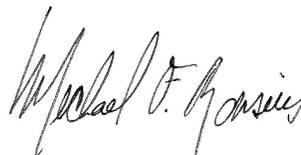
CERTIFICATION

The following sections of this report include the basic financial statements of Authority for the fiscal year ended December 31, 2020 including the Independent Auditor's Report on the basic financial statements. The Auditor's Report provides an unmodified opinion. Based on our knowledge, the information provided in the basic financial statements is accurate, correct and does not contain any untrue statement of material fact; does not omit any material fact which, if omitted, would cause the basic financial statements to be misleading in light of the circumstances under which such statements are made; and fairly presents in all material respects the financial condition and results of operations of the Authority as of, and for, the periods presented in the basic financial statements.

Respectfully submitted:

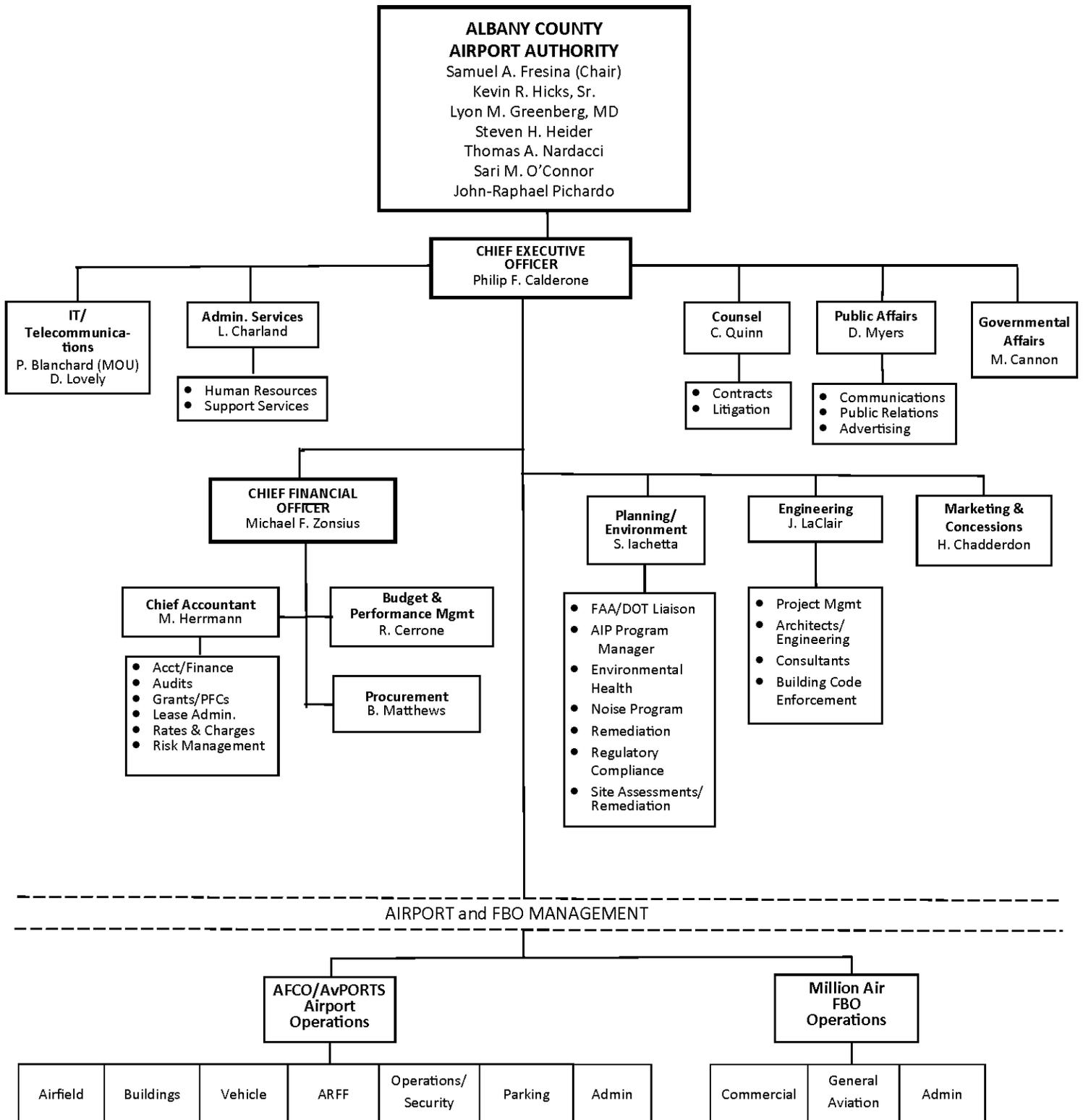


Phillip F. Calderone, Esq.
Chief Executive Officer



Michael F. Zonsius
Chief Financial Officer

ALBANY INTERNATIONAL AIRPORT ORGANIZATIONAL CHART





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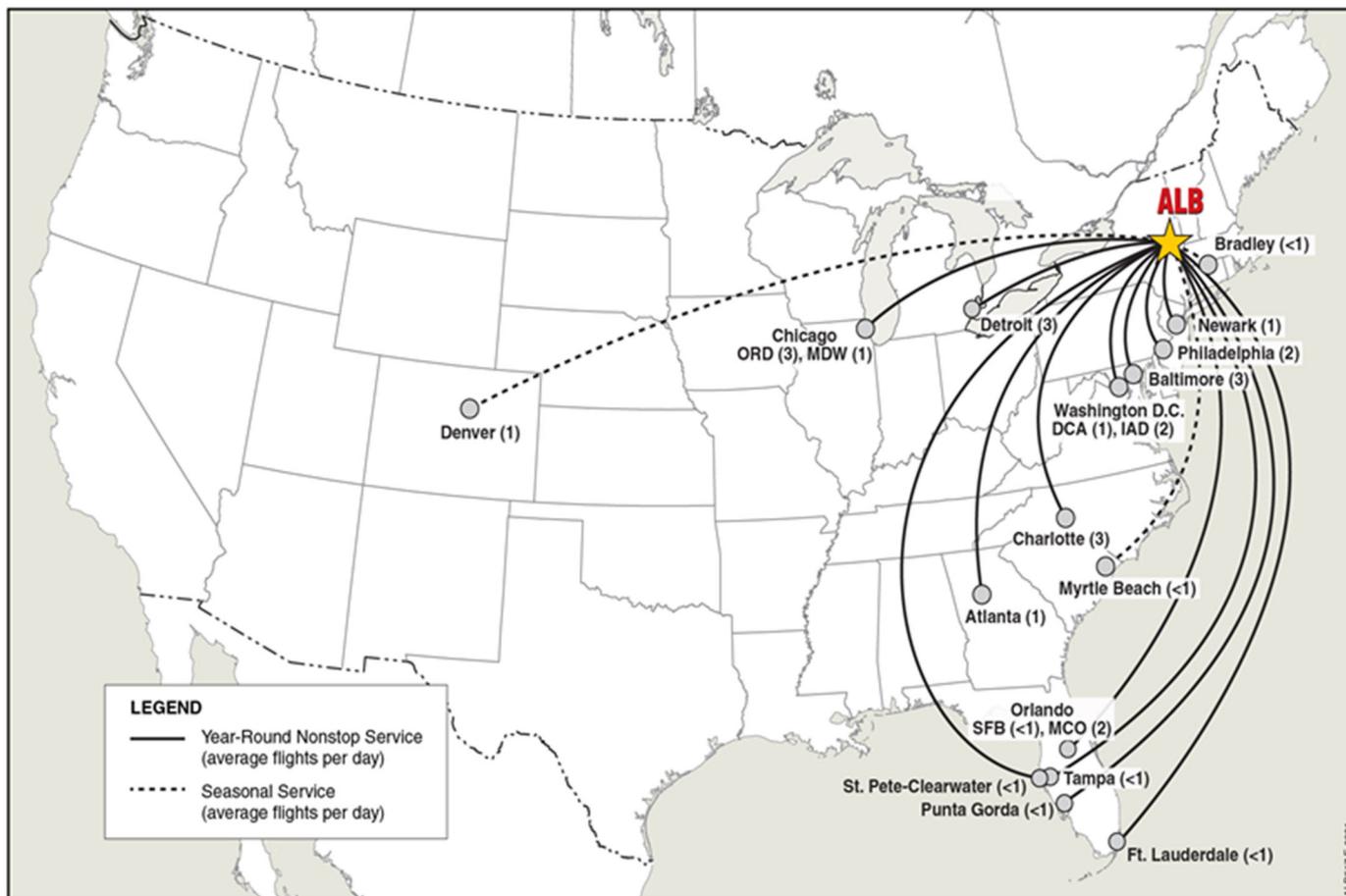
**Albany County Airport Authority
New York**

For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

December 31, 2019

Christopher P. Morrill

Executive Director/CEO



16 non-stop destinations are served from Albany

Source: OAG Aviation Worldwide Ltd, OAG Analyzer database, accessed March 1, 2021

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Financial



INDEPENDENT AUDITOR'S REPORT

To the Members
Albany County Airport Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and fiduciary funds of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the years ended December 31, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Authority'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 opinions 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 opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary funds of the Albany County Airport Authority as of December 31, 2020 and 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in net OPEB liability and related ratios, schedule of actuarially determined contribution – deficiency/(excess), schedule of OPEB actuarial methods and assumptions, schedules of proportionate share of net pension liability (asset) and schedule of authority contributions on pages 19 through 27, 62 through 66 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Albany County Airport Authority's basic financial statements. The introductory section on pages 1 through 14, the schedules of debt service requirements to maturity and of governmental payments and services on pages 68 and 69, the insurance schedule on page 70, the customer facility charges statement on page 72, the statistical section on pages 73 through 98, and the biographies of the Authority's members and senior staff on pages 113 through 118 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance for the year ended December 31, 2020, is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and by the New York State Department of Transportation *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* and are also not a required part of the basic financial statements. The accompanying Schedule of Passenger Facility Charges Collected and Expended for the year ended December 31, 2020, is presented for purposes of additional analysis as specified in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and is also not a required part of the basic financial statements.

The schedule of debt service requirements to maturity, the schedule of government payments and services, the Schedule of Expenditures of Federal and New York State Department of Transportation Financial Assistance, and the Schedule of Passenger Facility Charges Collected and Expended are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 22, 2021 on our consideration of the Albany County Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Albany County Airport Authority's internal control over financial reporting and compliance.

Marvin and Company, P.C.

Latham, NY
March 22, 2021

MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management's Discussion and Analysis (MD&A) of the Albany County Airport Authority (the Authority) provides an introduction of the basic financial statements for the year ended December 31, 2020 with selected comparative information for the years ended December 31, 2019 and December 31, 2018. Management prepared this unaudited MD&A, which should be read in conjunction with the financial statements, and the notes thereto, which follow in this section.

Overview of the Financial Statements

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

The *Statements of Net Position* depict the Authority's financial position at December 31, 2020 and December 31, 2019, the end of the Authority's previous fiscal year. The Statements report all assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. Net position is displayed in three components: net investment in capital assets, restricted (distinguished between major categories of restrictions) and unrestricted.

The *Statements of Revenues, Expenses and Changes in Net Position* report total operating revenues, operating expenses, non-operating income and expenses, capital contributions and the changes in net position during the year ended December 31, 2020 and 2019. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows.

The *Statements of Cash Flows* present information showing how the Authority's cash and cash equivalents position changed during the year ended December 31, 2020 and 2019. The Statements classify cash receipts and cash payments by Operating Activities, Noncapital Financing Activities, Investing Activities, and Capital and Related Financing Activities.

The *Statements of Fiduciary Fund Net Position* is a snapshot of account balances of the Authority's fiduciary fund at December 31, 2020 and December 31, 2019. It indicates the assets available for future payments for retiree benefits and any current liabilities that are owed at this time.

The *Statements of Changes in Fiduciary Fund Net Position*, on the other hand, provides a view of current period additions to and deductions from the net position held in the Trust during the year ended December 31, 2020 and 2019.

Airport Activities

In 2020, the COVID-19 pandemic had a devastating impact on the Authority as almost all revenue drivers, save cargo tonnage, drastically decreased. The Authority's primary revenue driver, enplanements, plummeted by 998,970, or 65.8%. This is a historical level that has not been seen since 1970. Operations, a landing or takeoff, decreased, as airlines reduced scheduled flights to mirror the decrease in enplanement levels. Cargo tonnage increased 198,576 lbs. or 9.9%, largely from the increase of online ordering.

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

| | 2020 | 2019 | 2018 |
|--------------|---------|-----------|-----------|
| Enplanements | 520,029 | 1,518,969 | 1,466,706 |
| Operations | 42,679 | 60,748 | 64,603 |
| Cargo (tons) | 21,858 | 20,009 | 18,896 |

Regular scheduled daily passenger flights, on average, departing from Albany decreased from approximately 45 in December 2019 to 22 in December 2020. Published available seats for 2020 decreased by 727,4255 or 39.7% and the passenger load factor decreased to 46% in 2020 from 83% in 2019. The published available seats and the yearly load factors for the last three years are below:

| | 2020 | 2019 | 2018 |
|-----------------------|-----------|-----------|-----------|
| Total Available Seats | 1,106,565 | 1,833,990 | 1,751,837 |
| Passenger Load Factor | 46% | 83% | 84% |

As of December 31, 2020, two regularly scheduled express mail and various special cargo carriers serve the Airport.

Financial Highlights

SUMMARY OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

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

| | 2020 | 2019 | 2018 |
|---|----------------|----------------|----------------|
| Operating revenues | \$ 30,819,324 | \$ 51,843,391 | \$ 50,829,368 |
| Operating expenses | (33,191,277) | (39,535,764) | (37,350,127) |
| Revenues in excess of expenses before depreciation | (2,371,953) | 12,307,627 | 13,479,241 |
| Depreciation | (17,465,299) | (15,344,151) | (15,335,569) |
| Loss before non-operating income and expenses | (19,837,252) | (3,036,524) | (1,856,328) |
| Non-operating income and (expenses), net | 9,600,443 | 3,914,070 | 2,439,125 |
| Income/(loss) before capital contributions | (10,236,809) | 877,546 | 582,797 |
| Capital contributions, special and extraordinary item | 9,929,197 | 25,142,535 | 4,467,862 |
| Net position | | | |
| Increase / (decrease) in net position | (307,612) | 26,020,081 | 5,050,659 |
| Total net position, beginning of year | 240,589,741 | 214,569,660 | 216,300,740 |
| Cumulative change in accounting principle | - | - | (6,781,739) |
| Total net position, end of year | \$ 240,282,129 | \$ 240,589,741 | \$ 214,569,660 |

OPERATING REVENUE AND NON-OPERATING REVENUE

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

| | 2020 | 2019 | 2018 |
|--|----------------------|----------------------|----------------------|
| Operating Revenues | | | |
| Airfield | \$ 5,071,172 | \$ 6,207,119 | \$ 6,588,133 |
| Terminal | 5,657,600 | 5,178,553 | 5,538,045 |
| Ground Transportation | 5,719,989 | 16,906,909 | 15,721,089 |
| Concessions | 3,749,264 | 8,496,949 | 8,262,260 |
| Fixed Based Operations | 6,307,406 | 10,426,891 | 10,427,353 |
| Other | 4,313,893 | 4,626,970 | 4,292,488 |
| | <u>30,819,324</u> | <u>51,843,391</u> | <u>50,829,368</u> |
| Non-Operating Income | | | |
| Passenger facility charges | 1,858,876 | 6,194,834 | 5,638,922 |
| Customer facility charges | 50 | 757,428 | - |
| Grant Income | 11,053,631 | 150,480 | 300,997 |
| Improvement Chargers | 368,400 | 368,400 | 368,400 |
| Insurance Recoveries | - | 8,704 | 170,896 |
| Interest Income | 309,776 | 1,403,088 | 488,263 |
| | <u>13,590,733</u> | <u>8,882,934</u> | <u>6,967,478</u> |
| Total | <u>\$ 44,410,057</u> | <u>\$ 60,726,325</u> | <u>\$ 57,796,846</u> |
| <i>Percentage of Increase/(decrease)</i> | <i>-26.9%</i> | <i>5.1%</i> | <i>7.1%</i> |

Operating Revenue

Total operating revenue decreased to \$44,410,057 from \$60,726,325 the prior year, a difference of \$(16,316,268), or (26.9)%. The preponderance of operating revenue is driven by enplanement levels, and due to the COVID19, both have been reduced drastically.

Airfield revenue decreased to \$5,071,172 from \$6,207,119 the prior year, a difference of \$(1,135,947), or (18.30)%. Airfield revenue includes: passenger and cargo landing fees, apron fees and glycol disposal fees. Under the Signatory Airline Use and Lease Agreement (ULA), the airfield is a "residual cost center" requiring signatory airlines to pay the residual cost after all airfield and certain non-airfield revenues allocable to the airfield have been applied which includes interest income and PFCs applicable to airfield related debt service. Accordingly, airfield revenues are sensitive to airfield cost, interest earnings, PFCs revenues applied to airfield debt service, and the amount of airfield debt service.

Terminal revenue increased to \$5,657,600 from \$5,178,553 the prior year, a difference of \$479,047, or 9.3%. Terminal revenue includes: airline and non-airline lease revenue and passenger boarding bridge fees. The terminal revenue is sensitive to the amount of rented space and terminal operating costs used to determine the annual rental rate.

Ground transportation revenue decreased to \$5,719,989 from \$16,906,909 the prior year, a difference of \$(11,186,920), or (66.2)%. Ground transportation revenue includes: parking revenue, taxi/hotel access fees, and transportation network charges (Lyft/Uber). Ground transportation revenue is sensitive to enplanement activity and the number of parking transactions (vehicles parked) decreased to 245,365 from 642,667 in the prior year. The Airport directly manages all on-airport parking operations which includes at December 31, 2020 consisted of 181 short-term garage/surface, 2,912 long-term garage, 1,880 long-term surface, and 2,763 remote shuttle served parking spaces. As a result of the pandemic, the remote shuttle served parking spaces were closed in May and remained closed throughout the year.

Concession revenue decreased to \$3,749,264 from \$8,496,949 the prior year, a difference of \$(4,747,685), or (55.9)%. Concession revenue is driven by enplanement activity which was decimated in in 2020. As a result of the pandemic, eight of nine food & beverage locations were closed in April 2020, and two reopened in late June.

Despite the reduction in enplanement levels, gross sales per enplanement levels remained stable as shown below:

| | 2020 | 2019 | 2020 |
|-----------------------|--------------|---------------|---------------|
| Gross Sales: | | | |
| Food & Beverage | \$ 2,983,654 | \$ 9,643,935 | \$ 8,504,756 |
| Retail | 1,642,981 | 4,458,143 | 4,016,301 |
| | \$ 4,626,635 | \$ 14,102,078 | \$ 12,521,057 |
| Enplanements | 520,029 | 1,518,969 | 1,466,706 |
| Sales per Enplanement | \$ 8.90 | \$ 9.28 | \$ 8.54 |

Fixed Based Operator revenue decreased to \$6,307,406 from \$10,426,891 the prior year, a difference of \$(4,119,485) or (39.5)%. The Authority manages the daily operations of its FBO through REW Investments, Inc. (d/b/a Million Air). A summary of the operating revenue drivers, e.g. the gallons of Jet A and Aviation Gasoline sold, gallons of glycol sold and sprayed and the Jet A transferred to the commercial and cargo airlines, is as follows for 2020, 2019 and 2018:

| | 2020 | 2019 | 2018 |
|---------------------------------------|------------|------------|------------|
| Retail Gallons Sold: | | | |
| Jet A | 879,612 | 1,217,080 | 1,158,694 |
| AvGas | 62,368 | 65,993 | 51,534 |
| Glycol - Consortium | 54,214 | 87,349 | 109,710 |
| Glycol - Sprayed | 51,163 | 99,455 | 98,418 |
| Jet A Fuel Airline Into-Plane Gallons | 11,600,443 | 22,022,122 | 21,013,458 |

Other revenue decreased to \$4,313,893 from \$4,626,970 the prior year, a difference of \$(313,077), or (6.8)%. Other revenue remains relatively the same from year to year and includes fixed lease rent from land, hangars, t-hangars, and buildings. The pandemic did not have as drastic effect on Other revenue as it is fixed and is independent of a variable driver.

Non-Operating Income

Total Non-Operating Income increased to \$13,590,733 from \$8,882,934 the prior year, a difference of \$4,707,799. This increase is largely attributable to a \$10,903,151 increase in Grant Income derived from Coronavirus and Relief Act (CARES Act) funding. This increase in grant funding, however, is offset by reductions in PFC revenue due to declining enplanement levels and interest revenue as a result of lower interest rates.

OPERATING EXPENSES AND NON-OPERATING EXPENSES HIGHLIGHTS

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

| | 2020 | 2019 | 2018 |
|---|----------------------|----------------------|----------------------|
| Operating Expenses | | | |
| Personnel services | \$ 10,439,280 | \$ 11,178,561 | \$ 10,749,751 |
| Employee benefits | 5,434,828 | 5,803,102 | 5,269,613 |
| Utilities & communications | 1,766,255 | 1,957,732 | 2,203,014 |
| Purchased services | 5,052,662 | 6,700,471 | 6,421,597 |
| Material & supplies | 8,923,259 | 11,107,421 | 10,744,507 |
| Administration | 1,122,655 | 2,419,525 | 1,547,235 |
| Non-capital equipment | 452,338 | 368,952 | 414,411 |
| | <u>33,191,277</u> | <u>39,535,764</u> | <u>37,350,128</u> |
| Depreciation | 17,465,299 | 15,344,151 | 15,335,569 |
| Non-Operating Expenses | | | |
| Insured expenses | - | - | 170,896 |
| Customer facility charges | - | 302,039 | - |
| Interest | 3,699,761 | 4,369,737 | 3,898,788 |
| Bond issuance costs | 249,796 | 237,068 | 390,361 |
| Amortization of Bond insurance premiums | 40,733 | 60,020 | 68,308 |
| | <u>3,990,290</u> | <u>\$ 4,968,864</u> | <u>\$ 4,528,353</u> |
| Total | <u>\$ 54,646,866</u> | <u>\$ 59,848,779</u> | <u>\$ 57,214,050</u> |
| Percentage of Increase | -8.7% | 4.6% | 8.5% |

Operating Expenses

Total operating expenses decreased to \$33,191,277 from \$39,535,764 the prior year, a difference of \$(6,344,487), or (16.0)%. As shown below are the categories that comprise total operating expenses, of which combined, personnel services and employee benefits, comprise 43.0%.

Combined, Personnel Services and Employee Benefits expense decreased to \$15,874,108 from \$16,981,663 the prior year, a difference of \$(1,107,555) or (6.5)%. This decrease was due the delay of hiring vacant positions until activity increases and a reduction in overtime based on reduced activity.

Utility and communication expense decreased to \$1,766,255 from \$1,957,732 the prior year, a difference of \$(191,477) or (9.8)%. Energy cost savings measures were implemented and calibrated to the reduced activity levels. These measures include reducing lighting in unused parking lots, powering down lighting in low activity terminal areas and utilizing energy efficient escalators.

Purchased service expense decreased to \$5,052,662 from \$6,700,471 the prior year, a difference of \$(1,647,809) or (24.6)%. Expenses within this category were reduced due to reductions in contractual services.

Materials and supplies expense decreased to \$8,923,259 from \$11,107,421 the prior year, a difference of \$(2,184,162) or (19.7)%. Less snow events in 2020 reduced the amount of snow removal commodities and reduced aircraft operations due to COVID19 reduced the amount of fuel purchased.

Administration expense decreased to \$1,122,655 from \$2,419,525 the prior year, a difference of \$(1,296,870) or (53.6)%.

Non-Capital equipment expense increased to \$452,338 from \$368,952 the prior year, a difference of \$83,386 or 22.6%.

Financial Position Summary

The Statements of Net Position depict the Authority's financial position as of one point in time – December 31 – and reflects the residual difference between all assets, deferred outflows of resources, liabilities and deferred inflows of resources of the Authority. Net position represents the residual interest in the Authority's assets after deducting liabilities. The Authority's net position was \$240.3 million at December 31, 2020, a \$(0.3) million increase from December 31, 2019.

A condensed summary of the Authority's total net position at December 31, 2020 and December 31, 2019 and 2018 is set forth below:

| | 2020 | 2019 | 2018 |
|--|-----------------------|-----------------------|-----------------------|
| ASSETS | | | |
| Capital assets | \$ 282,944,467 | \$ 280,990,137 | \$ 237,254,042 |
| Other assets | 54,340,680 | 83,389,548 | 84,771,609 |
| Total Assets | <u>337,285,147</u> | <u>364,379,685</u> | <u>322,025,651</u> |
| DEFERRED OUTFLOWS OF RESOURCES | | | |
| | <u>3,353,626</u> | <u>3,309,417</u> | <u>3,849,411</u> |
| LIABILITIES | | | |
| Current (payable from unrestricted assets) | 6,071,668 | 8,441,109 | 7,117,842 |
| Current (payable from restricted assets) | 8,179,556 | 20,608,481 | 9,320,889 |
| Noncurrent liabilities | <u>83,867,470</u> | <u>97,200,925</u> | <u>93,450,771</u> |
| Total Liabilities | <u>98,118,694</u> | <u>126,250,515</u> | <u>109,889,502</u> |
| DEFERRED INFLOWS OF RESOURCES | | | |
| | <u>2,237,950</u> | <u>848,846</u> | <u>1,415,901</u> |
| NET POSITION | | | |
| Net investment in capital assets | 204,476,085 | 189,798,618 | 170,718,128 |
| Restricted | 24,351,663 | 30,532,217 | 26,650,235 |
| Unrestricted | <u>11,454,381</u> | <u>20,258,906</u> | <u>17,201,296</u> |
| Net Position | <u>\$ 240,282,129</u> | <u>\$ 240,589,741</u> | <u>\$ 214,569,659</u> |

Net position is comprised of three components as follows:

Investment in capital assets (e.g., land, buildings, improvements, and equipment), less the related indebtedness outstanding used to acquire those capital assets, represents the largest portion of the Authority's net position (85.1% at December 31, 2020). The Authority uses these capital assets to provide services to the airlines, passengers and to service providers and users located at the Airport; consequently, these assets are not available for future spending. Although the Authority's net investment in capital assets is net of related debt, the resources required to repay this debt annually are paid from operations, since it is unlikely that the capital assets will be liquidated to pay liabilities.

Restricted net position (10.1% at December 31, 2020), principally representing bond reserves and PFC funds, are restricted as to use pursuant to bond resolutions and Federal regulations. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted net position totaling \$11.5 million (4.8% at December 31, 2020) are available to meet any of the Authority's ongoing obligations. The unrestricted component of net position is the net amount of the assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

Airlines Signatory Rates and Charges

The Authority and airlines entered into a Use and Lease Agreement (“Agreement”) effective January 1, 2016 for five years, with an option for a five-year renewal, which establishes how the airlines that signed the Agreement will be assessed annual rates and charges for their use of the Airport. In the Agreement, signatory airlines have the option to designate some or all of their affiliate carriers as signatory airlines. The five-year renewal option was renegotiated and the Authority and airlines agreed to a one-year period ending December 31, 2021, with two one-year options and one two-year option.

Cash Management Policies and Cash Flow Activities

Cash equivalents represent cash-on-hand, bank deposits and liquid investments with a maturity of three months or less. The following shows a summary of the major sources and uses of cash and cash equivalents for 2020, 2019 and 2018:

| | 2020 | 2019 | 2018 |
|--|----------------------|----------------------|----------------------|
| Cash flows from (used): | | | |
| Operating activities | \$ (3,944,429) | \$ 13,913,726 | \$ 14,976,866 |
| Noncapital financing activities | 11,053,631 | 150,480 | 300,997 |
| Investing activities | 401,850 | 14,220,061 | (11,661,475) |
| Capital and related financing activities | <u>(29,004,458)</u> | <u>(25,476,487)</u> | <u>14,753,369</u> |
| Net increase/(decrease) in cash | (21,493,406) | 2,807,780 | 18,369,757 |
| Beginning of period | <u>69,083,145</u> | <u>66,275,365</u> | <u>47,905,608</u> |
| End of period | <u>\$ 47,589,739</u> | <u>\$ 69,083,145</u> | <u>\$ 66,275,365</u> |

The Authority’s available cash and cash equivalents decreased during 2020 by \$21,493,406. Cash and cash equivalents as of December 31, 2020, 2019 and 2018 are composed of:

| | 2020 | 2019 | 2018 |
|--|----------------------|----------------------|----------------------|
| Funds available for unrestricted operations: | 21,399,156 | 24,996,252 | \$ 20,760,846 |
| Funds restricted for: | | | |
| Operating and renewal reserves | 7,102,131 | 6,844,994 | 6,409,274 |
| CFC funds | 448,906 | 447,971 | - |
| Capital projects | 1,163,703 | 6,538,342 | 23,375,582 |
| PFCs available for debt service payments | 9,294,517 | 15,660,918 | 13,558,608 |
| Revenue bond reserves | 7,279,664 | 12,831,704 | 252,565 |
| Other restrictions | 901,662 | 1,762,964 | 1,918,490 |
| | <u>\$ 47,589,739</u> | <u>\$ 69,083,145</u> | <u>\$ 66,275,365</u> |

Capital Activities

The Authority capitalized \$74.0 million in projects in 2020. This amount includes, \$43.8 million for the parking garage, \$11.7 million for terminal improvements, and \$7.4 million for Rwy 1/19 pavement and lighting renovations.

Debt Administration

The total Authority principal debt outstanding at December 31, 2020 for General Airport Revenue Bonds (GARB) was \$75,945,000 as compared to \$99,097,341 as of December 31, 2019. The aggregate par amount of bonds and bank loans issued by the Authority and outstanding as of December 31, 2020 and 2019 is summarized in the following table:

| | Issued | Outstanding at 12-31-19 | Outstanding at 12-31-20 |
|--|-----------------------|----------------------------|----------------------------|
| Authority Revenue Bonds and Other Debt | | | |
| Series 2010A Refunding | \$ 109,855,000 | \$ 49,665,000 | \$ - |
| Series 2017A & B Refunding | 14,395,000 | 10,975,000 | 9,920,000 |
| Series 2018A & B GARB | 22,590,000 | 22,295,000 | 21,935,000 |
| Series 2019A GARB | 9,620,000 | 9,620,000 | 9,480,000 |
| Series 2020A & B Refunding | 34,610,000 | - | 34,610,000 |
| Bank Line of Credit | 10,000,000 | 6,542,341 | - |
| Total Authority Debt Obligations | <u>\$ 201,070,000</u> | <u>\$ 99,097,341</u> | <u>\$ 75,945,000</u> |

At December 31, 2020 the Authority maintained debt service reserve funds in the amount of \$7.3 million and Passenger Facility Charge Funds in the amount of \$9.3 million, both of which are restricted to repayment of debt. Thus, the Authority's direct obligations outstanding, net of funds restricted for the repayment of debt, was \$59.3 million in aggregate par amount of bonds outstanding.

Under the Authority's master bond resolution adopted in 1997, it is required to maintain an operating reserve equal to two months operating expenses. At December 31, 2020 the reserve requirement was \$6.6 million and for which the Authority had \$6.6 million on hand. The Authority also had \$15.8 million in its airport Development Fund which can be used to restore a deficiency in any other fund and it had a repair and replacement reserve fund of \$500,000. Also provided for in the bond resolution for each bond issue, the Authority maintains debt service reserve funds. As of December 31, 2020 the debt service reserve funds totaled \$7.3 million.

Other Long-Term Debt

Under generally accepted accounting principles, the term "debt" includes bonds, notes, loans, leases and other obligations including the net unfunded obligations for employee benefits. During 2018, the Authority adopted Governmental Accounting Standards Board Statement Number 75 - *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (GASB 75). GASB 75 required the Authority to report its actuarially estimated net unfunded liability for retiree health insurance (OPEB) as a liability on the Statement of Net Position for 2018. The Authority restated its January 1, 2018 Net Position by decreasing it by \$6,781,739 and reported a net unfunded liability for OPEB of \$6,621,984 at December 31, 2018. (See Note 13). As of December 31, 2020 and 2019 the Authority reported \$5,723,485 and \$7,599,110 respectively as its share of the unfunded OPEB liability. The Authority also reported \$1,110,544 and \$320,236 at December 31, 2020 and 2019 respectively for its proportionate share of the unfunded liability for employee pensions (See Note 12). For additional information about the Authority's long term debt, see "Note 8 – Long-Term Indebtedness" in the Notes to the Financial Statements.

Line of Credit

On December 31, 2018 the Authority obtained a \$10 million Bank Line of Credit (LOC) to provide contingent and temporary financing of grants receivable from the State under the \$22,131,900 Upstate Airport Development & Revitalization Project funding agreement with the State. The State grant funds are paid on a reimbursement basis. As of December 31, 2020 the line was credit was closed.

Credit Ratings and Bond Insurance

The Authority's underlying credit ratings are: Moody's Investors Service "A3" and Standard and Poor's "A-".

Fitch Ratings has withdrawn its insured rating of all bonds insured by AGMC effective February 25, 2010. Moody's lowered their rating of AGMC from "A3" to "A2" on January 17, 2013. Standard and Poor's upgraded their enhanced rating of AGMC from "AA-" to "AA" on March 18, 2014. On June 14, 2018, Standard and Poor's raised the Authority's underlying credit rating from "A-" to "A". On January 23, 2018 AGMC received a rating of AA+ from Kroll Bond Rating Agency. Standard and Poor's assigned an "A" rating on October 25, 2019 and Moody's assigned an "A3" rating on October 29, 2019. Standard and Pooers lower their rating from "A" to A-" due to the material negative impact of the COVID19 pandemic on traffic levels.

Financial Statements

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

Request for Information

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

Respectfully submitted,



Michael F. Zonsius
Chief Financial Officer

Albany County Airport Authority
Statements of Net Position
As of December 31, 2020 and December 31, 2019

| | <u>December 31, 2020</u> | <u>December 31, 2019</u> |
|---|--------------------------|--------------------------|
| CURRENT ASSETS | | |
| Unrestricted Assets: | | |
| Cash and cash equivalents | \$ 21,399,156 | \$ 16,301,205 |
| Accounts receivable - net | 1,777,557 | 2,357,771 |
| Due from County of Albany | - | 200,115 |
| Prepaid expenses | 946,847 | 990,905 |
| Total Unrestricted Assets | <u>24,123,560</u> | <u>19,849,996</u> |
| Restricted Assets: | | |
| Operating and Replacement Reserves: | | |
| Cash and cash equivalents | 7,102,131 | 15,532,623 |
| CFC Funds: | | |
| Cash and cash equivalents | 448,906 | 455,389 |
| Capital Funds: | | |
| Cash and cash equivalents | 1,163,703 | 6,538,342 |
| Grant funds receivable | 3,889,906 | 10,082,878 |
| Passenger Facility Charge Funds: | | |
| Cash and cash equivalents | 9,294,517 | 15,660,918 |
| Passenger Facility Charges receivable | 136,633 | 674,734 |
| Revenue Bond Funds: | | |
| Cash and cash equivalents | 7,279,664 | 12,831,704 |
| FAA Restricted Funds: | | |
| Cash and cash equivalents | 203,549 | 1,081,542 |
| Concession Improvement Funds: | | |
| Cash and cash equivalents | 698,111 | 681,422 |
| Total Restricted Assets | <u>30,217,120</u> | <u>63,539,552</u> |
| Total Current Assets | <u>54,340,680</u> | <u>83,389,548</u> |
| NON-CURRENT ASSETS | | |
| Bond Insurance Premiums | - | 240,770 |
| Prepaid expenses | 225,103 | 240,538 |
| Capital Assets: | | |
| Land and easements | 48,201,828 | 48,201,828 |
| Buildings, improvements and equipment, net of depreciation | 232,317,878 | 176,859,050 |
| Construction in progress | 2,199,658 | 55,447,951 |
| Total Capital Assets | <u>282,719,364</u> | <u>280,508,829</u> |
| Total Non-Current Assets | <u>282,944,467</u> | <u>280,990,137</u> |
| Total Assets | <u>337,285,147</u> | <u>364,379,685</u> |
| DEFERRED OUTFLOWS OF RESOURCES | | |
| Refunding | 1,802,374 | 2,145,789 |
| OPEB Expenses | 504,922 | 621,658 |
| Pension Expenses | 1,046,330 | 541,970 |
| Total Deferred Outflows of Resources | <u>3,353,626</u> | <u>3,309,417</u> |

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Net Position
As of December 31, 2020 and December 31, 2019

| | December 31, 2020 | December 31, 2019 |
|---|-------------------|-------------------|
| <u>LIABILITIES AND NET POSITION</u> | | |
| CURRENT LIABILITIES | | |
| Payable from Unrestricted Assets: | | |
| Accounts payable | 583,134 | 459,059 |
| Accrued expenses | 5,488,534 | 7,982,050 |
| Total Payable from Unrestricted Assets | 6,071,668 | 8,441,109 |
| Payable from Restricted Assets: | | |
| Construction contracts payable | 894,874 | 3,866,952 |
| Construction contract retainages | 720,944 | 2,637,118 |
| Bank line of credit payable | - | 6,542,341 |
| Accrued interest payable | 113,738 | 172,070 |
| Current maturities of long - term debt | 6,450,000 | 7,390,000 |
| Total Payable from Restricted Assets | 8,179,556 | 20,608,481 |
| Total Current Liabilities | 14,251,224 | 29,049,590 |
| NON-CURRENT LIABILITIES | | |
| Bonds and other debt obligations | 77,033,441 | 89,281,579 |
| Net OPEB liability | 5,723,485 | 7,599,110 |
| Net pension liability - proportionate share | 1,110,544 | 320,236 |
| Total Non-Current Liabilities | 83,867,470 | 97,200,925 |
| Total Liabilities | 98,118,694 | 126,250,515 |
| <u>DEFERRED INFLOWS OF RESOURCES</u> | | |
| Concession Improvement funds | 640,444 | 681,422 |
| OPEB expenses | 1,552,848 | 48,217 |
| Pension expenses | 44,658 | 119,207 |
| Total Deferred Inflows of Resources | 2,237,950 | 848,846 |
| <u>NET POSITION</u> | | |
| Net investment in capital assets | 204,476,085 | 189,798,618 |
| Restricted: | | |
| Bond reserve funds | 7,165,926 | 12,659,634 |
| Passenger facility charge funds | 9,431,150 | 16,335,652 |
| Other restricted funds | 7,754,587 | 1,536,931 |
| Total Restricted | 24,351,663 | 30,532,217 |
| Unrestricted | 11,454,381 | 20,258,906 |
| Net Position | \$ 240,282,129 | \$ 240,589,741 |

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
 Statements of Revenues, Expenses and Changes in Net Position
 For the Year Ended December 31, 2020 and December 31, 2019

| | <u>December 31, 2020</u> | <u>December 31, 2019</u> |
|---|--------------------------|--------------------------|
| Operating Revenues | | |
| Airfield | \$ 5,071,172 | \$ 6,207,119 |
| Fixed Based Operations | 6,307,406 | 10,426,891 |
| Terminal | 5,657,600 | 5,178,553 |
| Concessions | 3,749,264 | 8,496,949 |
| Ground transportation | 5,719,989 | 16,906,909 |
| Other revenue | 4,313,893 | 4,626,970 |
| Total Operating Revenues | <u>30,819,324</u> | <u>51,843,391</u> |
| Operating Expenses | | |
| Personal Services | 10,439,280 | 11,178,561 |
| Employee Benefits | 5,434,828 | 5,803,102 |
| Utilities & Communications | 1,766,255 | 1,957,732 |
| Purchased Services | 5,052,662 | 6,700,471 |
| Materials & Supplies | 8,923,259 | 11,107,421 |
| Administrative Expenses | 1,122,655 | 2,419,525 |
| Non-Capital Equipment | 452,338 | 368,952 |
| Total Operating Expenses | <u>33,191,277</u> | <u>39,535,764</u> |
| Revenues (expenses) in excess of expenses before depreciation | (2,371,953) | 12,307,627 |
| Depreciation | <u>17,465,299</u> | <u>15,344,151</u> |
| Loss Before Non-Operating Income and Expenses | <u>(19,837,252)</u> | <u>(3,036,524)</u> |
| Non-Operating Income and (Expenses) | | |
| Passenger facility charges | 1,858,876 | 6,194,834 |
| Grant income | 11,053,631 | 150,480 |
| Improvement charges | 368,400 | 368,400 |
| Interest income | 309,776 | 1,403,088 |
| Customer facility charges | 50 | 757,428 |
| Customer facility charges | - | (302,039) |
| Insurance recoveries | - | 8,704 |
| Interest expense | (3,699,761) | (4,369,737) |
| Bond issuance expense | (249,796) | (237,068) |
| Amortization of bond insurance premiums | (40,733) | (60,020) |
| Total Non-Operating Income and (Expenses) | <u>9,600,443</u> | <u>3,914,070</u> |
| Income/(loss) before Capital Contributions | (10,236,809) | 877,546 |
| Capital Contributions | | |
| Capital Contributions | 10,850,904 | 25,142,535 |
| Special Item - cost of permanently impaired assets | (921,707) | - |
| Total Capital Contributions, Special and Extraordinary Items | <u>9,929,197</u> | <u>25,142,535</u> |
| Net Position | | |
| Increase/(decrease) in Net Position | (307,612) | 26,020,081 |
| Net Position, Beginning of Year | <u>240,589,741</u> | <u>214,569,660</u> |
| Net Position, End of Year | <u>\$ 240,282,129</u> | <u>\$ 240,589,741</u> |

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority
Statements of Cash Flows
For the Year Ended December 31, 2020 and December 31, 2019

| | <u>December 31, 2020</u> | <u>December 30, 2019</u> |
|---|--------------------------|--------------------------|
| Cash Flows From Operating Activities | | |
| Cash received from providing services | \$ 33,479,937 | \$ 51,691,849 |
| Cash paid to suppliers | (36,037,289) | (36,461,993) |
| Cash paid to employees | (1,387,077) | (1,316,130) |
| Net Cash Provided/(Used) By Operating Activities | <u>(3,944,429)</u> | <u>13,913,726</u> |
| Cash Flows From Noncapital Financing Activities | | |
| Grant income | 11,053,631 | 150,480 |
| Net Cash Provided By Noncapital Financing Activities | <u>11,053,631</u> | <u>150,480</u> |
| Cash Flows From Investing Activities | | |
| Purchase of Investments | - | 12,524,389 |
| Interest received | 309,775 | 1,404,897 |
| Interest on passenger facility charges | 92,075 | 290,775 |
| Net Cash Provided by Investing Activities | <u>401,850</u> | <u>14,220,061</u> |
| Cash Flows From Capital and Related Financing Activities | | |
| Purchase of property and equipment | (25,488,688) | (53,630,854) |
| Principal payments made on bonds and notes payable | (7,390,000) | (7,554,000) |
| Proceeds from issuance of bonds | (5,500,594) | 10,556,850 |
| Interest paid | (3,759,085) | (4,341,280) |
| Concession improvement funds | (40,978) | (177,676) |
| Customer facility charges | 50 | 455,389 |
| Improvement charges | 368,400 | 368,400 |
| Insurance recoveries | - | 8,704 |
| Bank line of credit | (6,542,341) | 6,542,341 |
| Capital grants | 17,043,877 | 16,720,643 |
| Passenger facility charges | 2,304,901 | 5,574,996 |
| Net Cash Used By Capital and Related Financing Activities | <u>(29,004,458)</u> | <u>(25,476,487)</u> |
| Net Increase/(decrease) in cash and cash equivalents | (21,493,406) | 2,807,780 |
| Cash and cash equivalents, beginning of year | 69,083,145 | 66,275,365 |
| Cash and cash equivalents, end of year | <u>\$ 47,589,739</u> | <u>\$ 69,083,145</u> |
| Reconciliation of Operating Income to Net Cash Provided By Operating Activities: | | |
| Loss before non-operating income and expenses | \$ (19,837,251) | \$ (3,036,524) |
| Adjustments to reconcile loss from operations to net cash provided by operating activities: | | |
| Depreciation | 17,465,299 | 15,344,151 |
| Decrease/(Increase) in assets: | | |
| Accounts receivable | 580,214 | (151,542) |
| Due from County of Albany | 200,115 | 48,609 |
| Prepaid expenses | 59,494 | (23,797) |
| Deferred OPEB expenses | (254,258) | 374,121 |
| Deferred pension expenses | 213,919 | 35,440 |
| Increase/(decrease) in liabilities: | | |
| Accounts payable and accrued expenses | (2,371,961) | 1,323,268 |
| Net Cash Provided/(Used) By Operating Activities | <u>\$ (3,944,429)</u> | <u>\$ 13,913,726</u> |
| Noncash Capital and Related Financing Activities: | | |
| Capital Assets and related receivables | \$ 6,192,973 | \$ (8,421,892) |
| Total Noncash Capital and Related Financing Activities | <u>\$ 6,192,973</u> | <u>\$ (8,421,892)</u> |

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
 Statements of OPEB Fund Net Position
 As of December 31, 2020 and December 31, 2019

| | December 31, 2020 | December 31, 2019 |
|---|-------------------|-------------------|
| <u>ASSETS</u> | | |
| Cash and cash equivalents | \$ 2,681,769 | \$ 2,429,013 |
| Total Assets | 2,681,769 | 2,429,013 |
| <u>DEFERRED OUTFLOWS OF RESOURCES</u> | | |
| Total Deferred Outflows of Resources | - | - |
| <u>LIABILITIES</u> | | |
| Total Liabilities | - | - |
| <u>DEFERRED INFLOWS OF RESOURCES</u> | | |
| Total Deferred Inflows of Resources | - | - |
| <u>NET POSITION</u> | | |
| Net Position - Restricted for OPEB | \$ 2,681,769 | \$ 2,429,013 |

The accompanying notes are an integral part of these financial statements

Albany County Airport Authority OPEB Trust
 Statements of Changes in OPEB Fund Net Position
 For the Year Ended December 31, 2020 and December 31, 2019

| | <u>December 31, 2020</u> | <u>December 31, 2019</u> |
|---|--------------------------|--------------------------|
| Additions to Net Position Attributed to: | | |
| Contributions | | |
| Employer | \$ 240,109 | \$ 163,719 |
| Interest Income | 12,647 | 44,608 |
| Total Additions | <u>252,756</u> | <u>208,327</u> |
| Deductions from Net Position Attributed to: | | |
| Retirement benefits | - | - |
| Administrative expenses | - | - |
| Total Deductions | <u>-</u> | <u>-</u> |
| Increase in Net Position | <u>252,756</u> | <u>208,327</u> |
| Net Position - Restricted for OPEB, Beginning of Year | <u>2,429,013</u> | <u>2,220,686</u> |
| Net Position - Restricted for OPEB, End of Year | <u>\$ 2,681,769</u> | <u>\$ 2,429,013</u> |

The accompanying notes are an integral part of these financial statements

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ALBANY COUNTY AIRPORT AUTHORITY

Notes to Financial Statements

December 31, 2020 and December 31, 2019

NOTE 1 - Organization and Reporting Entity

Organization

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

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

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

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

Pursuant to the State enabling Legislation, the Authority may not undertake any capital project (see Note 15), other than the redevelopment project described in the enabling legislation, known as the Terminal Improvement Program, unless the project has first been approved by the County as part of a five-year Capital Improvement Program. For these purposes, the term "capital project" is defined as the construction, reconstruction or acquisition of airport or aviation facilities.

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

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

The Authority has contracted with AFCO AvPorts Management LLC, (d/b/a Avports), to manage the daily operations of the airport under a three year term expiring December 31, 2021. The Authority has also contracted with REW Investments, Inc., (d/b/a Million Air), to manage the fixed based operations of the airport under a three year term expiring August 31, 2022. Both agreements are renewable with the approval of both parties.

Reporting Entity

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

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

NOTE 2 - Summary of Significant Accounting Policies

Basis of Accounting

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

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

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

Cash, Cash Equivalents and Investments

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

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

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

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

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectible. The allowance for uncollectible amounts is based on collection history, aviation industry trends and current information regarding the credit worthiness of the tenants and others doing business with the Authority. When continued collection activity results in receipt of amounts previously written off, revenue is recognized for the amount collected.

Restricted Assets

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

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

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

have been met that entitles the Authority to retain the PFCs. PFCs received prior to this time are reported as restricted net position.

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

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

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

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

Capital Assets

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

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

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

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

Capitalization of Interest

Interest costs incurred during the construction period for capital assets acquired with debt was capitalized in certain years prior to 2018. After 2007 the Authority did not incur or pay any interest that was eligible for capitalization.

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

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

Capital Contributions

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

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

Revenue Recognition

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

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

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

Special Items and Extraordinary Items

Special Items - Special items are significant transactions or other events within the control of management that are either unusual in nature or infrequent in occurrence. The Authority did not have any special items in 2020. During 2020, the Authority began a capital project that resulted in the early retirement of \$921.7 thousand in assets determined to be permanently impaired.

Passenger Facility Charges

Passenger Facility Charges (PFC) at the rate of \$3 per enplaned passenger have been levied by the Airport since March 1, 1994 under an FAA approved application to impose \$40,726,364 with collection thereof estimated to be complete in the year 2005. During 1996, the Authority received approval to increase the amount of PFC collections to \$116,888,308 extending the estimated collection period through the year 2022. In 2009, the Authority received approval to change the PFC collection from \$3.00 per passenger to \$4.50 per passenger, with a current estimated collection period through 2020. In 2020, PFC Application 20-04 in the amount of \$8,142,737, was approved extending the collection date to March 1, 2023. Through December 31, 2020, the Authority has collected PFCs including interest earnings thereon totaling \$112,534,899.

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

The Authority previously expended \$11.2 million of PFCs on projects funded on a pay-as-you-go basis. During 2020, the Authority expended \$4.6 million of PFCs on eligible projects. The Authority also covenanted in the Resolution authorizing the Series 2010A and Series 2020 Refunding Bonds to apply future PFC collections to pay a portion of the debt service related to the FAA approved projects included in the Applications. Pursuant to the Resolution, PFCs collected and deposited in a segregated account, together with the interest earned thereon, are applied towards the subsequent debt service payments reducing the amount of debt to be funded from net operating revenue. Through December 31, 2020, the Authority has applied \$96.1 million of PFC's towards the payment of debt service.

Compensated Absences

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

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

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

Pension Plans

The Authority applies GASB Statement No. 68, Accounting and Financial Reporting for Pensions (GASB 68) to recognize the net pension asset (liability), deferred outflows and deferred inflows of resources,

pension expense (revenue), and information about and changes in the fiduciary net position on the same basis as reported by the cost-sharing, multiple employer, defined benefit pension plan. The Authority also applies GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date (GASB 71) to report additional deferred outflows. The Authority's participation in the plans are mandated by State law and includes the New York State and Local Employees' Retirement System (ERS) and the New York State Voluntary Defined Contribution (NYS VDC) plan (the Systems). The Systems recognize benefit payments when due and payable in accordance with benefit terms; investment assets are reported at fair value. More information on pension activity for the Systems is included in Note 12.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, through subsequent events, actual results could differ from those estimated. Some estimates, such as the liability for Net Pension (Note 12) and Other Post-Employment Benefits (OPEB) (Note 13) have the potential to vary more significantly over time than other estimates.

Adoption of New Accounting Standards

During 2020, the Authority adopted Governmental Accounting Standards Board Statement No. 95 – *Postponement of the Effective Dates of Certain Authoritative Guidance* for standards not already implemented. This Statement, issued in May 2020, extends the implementation dates of previously issued standards. The provisions of this Statement are effective immediately upon issuance, which is the fiscal year ending December 31, 2020 for the Authority. This Statement had no material effect on the financial statements of the Authority.

During 2019, the Authority adopted Governmental Accounting Standards Board Statement No. 83 – *Certain Asset Retirement Obligations*. This Statement, issued in November 2016, addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. The provisions of this Statement are effective for financial statements for fiscal years beginning after June 15, 2018, which is the fiscal year beginning January 1, 2019 for the Authority. This Statement had no material effect on the financial statements of the Authority.

During 2019 the Authority adopted Governmental Accounting Standards Board Statement No. 84 – *Fiduciary Activities*, effective for the fiscal year ended December 31, 2019. This standard establishes criteria for identifying and reporting fiduciary activities of all state and local governments. The statement requires the presentation of a Statement of Changes in Fiduciary Net Position in addition to a Statement of Fiduciary Net Position for all fiduciary funds. The adoption of this accounting standard did not have a significant effect on the Authority's financial statements.

During 2019 the Authority adopted Governmental Accounting Standards Board Statement No. 90 – *Accounting and Financial Reporting for Majority Equity Interests*, effective for the fiscal year ended December 31, 2019. This standard improves the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. The adoption of this accounting standard did not have a significant effect on the Authority's financial statements.

During 2019, the Authority adopted Governmental Accounting Standards Board 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. The provisions of this Statement are effective for financial statements for fiscal years beginning after December 15, 2020. This Statement had no material effect on the financial statements of the Authority.

During 2019, the Authority Adopted Governmental Accounting Standards Board Statement No. 92 – *Omnibus 2020*. The primary objectives of this Statement are to enhance comparability in accounting and financial reporting to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation of GASB standards. The provisions of this Statement are effective for financial statements for fiscal years beginning after June 15, 2020. This Statement had no material effect on the financial statements of the Authority.

Future Governmental Accounting Standards Board Statements To Be Implemented

In June 2017, the Governmental Accounting Standards Board issued GASB Statement No. 87 - *Leases*, which improves accounting and financial reporting for leases by governments. This statement requires 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. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2022.

In March 2020, the Government Accounting Standards Board issued GASB Statemen No. 93, *Replacement of Interbank Offered Rates*, which addresses the accounting and financial reporting implications that result from a replacement of an interbank offered rate. This statement is effective for reporting periods ending after December 31, 2021. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

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

In May 2020, the Government Accounting Standards Board issued GASB Statemen No. 96, *Subscription-Based Information Technology Arrangements*, which provides guidance on the accounting and financial reporting for subscription-based information technology arrangements for government end users. This statement is effective for reporting periods ending after June 15, 2022. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In June 2020, the Government Accounting Standards Board issued GASB Statemen No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*, which increases consistency and comparability related to the reporting of fiduciary component units, mitigates costs associated with reporting certain pension and OPEB plans, and enhances the relevance, consistency and comparability of IRC Section 457 plans. This statement is effective for reporting periods ending after June 15, 2021. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

NOTE 3 - Cash, Cash Equivalents and Investments

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

| | Book Balance | | Bank Balance |
|---------------------------------|----------------------|----------------------|---------------|
| | 2020 | 2019 | 2020 |
| Cash and Cash Equivalents | | | |
| Cash on hand | \$ 13,726 | \$ 10,409 | |
| Cash in bank accounts | 47,576,013 | 69,072,736 | \$ 50,226,933 |
| Total Cash and Cash Equivalents | <u>\$ 47,589,739</u> | <u>\$ 69,083,145</u> | |

The Authority's deposits were secured by insurance from the Federal Depository Insurance Corporation (FDIC) covering \$500,000 on December 31, 2020 and December 31, 2019 plus \$51,803,006 and \$79,112,836 of pledged collateral held by a third party trustee bank at December 31, 2020 and 2019, respectively. The FDIC bank insurance program Permanent Rule provides up to \$250,000 in coverage for the Authority's Savings Accounts and up to \$250,000 for the Authority's Demand Accounts. Collective balances in excess of these amounts are collateralized at 102% of the prior day closing bank balance.

NOTE 4 - Receivables

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

| | As of 12-31-20 | As of 12-31-19 |
|-------------------------|---------------------|---------------------|
| Airlines | \$ 1,308,926 | \$ 1,274,822 |
| Concessions | 313,557 | 78,995 |
| Other | 155,074 | 1,183,954 |
| Sub-Total | 1,777,557 | 2,537,771 |
| Less Allowances | - | - |
| Net Accounts Receivable | <u>\$ 1,777,557</u> | <u>\$ 2,537,771</u> |

NOTE 5 – FAA Restricted Funds

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

| | 2020 | 2019 |
|---|-------------------|---------------------|
| Airport Noise Compatibility Grants (FAR150) | | |
| Opening Balance | \$ 202,304 | \$ 198,096 |
| Interest Received during the year | 1,245 | 4,208 |
| Ending Balance | <u>\$ 203,549</u> | <u>\$ 202,304</u> |
| Airport Improvement Program Grants | | |
| Opening Balance | \$ 879,238 | \$ 861,296 |
| Funds Disbursed | (882,755) | - |
| Interest Received during the year | 3,517 | 17,942 |
| Ending Balance | <u>\$ -</u> | <u>\$ 879,238</u> |
| Total | <u>\$ 203,549</u> | <u>\$ 1,081,542</u> |

NOTE 6 - Due from County of Albany

The net amount from the county consists of the following:

| | As of 12-31-20 | As of 12-31-19 |
|--|--------------------|-------------------|
| Reimbursement of expenses due (to) from County | \$ (24,683) | \$ 200,115 |
| | <u>\$ (24,683)</u> | <u>\$ 200,115</u> |

The County provides certain services to the Authority including sheriff officers for public safety, code enforcement inspections, sewer district charges, and salt for the winter roadways. The total expenditures incurred by the Authority during the years ended December 31, 2020 and 2019 for these services totaled \$1,871,976 and \$2,509,680, respectively.

NOTE 7 - Capital Assets

Capital Assets balances and activity for the years ended December 31, 2019 and 2020 were as follows:

| | Total 12-31-18 | Additions | Deletions | Total 12-31-19 | Additions | Deletions | Total 12-31-20 |
|--|-----------------------|----------------------|-------------|-----------------------|----------------------|---------------------|-----------------------|
| Capital Assets that are not depreciated: | | | | | | | |
| Land and Easements | \$ 48,102,683 | \$ 99,145 | \$ - | \$ 48,201,828 | \$ - | \$ - | \$ 48,201,828 |
| Construction in Progress | 5,729,954 | 49,717,997 | - | 55,447,951 | 20,597,535 | (73,845,828) | 2,199,658 |
| Total | <u>53,832,637</u> | <u>49,817,142</u> | <u>-</u> | <u>103,649,779</u> | <u>20,597,535</u> | <u>-</u> | <u>50,401,486</u> |
| Capital Assets that are depreciated: | | | | | | | |
| Buildings | 204,084,042 | - | - | 204,084,042 | 43,800,784 | - | 247,884,826 |
| Improvements, other than buildings | 235,704,252 | 8,646,466 | - | 244,350,718 | 25,848,552 | (1,921,201) | 268,278,069 |
| Machinery and Equipment | 14,644,695 | 135,330 | - | 14,780,025 | 4,333,458 | - | 19,113,483 |
| Sub-total | <u>454,432,989</u> | <u>8,781,796</u> | <u>-</u> | <u>463,214,785</u> | <u>73,982,794</u> | <u>(1,921,201)</u> | <u>535,276,378</u> |
| Less accumulated depreciation: | | | | | | | |
| Buildings | (129,571,665) | (6,610,589) | - | (136,182,254) | (7,705,608) | - | (143,887,862) |
| Improvements | (129,201,020) | (8,240,643) | - | (137,441,663) | (9,443,730) | 999,494 | (145,885,899) |
| Machinery and Equipment | (12,238,899) | (492,919) | - | (12,731,818) | (452,921) | - | (13,184,739) |
| Sub-total | <u>(271,011,584)</u> | <u>(15,344,151)</u> | <u>-</u> | <u>(286,355,735)</u> | <u>(17,602,259)</u> | <u>999,494</u> | <u>(302,958,500)</u> |
| Total depreciable Capital Assets, net | <u>183,421,405</u> | <u>(6,562,355)</u> | <u>-</u> | <u>176,859,050</u> | <u>56,380,529</u> | <u>(921,707)</u> | <u>232,317,878</u> |
| Total Capital Assets, Net | <u>\$ 237,254,042</u> | <u>\$ 43,254,787</u> | <u>\$ -</u> | <u>\$ 280,508,829</u> | <u>\$ 76,978,064</u> | <u>\$ (921,707)</u> | <u>\$ 282,719,364</u> |

In 2020, certain assets with a net book value in the amount of \$921,707 were written off as they are no longer in service.

NOTE 8 - Long-Term Indebtedness

A summary of the changes in the Authority's long-term indebtedness outstanding during 2019 and 2020 were as follows:

| | Outstanding at 12-31-18 | Additions | Deletions | Outstanding at 12-31-19 | Additions | Deletions | Outstanding at 12-31-20 |
|--|----------------------------|----------------------|-----------------------|----------------------------|----------------------|------------------------|----------------------------|
| Authority Revenue Bonds/Debt Obligations | | | | | | | |
| Bonds Payable | | | | | | | |
| Series 1999 NYS EFC | \$ 699,000 | \$ - | \$ (699,000) | \$ - | \$ - | \$ - | \$ - |
| Series 2010A Refunding | 55,220,000 | - | (5,555,000) | 49,665,000 | - | (49,665,000) | - |
| Series 2017A & B Refunding | 11,980,000 | - | (1,005,000) | 10,975,000 | - | (1,055,000) | 9,920,000 |
| Series 2018A & B GARB | 22,590,000 | - | (295,000) | 22,295,000 | - | (360,000) | 21,935,000 |
| Series 2019A GARB | - | 9,620,000 | - | 9,620,000 | - | (140,000) | 9,480,000 |
| Series 2020A & B Refunding | - | - | - | - | 34,610,000 | - | 34,610,000 |
| Total Bonds Payable | <u>90,489,000</u> | <u>9,620,000</u> | <u>(7,554,000)</u> | <u>92,555,000</u> | <u>34,610,000</u> | <u>(51,220,000)</u> | <u>75,945,000</u> |
| Unamortized Premiums | 3,741,495 | 1,193,529 | (818,446) | 4,116,578 | 4,876,297 | (1,454,434) | 7,538,441 |
| Total Long-term Indebtedness | <u>\$ 94,230,495</u> | <u>\$ 10,813,529</u> | <u>\$ (8,372,446)</u> | <u>\$ 96,671,578</u> | <u>\$ 39,486,297</u> | <u>\$ (52,674,434)</u> | <u>\$ 83,483,441</u> |

Authority Outstanding Debt Issues

Series 2010A General Airport Revenue Refunding Bonds - In August of 2010, the Authority issued \$105,745,000 (non AMT) of General Airport Revenue Refunding Bonds to refund the Series 1998B Airport Revenue Bonds, the Series 2000B Airport Revenue Bonds, and the Series 2008A Airport Revenue Bonds. The Facilities financed with Series 2010A included portions of the terminal, the New York State Police Aviation Facility, the FAA Control Tower, parking facilities and other Airport improvements. Lease agreements with the State of New York and the Federal Aviation Administration provide revenue to support a portion of the debt service and remain in effect through 2030 and 2019 respectively. Coupon interest rates range from 4.000% to 4.500% and are due semi-annually on June 15th and December 15th. The Series 2010A General Airport Revenue Refunding Bonds were refunded in 2020.

Series 2017A General Airport Revenue Refunding Bonds - In March of 2017, the Authority closed on the sale of two General Airport Revenue Refunding Bond (non AMT) issues totaling \$7,795,000 to refund the Series 2003A Airport Revenue Bonds and Series 2006A. Coupon interest rates range from 3.125% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2033. As of December 31, 2020 and 2019, the principal outstanding was \$6,390,000 and \$6,975,000 respectively. The amount of the unamortized premium as of December 31, 2020 and 2019 was \$461,605 and \$616,230, respectively. The amount of the deferred loss as of December 31, 2020 and 2019 was \$117,494 and \$147,469 respectively.

Series 2017B General Airport Revenue Refunding Bonds – In March of 2017, The Authority issued \$6,600,000 (AMT) of Series 2017B General Airport Revenue Refunding Bonds to refund the Series 2006B Airport Revenue Bonds and Series 2006C. Coupon interest rates range from 3.250% to 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2035. As of December 31, 2020 and 2019, the principal outstanding was \$3,530,000 and \$4,000,000 respectively. The amount of the unamortized premium as of December 31, 2020 and 2019 was \$116,588 and \$165,399, respectively. The amount of the deferred loss as of December 31, 2020 and 2019 was \$105,474 and \$121,048 respectively.

Series 2018A General Airport Revenue Bonds - In November of 2018, the Authority issued \$14,770,000 (non AMT) of Series 2018A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport and other projects in the Authority's 2015-2019 capital plan. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2048. As of December 31, 2020 and 2019, the principal outstanding was \$14,770,000 and \$14,770,000 respectively. The amount of the unamortized premium as of December 31, 2020 and 2019 was \$1,190,667 and \$1,316,659, respectively.

Series 2018B General Airport Revenue Bonds - In November of 2018, The Authority issued \$7,820,000 (AMT) of Series 2018B General Airport Revenue Bonds to fund projects in the Authority's 2015-2019 capital plan and to provide funds for a portion for the Upstate Airport Development & Revitalization Project at the Airport. The bonds are payable from a lien on net revenues derived by the Authority for the operation of the airport. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2034. As of December 31, 2020 and 2019, the principal outstanding was \$7,165,000 and \$7,525,000 respectively. The amount of the unamortized premium as of December 31, 2020 and 2019 was \$606,213 and \$709,670, respectively.

Series 2019A General Airport Revenue Bonds - In November of 2019, the Authority issued \$9,620,000 (non AMT) of Series 2019A General Airport Revenue Bonds to fund a portion of the cost of the Upstate Airport Development & Revitalization Project at the Airport. Coupon interest rates range from 4.000% to 5.000%

and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2042. As of December 31, 2020 and 2019, the principal outstanding was \$9,480,000 and \$9,620,000 respectively. The amount of the unamortized premium as of December 31, 2020 and 2019 was \$1,056,001 and \$1,186,833, respectively.

Series 2020A General Airport Revenue Forward Refunding Bonds - In March of 2020, the Authority issued \$4,390,000 (non AMT) of Series 2020A General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest rates are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. As of December 31, 2020, the principal outstanding was \$4,390,000. The amount of the unamortized premium as of December 31, 2020 was \$720,005. The amount of the deferred loss carried forward from the Series 2010A bonds in the refunding as of December 31, 2020 was \$1,331,612.

Series 2020B General Airport Revenue Refunding Bonds - In March of 2020, the Authority issued \$30,220,000 (AMT) of Series 2020B General Airport Revenue Forward Refunding Bonds to refund and defease a certain portion of the Series 2010A General Airport Revenue Refunding Bonds. Coupon interest range are 5.000% and are due semi-annually on June 15th and December 15th. These bonds will mature on December 31, 2030. As of December 31, 2020, the principal outstanding was \$30,220,000. The amount of the unamortized premium as of December 31, 2020 was \$3,387,363. The amount of the deferred loss carried forward from the Series 2010A bonds in the refunding as of December 31, 2020 was \$247,796.

Below is a schedule of future bond payments by years:

| Years Ending | Principal | Interest | Total |
|--------------|---------------|---------------|----------------|
| 2021 | \$ 6,450,000 | \$ 3,680,800 | \$ 10,130,800 |
| 2022 | 6,780,000 | 3,359,950 | 10,139,950 |
| 2023 | 7,120,000 | 3,022,650 | 10,142,650 |
| 2024 | 7,375,000 | 2,668,400 | 10,043,400 |
| 2025 | 7,725,000 | 2,301,500 | 10,026,500 |
| 2026-2030 | 14,370,000 | 7,519,306 | 21,889,306 |
| 2031-2035 | 6,215,000 | 5,496,819 | 11,711,819 |
| 2036-2040 | 6,120,000 | 4,019,800 | 10,139,800 |
| 2041-2045 | 7,725,000 | 2,412,050 | 10,137,050 |
| 2046-2049 | 6,065,000 | 563,750 | 6,628,750 |
| TOTAL | \$ 75,945,000 | \$ 35,045,025 | \$ 110,990,025 |

Refunding of Debt

On March 18, 2020 the Authority closed on its Series 2020 Bonds in the total par amount of \$34,610,00 of which \$4,390,000 were sold as Series 2020A Non-AMT (not subject to any Federal Tax) and \$30,220,000 were sold as Series 2020B AMT (subject to the Federal Alternative Minimum Tax). The Series 2020 Bonds were used, along with other funds of the Authority, to fully refund the Authority's Series 2010A, Bonds in the aggregate amount of \$43,830,000 (the Refunded Bonds). The result will produce an estimated gain of \$10,366,47 in future cash flow savings, with an estimated present value of \$4,448,059.

The impact of the refunding is summarized below:

| Description | Series 2020 Bonds Issued | Bonds Refunded | Cash Flow Gain | Present Value Gain |
|-----------------|-----------------------------|-------------------|-------------------|-----------------------|
| Refunding Bonds | \$ 34,610,000 | \$ 43,830,000 | \$ 10,366,475 | \$ 4,448,059 |

Bank Line of Credit

During 2018 the Authority accepted a \$22,131,900 grant from the State of New York under a State Aviation Project Funding Agreement (APFA). Pursuant to the APFA, State grant funds are being provided for funding a portion of Upstate Airport Development & Revitalization Project (the project). The project has an agreed upon completion date of March 31, 2020. The Authority expects to file monthly reimbursement claims for reimbursement of expenditures that are eligible for reimbursement under the APFA and it will initially pay from funds on hand that are available for capital project funding. On December 31, 2018 the Authority closed on a \$10,000,000 revolving bank line of credit (the Loan Agreement) with Community Bank, N.A. to provide contingent interim financing for grant reimbursement claims in the event the that the balance of accumulated grant reimbursements payable from the State becomes temporarily larger than anticipated.

The Loan Agreement provided that a \$10,000,000 revolving line of credit is available until December 31, 2020 subject to the terms and conditions therein. The Authority's Loan Counsel has issued an opinion that from the date of the first draw until the loan is first fully repaid, interest paid under Loan Agreement is exempt from the Federal and State Income Tax but subject to the Federal Alternative Minimum Tax. The Authority intends upon the initial draw to maintain an outstanding minimum balance of \$50,000 until the termination of the Loan Agreement.

The Tax Exempt interest rate under the Loan Agreement is a rate per year equal to the sum of LIBOR One-Month Floating Rate and 1.75 percentage points, multiplied by 0.76. Should for any reason it be determined interest paid under the Loan Agreement is subject to Income Tax, the rate reverts to the LIBOR One-Month Floating Rate and 1.75 percentage points effective as of the date on which the interest payable was been determined to be taxable.

The Loan Agreement was approved by Resolution adopted by the Authority at its December 10, 2018 meeting which establishes that any payments made pursuant to the Loan Agreement are subordinate to payments required to be made to the Authority's bondholders under its Master Bond Resolution Adopted January 6, 1997, which excludes restricted grant income from the definition of Revenue. The Loan Agreement requires the Authority to continue to maintain a debt service coverage ratio established in the Master Bond Resolution for its bondholders.

The Authority also entered into a Pledge and Assignment of the APFA Grant Proceeds, contingent upon approval by the State, with respect to both the APFA and the grant funds due to the Authority from the State pursuant to the APFA. Under the APFA, the grant proceeds may only be used to repay principal under the financing agreement and any interest paid must be funded from other sources of funds. The Authority will fund any interest payments due under the Loan Agreement from net revenues of the Authority, which excludes grant proceeds.

Debt Limit

The Authority's debt limit was increased from \$175 million to \$285 million during 2004 by State legislation enacted (Chapter 500), amending the Albany County Airport Authority Act, Title 32 of Article 8, of the New York State Public Authorities Law. The Act authorizes the Authority to issue bonds, notes or other obligations in the aggregate outstanding principal amount not exceeding \$285,000,000. In addition, the Authority is authorized to issue refunding bonds, provided that upon a refunding the aggregate principal amount of bonds, notes or other obligations outstanding under the Act may be greater than \$285,000,000 only if the present value of the aggregate debt service of the refunding bonds, notes or other obligations does not exceed the present value of the refunded bonds, notes or other obligations (calculated as provided in the Act). As of December 31, 2020, the Authority had \$75.9 million of principal debt outstanding issued which does not include deferred losses and bond premiums.

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

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

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

- "Permanent Variable Rate Debt Exposure" includes variable rate debt which the Authority does not intend to be refinanced by a long-term fixed rate debt;
- "Net Permanent Variable Rate Debt Exposure" is permanent variable rate debt that is not offset by the cash, cash equivalent and short-term investment assets of the Authority;
- permanent variable rate debt excludes, with some exceptions, variable debt that has been synthetically changed to fixed rate debt by the use of a financial derivative hedge product with a fixed-payer interest rate swap;
- net permanent variable rate debt, excluding synthetic fixed rate transactions, should not generally exceed twenty percent (20%) of the Authority's outstanding indebtedness;
- the Authority did not utilize any derivative or variable rate debt products in 2020 or 2019.

NOTE 9 - Capital Contributions and Net Position

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

| | Inception To Date | Year Ended 2020 | Year Ended 2019 |
|------------------|-----------------------|----------------------|----------------------|
| County of Albany | \$ 486,324,500 | \$ - | \$ - |
| Federal | 144,141,880 | 4,039,408 | 7,068,852 |
| State | 97,332,911 | 6,811,496 | 18,073,683 |
| Total | <u>\$ 727,799,291</u> | <u>\$ 10,850,904</u> | <u>\$ 25,142,535</u> |

Unrestricted net position consists of the following:

| | 2020 | 2019 |
|--|----------------------|----------------------|
| Designation of unrestricted net position | | |
| Operations and maintenance reserve | \$ 6,603,427 | \$ 15,487,297 |
| Renewal and replacement reserve | 500,212 | 500,715 |
| Total designations | 7,103,639 | 15,988,012 |
| Undesignated unrestricted net position | 4,350,742 | 4,270,894 |
| Total unrestricted net position | <u>\$ 11,454,381</u> | <u>\$ 20,258,906</u> |

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

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

NOTE 10 - Airline Lease and Use Agreements

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

In general, the rate formulas under the Airline and Cargo Carrier Agreements in effect provide that at the end of each year the total financial requirements for each of the Airport cost centers be determined by applying revenues related to that cost center before the rate required to be paid by Signatory Airlines and Cargo Carriers is determined. The landing fee calculation uses a residual cost methodology. The terminal rate is based upon calculation of the total cost per square foot subject to annual settlement based upon actual cost. The Agreement also contains a calculation of an amount for capital expenditures not subject to majority-in-interest (MII) approval by the Signatory Airlines in the rates and charges calculation. This

amount is deducted after the net amount available for revenue sharing between the signatory airlines and the Authority is determined; therefore, not affecting the initial rates and charges established for billing the airlines. The net requirement is then divided by appropriate usage factors to determine the rates and fees applicable to signatory airlines.

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

In 2020, the net revenue sharing was \$0 as under the revenue sharing formula, there was no excess revenue. Airlines and cargo carriers will receive a credit of \$2,080,399 for the rates and charges settlements. This amount is the best estimate for the settlement at this time. Any adjustment to the settlement are recognized in the period in which they become known.

In 2019, the net revenue sharing was fifty percent to the airlines and fifty percent to the Authority. Under this formula, the airlines and cargo carriers received a credit of \$774,321 for the rates and charges settlements and they also received \$3,674,833 for their share of the revenue sharing; totaling \$4,449,154.

NOTE 11 - Airport Tenant Agreements

The Authority has entered into agreements with tenants for the use of certain Airport facilities including ready/return rental car parking areas, buildings, terminals, hangars and customer service areas. The Authority entered into concession agreements. These agreements include: advertising, food and beverage, retail, on-airport rental cars, vending machines, baggage delivery services, ATMs and vending machines. Normally the terms of the agreements include a fixed minimum annual guaranteed (MAG) payment to the Airport as well as additional contingent payments based on the tenants' annual sales volume of business. Revenues exceeded the MAG amounts due in 2020 of \$8,283,074 by \$1,207,859. In 2019 the revenues exceeded the MAG amounts due of \$12,236,032 by \$1,663,205. Some of the agreements provide for a periodic review and redetermination of the payment amounts.

Future MAG payments due to the Authority under non-cancelable agreements are as follows for the years ending December 31:

| | | |
|-----------|----|--------------------------|
| 2021 | \$ | 8,484,805 |
| 2022 | | 7,937,715 |
| 2023 | | 7,887,502 |
| 2024 | | 6,746,811 |
| 2025 | | 6,054,104 |
| 2026-2030 | | <u>25,755,747</u> |
| Total | \$ | <u><u>62,866,684</u></u> |

NOTE 12 - Pension Plans

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

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

The Authority is required to contribute at an actuarially determined rate. The required contributions for the years ended December 31, 2020, 2019 and 2018 were \$234,393, \$243,034 and \$256,525 respectively, or approximately 15.4%, 15.2% and 15.4%, respectively of the covered employees' payrolls. The Authority's contributions made to the Systems were equal to 100% of the required contributions for each year.

Pension Liability - At December 31, 2020, the Authority reported the following asset/(liability) for its proportionate share of the net pension asset/(liability) for the System. The net pension asset/(liability) was measured as of March 31, 2020. The total net pension asset/(liability) used to calculate the net pension asset/(liability) was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension asset/(liability) was based on a projection of the Authority's long-term share of contributions of all participating members, actuarially determined. This information was provided by the ERS System in a report provided to the Authority. The net pension (liability) is included in the non-current liabilities on the Statement of Net Position for December 31, 2020 and 2019:

| | 2020 | 2019 |
|--|---------------|---------------|
| Actuarial valuation date | April 1, 2019 | April 1, 2018 |
| Net pension asset/(liability) | \$(1,110,544) | \$(320,236) |
| Authority's portion of the Plan's total net pension asset/(liability) | 0.0419380% | 0.0045197% |

Payables to the pension plan - ERS employer contributions are paid annually based on the System's fiscal year which ends on March 31st. Payments to the ERS due February 1, 2021 were prepaid at a discounted amount of \$234,393 during the Authority's year ended December 31, 2020. Accordingly, the Authority did not owe any payables to the Pension System as of December 31, 2020 or 2019.

Pension Expense - For the year ended December 31, 2020, the Authority recognized its proportionate share of pension expense of \$377,009. For December 31, 2019, the Authority's pension expense was \$209,744.

Collective Pension Expense - Collective pension expenses includes certain current period changes in the collective net pension asset/(liability), projected earnings on pension plan investments, and the amortization of deferred outflows or resources and deferred inflows of resources for the current period. The collective pension expense for the periods ended December 31, 2020 and 2019 were \$445,792 and \$278,474 respectively.

Deferred Outflows and Inflows of Resources Related to Pension - The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources for December 31, 2020 and 2019

| | Outflows of Resources 2020 | Outflows of Resources 2019 | Inflows of Resources 2020 | Inflows of Resources 2019 |
|---|----------------------------------|----------------------------------|---------------------------------|---------------------------------|
| Differences between expected and actual experiences | \$ 65,360 | \$ 63,061 | \$ - | \$ 21,497 |
| Changes of assumptions | 22,361 | 80,494 | 19,308 | - |
| Net difference between projected and actual earnings on pension plan investments | 569,319 | - | - | 82,190 |
| Changes in proportion and differences between contributions and proportionate share of contributions | 154,897 | 155,381 | 25,350 | 15,520 |
| Contributions subsequent to the measurement date | 234,393 | 243,034 | - | - |
| Total | <u>\$ 1,046,330</u> | <u>\$ 541,970</u> | <u>\$ 44,658</u> | <u>\$ 119,207</u> |

The Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net pension asset/(liability) in the year ended December 31, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows as of December 31, 2020 and 2019

| Year ended: | 2020 | 2019 |
|-------------|---------|------------|
| 2020 | \$ - | \$ 123,387 |
| 2021 | 159,386 | (22,428) |
| 2022 | 199,582 | 21,880 |
| 2023 | 231,053 | 56,890 |
| 2024 | 177,258 | - |
| 2025 | - | - |
| Thereafter | - | - |

The total pension liability as of March 31, 2020 was determined by using an actuarial valuation as of April 1, 2019, with update procedures used to roll forward the total pension liability to March 31, 2020. The actuarial valuation used the following actuarial assumptions:

| | 2020 | 2019 |
|---|----------------|----------------|
| Measurement date | March 31, 2020 | March 31, 2019 |
| Actuarial valuation date | April 1, 2019 | April 1, 2018 |
| Inflation rate | 2.5% | 2.5% |
| Salary Scale | 4.2% | 4.2% |
| Investment rate of return (net of investment expense, including inflation) | 6.8% | 7.0% |
| Cost of Living Adjustments | 1.3% annually | 1.3% annually |

Decrements – Developed from the Plan's FT 2011-2015 experience

Mortality improvement - Society of Actuaries' Scale MP-2014

Pensioner mortality rates are based on April 1, 2010 – March 31, 2015 System's experience with adjustments for mortality improvements based on MP-2018.

The long term expected rate of return on pension plan investments was determined in accordance with Actuarial Standard of Practice (ASOP) No. 27, Selection of Economic Assumptions for Measuring Pension Obligations. ASOP No. 27 provides guidance on the selection of an appropriate assumed investment rate of return. Consideration was given to expected future real rates of return (expected returns, net of pension plan investment expense and inflation) for each major asset class as well as historical investment data and plan performance.

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

| Asset class | Target allocation | Long-Term expected real rate of return |
|----------------------------|-------------------|--|
| Domestic equity | 36.0% | 4.05% |
| International equity | 14.0% | 6.15% |
| Private equity | 10.0% | 6.75% |
| Real estate | 10.0% | 4.95% |
| Absolute return strategies | 2.0% | 3.25% |
| Opportunistic portfolio | 3.0% | 4.65% |
| Real assets | 3.0% | 5.95% |
| Bonds and mortgages | 17.0% | 0.75% |
| Cash | 1.0% | 0.00% |
| Inflation-Indexed bonds | 4.0% | 0.50% |
| | <u>100.0%</u> | |

Discount rate - The discount rate used to calculate the total pension asset/(liability) was 6.8%. The projection of cash flows used to determine the discount rate assumes that contributions from plan members will be made at the current contribution rates and that contributions from employers will be made at statutorily required rates, actuarially. Based upon the assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore the long term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension asset/(liability).

Sensitivity of the Proportionate Share of the Net Pension Asset/(Liability) to the Discount Rate Assumption -The following presents the Authority's proportionate share of the net pension asset/(liability) calculated using the discount rate of 6.8%, as well as what the Authority's proportionate share of the net pension asset/(liability) would be if it were calculated using a discount rate that is one percentage point lower (5.8%) or one percentage point higher (7.8%) than the current rate:

| | 1% Decrease (5.8)% | Current Discount 6.8% | 1% Increase (7.8)% |
|--|-----------------------|--------------------------|-----------------------|
| Employer's Proportionate Share of the Net Pension Liability (Asset) | \$ 2,038,162 | \$ 1,110,544 | \$ 256,204 |

New York State Voluntary Defined Contribution (NYS VDC) Plan - Under state legislation enacted in 2012, Authority Employees first hired after June 30, 2013 who earn least \$75,000 per year or more are eligible to join the NYS VDC Plan instead of the ERS Plan. The NYS VDC Plan is administered by the State University of New York Optional Retirement Plan (SUNY OPR). SUNY OPR has contracted with TIAA-CREF to administer the NYS VDC Plan. The NYS VDC plan is portable among employers and eligible employees vest 366 days after first joining the plan or other employer funded contract with any of the NYS VDC investment providers. The Authority's contribution rate is 8% of participating employee salary for the duration of employment. Participating employee contribution rates range from 5.75% to 6% based upon salary level. During the initial vesting period the Authority must contribute 4% interest to a vesting employee's contribution deduction not yet remitted to the Plan. The Authority has two employees who participate in the NYS VDC Plan. The Authority's employer contributions to the NYS VDC plan through December 31, 2020 and 2019 were \$21,816 and \$9,820 respectively.

NOTE 13 - Other Post Employment Benefits (OPEB)

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

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

Eligibility

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

Contributions

Contributions to the Plan are likely to be entirely funded by the employer (the Authority). Participants hired prior to July 1, 2005 are not required to contribute to the plan. Participants hired on or after July 1, 2005 are required to contribute 10% of the cost of benefits to the plan, offset by the value of their unused sick leave up to 1,320 hours at the time of retirement. The Plan was established and may be amended by the Authority. The Authority has no obligation to fund the plan. Contributions made were provided for in the Authority's annual budgets for 2008 through 2020 along with interest earnings thereon. Any future contributions to the plan would be authorized by a future resolution of the Authority.

Net OPEB Liability

The net OPEB liability (NOL) was measured as of December 31, 2020, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

Investment Policy

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

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

As of December 31, 2020 all plan assets were on deposit with M & T Bank, in an interest bearing demand deposit account, the entire balance of which was collateralized by obligations that are guaranteed by the

U.S. Government and held by a 3rd party custodian. The Trustee believes the investment and management of the assets of the Plan have complied with the Trust investment policy adopted by the Authority.

Actuarially Determined Contribution (ADC)

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

| | 2020 | 2019 |
|--|--------------|--------------|
| Service Cost | \$ 179,110 | \$ 276,198 |
| 30 year amortization of NOL | 177,628 | 287,733 |
| Actuarial determined contribution | 356,738 | 563,931 |
| Contributions in relation to the actuarially determined contribution | (411,772) | (325,000) |
| Contribution deficiency/(excess) | \$ (55,034) | \$ 238,931 |
| | | |
| Covered Employee Payroll | \$ 2,081,039 | \$ 1,962,761 |
| | | |
| Contributions as a % of covered employee payroll | 19.79% | 16.56% |
| | | |
| Discount Rate | 2.50% | 3.25% |

Funded Policy, Status and Progress

The contribution requirements of plan members and the Authority are established and may be amended through Authority resolutions. For the period ending on the December 31, 2020 Measurement Date, total Authority premiums excluding implicit costs for the retiree medical program were \$171,663. The Authority also made a contribution to the OPEB Trust of \$240,109 for a total contribution during the measurement period of \$411,772 to be reported on the financial statement for the fiscal year ending December 31, 2020.

As of the December 31, 2020 Measurement Date, the plan was 31.91% funded. The Total OPEB Liability (TOL) for benefits was \$8,405,254, and the Fiduciary Net Position was \$2,681,769, resulting in a Net OPEB Liability (NOL) of \$5,723,485. The covered payroll (annual payroll of active employees covered by the plan) was \$2,081,039 and the ratio of the NOL to the covered payroll was 275.0%.

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

Changes in the OPEB Liability

| | 2020 | 2019 |
|--|---------------------|---------------------|
| Net OPEB Liability at beginning of period | \$ 7,599,110 | \$ 6,621,984 |
| Service cost | 179,110 | 276,198 |
| Interest | 328,041 | 338,961 |
| Change in assumptions | (835,252) | 731,575 |
| Differences between expected and actual experience | (1,065,626) | - |
| Net investment income | (12,647) | (44,608) |
| Employer contributions to the trust | (411,772) | (325,000) |
| Benefit payments withdrawn from the trust | 171,663 | 161,281 |
| Benefit payments excluding implicit cost | (171,663) | (170,860) |
| Implicit cost amount | (57,479) | 9,579 |
| Net OPEB Liability at end of period | <u>\$ 5,723,485</u> | <u>\$ 7,599,110</u> |

Changes in the Deferred Outflows/Inflows

| | Outflows of Resources 2020 | Outflows of Resources 2019 | Inflows of Resources 2020 | Inflows of Resources 2019 |
|------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|
| Beginning of the period | \$ 621,658 | \$ 34,725 | \$ (48,217) | \$ (64,289) |
| Created during the period | 51,061 | 744,518 | (1,900,878) | - |
| Recognized during the period | (167,797) | (157,585) | 396,247 | 16,072 |
| End of the period | <u>\$ 504,922</u> | <u>\$ 621,658</u> | <u>\$ (1,552,848)</u> | <u>\$ (48,217)</u> |

The Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB asset/(liability) in the year ended December 31, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows as of December 31, 2020 and 2019:

| | 2020 | 2019 |
|-------------|---------|------------|
| Year ended: | | |
| 2020 | - | \$ 141,513 |
| 2021 | 228,450 | 141,513 |
| 2022 | 228,450 | 141,513 |
| 2023 | 221,061 | 148,902 |
| 2024 | 369,965 | - |
| 2025 | - | - |
| Thereafter | - | - |

OPEB Expense Development

Components of the Airport's OPEB expenses for the fiscal years ending December 31, 2020 and 2019:

| | 2020 | 2019 |
|---|-------------------|-------------------|
| Service Cost | \$ 179,110 | \$ 276,198 |
| Interest on the Net OPEB Liability (asset), service cost, and benefit payments | 328,041 | 338,961 |
| Deferred (Inflows)/outflows from plan design changes | | 11,270 |
| Deferred (inflows)/outflows from plan experience | (229,197) | (16,072) |
| Deferred (inflows)/outflows from changes of assumptions | (20,735) | 146,315 |
| Projected earnings on OPEB plan investments | (63,708) | (57,551) |
| Deferred (inflows)/outflows from earnings on plan investments | 21,482 | - |
| Net financial statement OPEB expense | <u>\$ 214,993</u> | <u>\$ 699,121</u> |

Money Weighted Rate of Return and Plan Cash Flows

| | 2020 | 2019 |
|-----------------------------------|---------------------|---------------------|
| Beginning value | \$ 2,429,013 | \$ 2,220,686 |
| Annual contribution to OPEB Trust | 240,109 | 163,719 |
| Annual interest earnings | 12,647 | 44,608 |
| Ending Value | <u>\$ 2,681,769</u> | <u>\$ 2,429,013</u> |
| Money weighted rate of return | 0.52% | 2.01% |

Discount rate

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

Impact of a 1% Change in the Discount Rate as of the December 31, Measurement Date

| | OPEB Liability | | |
|--------------|----------------|-----------------------|--------------|
| | 1% Decrease | Current Discount Rate | 1% Increase |
| 2020 (2.50%) | \$ 9,875,873 | \$ 8,405,254 | \$ 7,336,189 |
| 2019 (3.75%) | 11,887,781 | 10,028,123 | 8,549,823 |
| 2018 (3.25%) | 10,427,489 | 8,842,670 | 7,579,562 |
| | Service Cost | | |
| | 1% Decrease | Current Discount Rate | 1% Increase |
| 2020 (2.50%) | 238,609 | 179,110 | 140,812 |
| 2019 (3.75%) | \$ 364,677 | \$ 276,198 | \$ 211,365 |
| 2018 (3.25%) | 285,125 | 217,039 | 166,982 |

Healthcare Trend

The healthcare cost trend used to calculate the total OPEB liability was 4.5%. The following table presents the results if the healthcare cost rate was 1% lower or 1% higher:

Impact of a 1% Change in the Healthcare Cost Trend as of the December 31, Measurement Date

| | OPEB Liability | | |
|------|----------------|-----------------------|---------------|
| | 1% Decrease | Current Discount Rate | 1% Increase |
| 2020 | \$ 7,119,673 | \$ 8,405,254 | \$ 10,044,296 |
| 2019 | 8,375,461 | 10,028,123 | 12,143,887 |
| 2018 | 7,429,402 | 8,842,670 | 10,642,156 |

| | Service Cost | | |
|------|--------------|-----------------------|-------------|
| | 1% Decrease | Current Discount Rate | 1% Increase |
| 2020 | \$ 139,047 | \$ 179,110 | \$ 233,915 |
| 2019 | 219,125 | 276,198 | 351,316 |
| 2018 | 173,163 | 217,039 | 274,490 |

NOTE 14 - Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority has purchased commercial insurance for all risk above minimal deductible amounts and named the operator of the Airport, AFCO AvPorts Management LLC (AvPorts) as an additional insured. In addition, the FBO, REW Investments (Million Air) and all tenants and users of the Airport are required to have insurance coverage naming the Authority and the County as additional insured.

No liability is recorded at December 31, 2020 for outstanding claims or for any potential claims incurred but not reported as of that date. Settled claims have not exceeded these commercial coverages by any material amounts during the three years ended December 31, 2020. There was no reduction in insurance coverage during 2020. Changes in the balance of claims paid directly by the Authority during the past two years are as follows:

| | Year Ended 2020 | Year Ended 2019 |
|----------------------------------|--------------------|--------------------|
| Unpaid claims, beginning of year | \$ - | \$ - |
| Claims incurred | - | 39,008 |
| Claims paid | - | (39,008) |
| Unpaid claims, end of year | \$ - | \$ - |

NOTE 15 - Commitments and Contingencies

FBO Operations – As of September 1, 2013 the Authority entered into an agreement with REW Investments, Inc., (Million Air) to manage the fixed based operations on airport. The Agreement has been modified and extended through August 31, 2022. Under the agreement, Million Air is obligated to manage a full and complete general aviation support function including ground handling, apron services, repair and maintenance, and hangar storage. The agreement also provides for operating and managing the Airport's fuel farm and deicing program for all commercial and general aviation aircraft. Million Air receives full reimbursement of all their on-airport pre-approved related expenses plus a base management fee of \$175,000 per annum and various incentive fees based on certain revenue performance indicators.

Airport Operations – AFCO AvPorts Management LLC (d/b/a AvPorts) manages the daily operations and maintenance of the airport under an agreement dated October 11, 2005 and initially expiring December 31, 2010, subject to an optional extension. The agreement has been extended through December 31, 2021. Operational centers include the airfield, terminal, parking, ARFF, operations, security and vehicle and equipment maintenance. AvPorts receives full reimbursement of all their on-airport pre-approved related expenses plus a base management fee of not less than \$425,000. AvPorts may be entitled to an additional incentive fee of \$55,000 each year based on performance indicators negotiated between the parties.

Capital Improvement Programs - As of December 31, 2020, the Authority has outstanding contractual commitments for completion of certain capital improvement projects totaling \$8.3 million of which an estimated \$6.7 million is eligible for partial reimbursement from the FAA and the State. The remaining amount is expected to be funded from Airport funds.

Concentration of Credit Risk - The Authority leases facilities to the airlines under certain leases and/or use agreements and to other businesses under agreements to operate concessions at the Airport. Amounts due from airlines represent approximately 73.6% of accounts receivable and airline revenues represent 22.9% of operating revenues for the year ended December 31, 2020.

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

Compliance Audits - The Authority participates in a number of programs that are fully or partially funded by grants received from other governmental units. Expenditures financed by grants are subject to audit by the appropriate grantor government or agency. An independent audit of these programs has been performed for the years ended December 31, 2019 and 2018 in compliance with: 1) requirements stated in the Single Audit Act of 1996 and Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards; 2) compliance requirements described in the Passenger Facility Charge Audit Guide for Public Agencies issued by the Federal Aviation Administration; and 3) compliance requirements described in the preliminary Draft Part 43 of the New York State Codification of Rules and Regulations applicable to state transportation assistance. The amounts, if any, of expenditures that may be disallowed by the granting government or agency cannot be determined at this time, although any such amounts, if any, are expected to be immaterial.

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

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

Required
Supplemental
Information



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

| As of the measurement data of March 31, | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| Proportion percentage of net pension liability | 0.04194% | 0.00452% | 0.00472% | 0.00464% | 0.00497% | 0.00525% |
| Proportion amount of net pension liability | \$ 1,110,544 | \$ 320,236 | \$ 152,292 | \$ 436,071 | \$ 797,486 | \$ 177,342 |
| Covered payroll | \$ 1,518,180 | \$ 1,596,306 | \$ 1,682,703 | \$ 1,623,832 | \$ 1,640,182 | \$ 1,599,482 |
| Authority's proportionate share of net pension liability as a percentage of covered payroll | 73.15% | 20.06% | 9.05% | 26.85% | 48.62% | 11.09% |
| Plan fiduciary net position as a percentage of total pension liability | 86.39% | 96.27% | 98.24% | 94.70% | 90.70% | 97.90% |

Data prior to 2015 is unavailable.

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

| As of December 31, | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Contractually required contribution | \$ 234,393 | \$ 243,034 | \$ 256,525 | \$ 252,468 | \$ 260,215 | \$ 305,211 |
| Contributions in relation to the contractually required contribution | (234,393) | (243,034) | (256,525) | (252,468) | (260,215) | (305,211) |
| Contribution deficiency (excess) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Covered payroll | \$ 1,518,180 | \$ 1,596,306 | \$ 1,682,703 | \$ 1,623,832 | \$ 1,640,182 | \$ 1,599,482 |
| Contributions as a percentage of covered payroll | 15.44% | 15.22% | 15.24% | 15.55% | 15.87% | 19.08% |

Data prior to 2015 is unavailable.

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

| | 2020 | 2019 | 2018 |
|--|---------------------|----------------------|---------------------|
| Total OPEB Liability | \$ 8,405,254 | \$ 10,028,123 | \$ 8,842,670 |
| Service Cost | 179,110 | 276,198 | 217,039 |
| Interest on total OPEB liability, service cost and benefit payments | 328,041 | 338,961 | 325,272 |
| Changes in benefit terms | - | - | - |
| Difference between expected & actual plan experience | (1,065,626) | (161,281) | (80,361) |
| Changes of assumptions | (835,252) | 731,575 | - |
| Benefit payments excluding implicit cost | (171,663) | - | (150,927) |
| Implicit cost amount | (57,479) | N/A | N/A |
| Net change in OPEB liability | (1,622,869) | 1,185,453 | 311,023 |
| Total OPEB liability - beginning of period | 10,028,123 | 8,842,670 | 8,531,647 |
| Total OPEB liability - end of period | <u>\$ 8,405,254</u> | <u>\$ 10,028,123</u> | <u>\$ 8,842,670</u> |
| Plan Fiduciary Net Position | \$ 2,681,769 | \$ 2,429,013 | \$ 2,220,686 |
| Interest on fiduciary net position | | | |
| Earning from plan investments | 12,647 | 44,608 | 13,200 |
| Employer contribution to trust | 411,772 | 325,000 | 300,000 |
| Benefit payments from trust, including refunds of member contributions | (171,663) | (161,281) | (150,927) |
| Administrative expense | - | - | - |
| Other | - | - | - |
| Net change in plan fiduciary net position | 252,756 | 208,327 | 162,273 |
| Plan fiduciary net position - beginning of period | 2,429,013 | 2,220,686 | 2,058,413 |
| Plan fiduciary net position - end of period | <u>\$ 2,681,769</u> | <u>\$ 2,429,013</u> | <u>\$ 2,220,686</u> |
| Net OPEB liability | \$ 5,723,485 | \$ 7,599,110 | \$ 6,621,984 |
| Plan Fiduciary net position as a % of total OPEB liability | 31.91% | 24.22% | 25.11% |
| Covered employee payroll | \$ 2,081,039 | \$ 1,962,761 | \$ 1,966,055 |
| Plan NOL as a % of covered employee payroll | 275.03% | 387.16% | 336.82% |
| Single discount rate to calculate plan liabilities | 2.50% | 3.25% | 3.75% |

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

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

| | 2020 | 2019 | 2018 |
|--|--------------|--------------|--------------|
| Service Cost | \$ 179,110 | \$ 276,198 | \$ 217,039 |
| 30 year amortization of NOL | 177,628 | 287,733 | 357,987 |
| Actuarial determined contribution | 356,738 | 563,931 | 575,026 |
| Contributions in relation to the actuarially determined contribution | (411,772) | (325,000) | (300,000) |
| Contribution deficiency/(excess) | \$ (55,034) | \$ 238,931 | \$ 275,026 |
| Covered Employee Payroll | \$ 2,081,039 | \$ 1,962,761 | \$ 1,966,055 |
| Contributions as a % of covered employee payroll | 19.79% | 16.56% | 15.26% |
| Discount Rate | 2.50% | 3.25% | 3.75% |
| Money Weighted Rate of Return | 0.52% | 2.01% | 0.64% |

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

Albany County Airport Authority

OPEB Actuarial Methods and Assumptions

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

| | |
|---------------------------------|--|
| Investment rate of return | 2.50%, net of OPEB plan investment expense, including inflation. |
| Municipal bond rate | 1.93% as of December 31, 2020 (source: S&P Municipal Bond 20-Year High Grade Index-SAPIHG) |
| Actuarial Cost Method | Individual Entry Age Normal |
| Single equivalent discount rate | 2.50%, net of OPEB plan investment expense, including inflation. |
| Inflation | 2.50% as of December 31, 2020 and for future periods |
| Salary Increases | 3.00% annually as of December 31, 2020 and for future periods |
| Cost of living adjustments | Not Applicable |
| Pre-retirement mortality | RP-2014 Mortality Table for Blue Collar Employees projected generationally with scale MP-2016 for males and females, set forward 1 year for females |
| Post-retirement mortality | RP-2014 Mortality Table for Blue Collar Healthy Annuitants projected generationally with scale MP-2016 for males and females, set forward 1 year for females |
| Disabled mortality | RP-2014 Mortality Table for Blue Collar Healthy Annuitants projected generationally with scale MP-2016 for males and females, set forward 1 year |

OPEB Plan Membership

At January 1, 2020, OPEB plan membership consisted of the following:

| | |
|---|----|
| Inactive employees or beneficiaries currently receiving benefits: | 24 |
| Active Employees: | 20 |
| Total: | 44 |

Events Subsequent to the OPEB Measurement Date

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

Changes in OPEB Assumptions from December 31, 2019 to December 31, 2020

Due to GASB 75 standard, the discount rate has been changed from 3.25% to 2.50% based on the S&P Municipal Bond 20-Year High Grade Index - SAPIGH

The mortality table has been updated from the RP-2000 Employees Mortality Table projected generationally with scale BB and a base year 2009 to the RP-2014 Mortality Table projected generationally with scale MP-2016 for males and females.

The expected long-term medical trend has been increased to 4.50%.

Based on recent research by the Society of Actuaries, we have updated the assumption for morbidity or age-related costs of medical care.

OPEB Contributions

The contribution requirements of plan members and the Airport are established and may be amended through Airport ordinances. The Airport contributed \$240,109 beyond the pay-as-you-go cost for the period ending on December 31, 2020 Measurement Date. For the year ending on December 31, 2020 Measurement Date total Airport premiums plus implicit costs for the retiree medical program were \$229,124, \$57,479 of the \$229,124 represents implicit cost.

Other
Supplemental
Information



Albany County Airport Authority
Debt Service Requirements to Maturity

GENERAL AIRPORT REVENUE BONDS

| YEAR | Principal | Interest | Authority Total |
|-------|----------------------|----------------------|-----------------------|
| 2021 | \$ 6,450,000 | \$ 3,680,800 | \$ 10,130,800 |
| 2022 | 6,780,000 | 3,359,950 | 10,139,950 |
| 2023 | 7,120,000 | 3,022,650 | 10,142,650 |
| 2024 | 7,375,000 | 2,668,400 | 10,043,400 |
| 2025 | 7,725,000 | 2,301,500 | 10,026,500 |
| 2026 | 8,135,000 | 1,915,250 | 10,050,250 |
| 2027 | 1,455,000 | 1,508,500 | 2,963,500 |
| 2028 | 1,530,000 | 1,437,550 | 2,967,550 |
| 2029 | 1,585,000 | 1,366,275 | 2,951,275 |
| 2030 | 1,665,000 | 1,291,731 | 2,956,731 |
| 2031 | 1,170,000 | 1,212,963 | 2,382,963 |
| 2032 | 1,230,000 | 1,158,906 | 2,388,906 |
| 2033 | 1,285,000 | 1,101,800 | 2,386,800 |
| 2034 | 1,240,000 | 1,041,400 | 2,281,400 |
| 2035 | 1,290,000 | 981,750 | 2,271,750 |
| 2036 | 1,105,000 | 919,600 | 2,024,600 |
| 2037 | 1,165,000 | 864,350 | 2,029,350 |
| 2038 | 1,220,000 | 806,100 | 2,026,100 |
| 2039 | 1,285,000 | 745,100 | 2,030,100 |
| 2040 | 1,345,000 | 684,650 | 2,029,650 |
| 2041 | 1,410,000 | 621,350 | 2,031,350 |
| 2042 | 1,470,000 | 554,950 | 2,024,950 |
| 2043 | 1,540,000 | 485,700 | 2,025,700 |
| 2044 | 1,615,000 | 413,100 | 2,028,100 |
| 2045 | 1,690,000 | 336,950 | 2,026,950 |
| 2046 | 1,765,000 | 262,050 | 2,027,050 |
| 2047 | 1,840,000 | 183,700 | 2,023,700 |
| 2048 | 1,920,000 | 101,800 | 2,021,800 |
| 2049 | 540,000 | 16,200 | 556,200 |
| TOTAL | <u>\$ 75,945,000</u> | <u>\$ 35,045,025</u> | <u>\$ 110,990,025</u> |

Albany County Airport Authority
Governmental Payments and Services
For the Years Ended December 31, 2020 and 2019

| | 2020 | 2019 |
|--|--------------|--------------|
| UNITED STATES - Department of Agriculture | | |
| Dept. of Agriculture - Wildlife Management Program | \$ 38,065 | \$ 34,325 |
| STATE OF NEW YORK | | |
| Department of Civil Service - Health Insurance | \$ 630,936 | \$ 617,747 |
| State and Local Employees' Retirement System | 234,393 | 243,034 |
| Unemployment Insurance | 1,703 | 2,545 |
| Bureau of Weights and Measures | 900 | 600 |
| Dept. of Taxation & Finance - Sales Tax | 115,768 | 199,820 |
| Dept. of Taxation & Finance - Petroleum Business Tax | 67,464 | 118,806 |
| Dept. of Labor Bureau of Public Works | 4,089 | 767 |
| DEC - Oil Spill Fee | 7,847 | 15,161 |
| DEC - SPDES Program Fees & Permits | 2,425 | 2,520 |
| Total State of New York | 1,065,525 | 1,201,000 |
| COUNTY OF ALBANY | | |
| Direct Costs: | | |
| Sheriff | 1,871,976 | 2,303,569 |
| Purchase of Land | - | 90,000 |
| Code Enforcement | 102,150 | 55,316 |
| Shared Services - IT & Legal | 71,775 | - |
| Dept. of Public Works - Salt for Roadways | - | 49,795 |
| Land Rent | - | 6,000 |
| Sewer District Charges | 5,000 | 5,000 |
| Total County of Albany | 2,050,901 | 2,509,680 |
| LATHAM WATER DISTRICT - Water Service | 100,381 | 136,470 |
| TOWN OF COLONIE, RECEIVER OF TAXES | | |
| Sewer Taxes | 91,820 | 79,331 |
| Verdoy Fire Dept. | 1,690 | 1,672 |
| Albany County Tax | 5,641 | 5,600 |
| Town of Colonie Tax | 4,036 | 4,267 |
| School Taxes - North Colonie | 26,633 | 26,840 |
| Total Town of Colonie, Receiver of Taxes | 129,820 | 117,710 |
| VILLAGE OF COLONIE | | |
| Wastewater Conveyance | 7,500 | 7,500 |
| CAPITAL DISTRICT TRANSPORTATION AUTHORITY | | |
| Employee Ground Transportation | 25,000 | 30,000 |
| TOTAL PAYMENTS TO OTHER GOVERNMENTAL ENTITIES | \$ 3,417,192 | \$ 4,036,685 |

Albany County Airport Authority

Insurance Schedule

| Policy | Insurance Carrier | Policy Term | 2021 Premium | Deductible | Insurance Limits |
|----------------------------------|-------------------|---------------------|--------------|------------|-----------------------------------|
| Aviation Liability | ACE/Chubb | 12/31/20 - 12/31/21 | \$ 168,817 | \$ 10,000 | \$100MM |
| Excess Aviation Liability | Starr | 12/31/20 - 12/31/21 | \$ 55,000 | \$ 0 | \$200MM |
| Property incl. Business Income | Chubb | 12/31/20 - 12/31/21 | \$ 332,159 | \$ 25,000 | \$367MM |
| Auto - subject to audit | Chubb | 12/31/20 - 12/31/21 | \$ 73,042 | \$ 0 | \$5MM |
| Workers Compensation | Chubb | 12/31/20 - 12/31/21 | \$ 5,903 | N/A | Statutory |
| Public Officials | Chubb | 12/31/20 - 12/31/21 | \$ 33,726 | \$ 50,000 | \$7.5MM |
| Crime | Travelers | 12/31/20 - 12/31/21 | \$ 6,868 | \$ 50,000 | \$5MM |
| Tank Farm Property | Markel | 12/31/20 - 12/31/21 | \$ 38,761 | \$ 50,000 | Per Tank Statement of Values |
| Violent & Malicious Acts | Lloyd's | 12/31/20 - 12/31/21 | \$ 15,390 | \$ 0 | \$1MM Liability; \$366MM Property |
| Pollution | Beazley | 12/31/19 - 12/31/22 | \$ 106,050 | \$ 100,000 | \$10MM |
| Cyber Liability | Chubb | 7/17/20 - 12/31/21 | \$ 21,303 | \$ 25,000 | \$1MM |
| Fiduciary Liability | Philadelphia Ins | 9/1/20 - 9/1/21 | \$ 1,690 | \$ 10,000 | \$2MM |
| Builders Risk - Various Projects | Chubb | 12/7/20 - 12/31/21 | \$ 20,860 | \$ 25,000 | \$3MM |



**INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES**

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

We have performed the procedures enumerated below, which were agreed to by the Albany County Airport Authority, a component unit of the County of Albany, New York (the Authority and specified party) for the period January 1, 2020 - December 31, 2020. The Albany County Airport Authority's management is responsible for Compliance with Customer Facility Charges (CFC) for the period January 1, 2020 - December 31, 2020. The Albany County Airport Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures performed and associated findings are:

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

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

We were engaged by the Albany County Airport Authority to perform this agreed-upon procedures engagement and conducted in our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on Compliance with the Customer Facility Charges for the period January 1, 2020 - December 31, 2020. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

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

The purpose of this report is to determine compliance with New York State law and the contracts between the concessionaries and the Authority and is not suitable for any other purpose. This report is intended solely for the informational use of the Authority Board and management, The State of New York, and the concessionaries participating in the CFC program and is not intended to be and should not be used by anyone other than these specified parties.

Marvin and Company, P.C.

Latham, NY
March 26, 2021

Albany County Airport Authority
Customer Facility Charges
Statements of Revenues, Expenses and Changes in Net Position
For the Year Ended December 31, 2020 and December 31, 2019

| | <u>December 31, 2020</u> | <u>December 31, 2019</u> |
|--|--------------------------|--------------------------|
| Revenue | | |
| Customer facility charges | \$ 50 | \$ 757,428 |
| Total Revenue | <u>50</u> | <u>757,428</u> |
| Expenses | | |
| Customer facility charges cost for rental car improvements | - | 302,039 |
| Administrative expenses | - | - |
| Total Expenses | <u>-</u> | <u>302,039</u> |
| Increase in Net Position | <u>50</u> | <u>455,389</u> |
| Net Position - CFC, Beginning of Year | <u>455,389</u> | <u>-</u> |
| Net Position - CFC, End of Year | <u>\$ 455,439</u> | <u>\$ 455,389</u> |

Statistical

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

| | 2011 | 2012 | 2013 | 2014 |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| REVENUES | | | | |
| Airfield | \$ 6,620,031 | \$ 6,517,132 | \$ 6,382,280 | \$ 6,320,065 |
| Fixed based operations | 10,816,078 | 9,732,965 | 9,641,415 | 10,348,396 |
| Terminal | 5,549,272 | 5,220,736 | 5,146,616 | 4,816,946 |
| Concessions | 6,531,954 | 6,490,578 | 6,390,371 | 7,027,934 |
| Ground transportation | 10,737,419 | 11,035,611 | 10,998,265 | 11,575,593 |
| Other | 3,739,595 | 3,703,440 | 3,656,336 | 3,505,150 |
| | <u>43,994,349</u> | <u>42,700,462</u> | <u>42,215,283</u> | <u>43,594,084</u> |
| OTHER REVENUES | | | | |
| Interest income | 102,137 | 94,418 | 84,959 | 54,043 |
| Passenger facility charges | 4,832,209 | 4,843,563 | 4,693,348 | 4,777,691 |
| Customer facility charges | - | - | - | - |
| Grant income | 1,112,504 | 344,845 | 366,420 | 292,938 |
| Insurance recovery | - | - | - | - |
| Improvement charges | 368,400 | 368,400 | 368,400 | 368,400 |
| | <u>6,415,250</u> | <u>5,651,226</u> | <u>5,513,127</u> | <u>5,493,072</u> |
| TOTAL REVENUES | <u>50,409,599</u> | <u>48,351,688</u> | <u>47,728,410</u> | <u>49,087,156</u> |
| EXPENSES | | | | |
| Salaries and benefits | 12,608,658 | 12,858,828 | 13,385,948 | 13,375,148 |
| Services and supplies | 20,064,093 | 17,939,145 | 18,275,162 | 18,948,402 |
| Depreciation | 13,406,698 | 13,537,373 | 13,716,881 | 13,957,515 |
| | <u>46,079,449</u> | <u>44,335,346</u> | <u>45,377,991</u> | <u>46,281,065</u> |
| OTHER EXPENSES | | | | |
| Grant expense | 683,300 | - | - | - |
| Interest expense | 6,971,497 | 6,615,097 | 6,255,548 | 5,870,629 |
| Insured expenses | - | - | - | - |
| Customer facility charges | - | - | - | - |
| Bond issuance costs | - | - | - | - |
| Amortization of bond issuance costs | 269,204 | 164,459 | 156,676 | 133,008 |
| | <u>7,924,001</u> | <u>6,779,556</u> | <u>6,412,224</u> | <u>6,003,637</u> |
| TOTAL EXPENSES | <u>54,003,450</u> | <u>51,114,902</u> | <u>51,790,215</u> | <u>52,284,702</u> |
| Capital contributions | 7,063,708 | 4,385,124 | 4,009,502 | 6,414,378 |
| Special Items | - | (980,110) | - | - |
| Extraordinary Item | - | - | - | - |
| INCREASE (DECREASE) IN NET POSITION | <u>\$ 3,469,857</u> | <u>\$ 641,800</u> | <u>\$ (52,303)</u> | <u>\$ 3,216,832</u> |
| NET POSITION AT YEAR END COMPOSED OF: | | | | |
| Net investment in capital assets | \$ 167,205,678 | \$ 166,644,993 | \$ 165,997,945 | \$ 167,432,611 |
| Restricted | 16,487,232 | 16,852,644 | 17,049,812 | 17,573,958 |
| Unrestricted | 12,346,131 | 13,183,204 | 13,580,781 | 14,838,801 |
| | <u>\$ 196,039,041</u> | <u>\$ 196,680,841</u> | <u>\$ 196,628,538</u> | <u>\$ 199,845,370</u> |

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

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

Source: Authority's audited financial statements.

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

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|----|----------------|----------------|----------------|----------------|----------------|----------------|
| \$ | 6,457,974 | \$ 5,882,274 | \$ 6,678,085 | \$ 6,588,133 | \$ 6,207,119 | \$ 5,071,172 |
| | 8,570,119 | 8,300,218 | 8,572,457 | 10,427,353 | 10,426,891 | 6,307,406 |
| | 5,000,721 | 4,777,241 | 5,019,779 | 5,538,045 | 5,178,553 | 5,657,600 |
| | 7,268,718 | 7,540,431 | 8,070,379 | 8,262,260 | 8,496,949 | 3,749,264 |
| | 13,089,872 | 15,163,022 | 15,325,640 | 15,721,089 | 16,906,909 | 5,719,989 |
| | 3,850,200 | 4,075,479 | 4,360,796 | 4,292,488 | 4,626,970 | 4,313,893 |
| | 44,237,604 | 45,738,665 | 48,027,136 | 50,829,368 | 51,843,391 | 30,819,324 |
| | 20,739 | 12,280 | 10,676 | 488,263 | 1,403,088 | 309,776 |
| | 5,080,183 | 5,385,946 | 5,431,444 | 5,638,922 | 6,194,834 | 1,858,876 |
| | - | - | - | - | 757,428 | 50 |
| | 292,000 | 222,772 | 138,700 | 300,997 | 150,480 | 11,053,631 |
| | - | - | - | 170,896 | 8,704 | - |
| | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 |
| | 5,761,322 | 5,989,398 | 5,949,220 | 6,967,478 | 8,882,934 | 13,590,733 |
| | 49,998,926 | 51,728,063 | 53,976,356 | 57,796,846 | 60,726,325 | 44,410,057 |
| | 13,519,423 | 14,209,606 | 15,014,472 | 16,019,364 | 16,981,665 | 15,874,108 |
| | 17,850,888 | 17,904,007 | 18,380,540 | 21,330,763 | 22,554,099 | 17,317,169 |
| | 13,893,673 | 14,396,008 | 14,761,280 | 15,335,569 | 15,344,151 | 17,465,299 |
| | 45,263,984 | 46,509,621 | 48,156,292 | 52,685,696 | 54,879,915 | 50,656,576 |
| | - | - | - | - | - | - |
| | 5,463,254 | 5,002,200 | 4,261,394 | 3,898,788 | 4,369,737 | 3,699,761 |
| | - | - | - | 170,896 | - | - |
| | - | - | - | - | 302,039 | - |
| | - | - | 252,877 | 390,361 | 237,068 | 249,796 |
| | 109,988 | 100,347 | 76,280 | 68,308 | 60,020 | 40,733 |
| | 5,573,242 | 5,102,547 | 4,590,551 | 4,528,353 | 4,968,864 | 3,990,290 |
| | 50,837,226 | 51,612,168 | 52,746,843 | 57,214,049 | 59,848,779 | 54,646,866 |
| | 8,942,652 | 2,389,827 | 4,616,709 | 3,297,047 | 25,142,535 | 10,850,904 |
| | - | - | - | 1,022,220 | - | (921,707) |
| | - | - | - | 148,595 | - | - |
| \$ | 8,104,352 | \$ 2,505,722 | \$ 5,846,222 | \$ 5,050,659 | \$ 26,020,081 | \$ (307,612) |
| \$ | 171,751,795 | \$ 170,626,920 | \$ 172,661,198 | \$ 170,718,128 | \$ 189,798,618 | \$ 204,476,085 |
| | 19,387,387 | 21,191,423 | 22,238,003 | 26,650,235 | 30,532,217 | 24,351,663 |
| | 16,809,614 <1> | 18,636,175 | 21,401,539 | 17,201,297 <2> | 20,258,906 | 11,454,381 |
| \$ | 207,948,796 | \$ 210,454,518 | \$ 216,300,740 | \$ 214,569,660 | \$ 240,589,741 | \$ 240,282,129 |

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

| | 2011 | 2012 | 2013 |
|---|----------------------|----------------------|----------------------|
| Cash Flows From Operating Activities | | | |
| Cash received from providing services | \$ 44,327,193 | \$ 42,253,033 | \$ 42,311,459 |
| Cash paid to suppliers | (31,992,962) | (28,813,561) | (30,404,614) |
| Cash paid to employees | (1,099,021) | (1,104,020) | (1,149,945) |
| Net Cash Provided/(Used) By Operating Activities | 11,235,210 | 12,335,452 | 10,756,900 |
| Cash Flows from Noncapital Financing Activities | | | |
| Grant Income | 1,071,409 | 344,845 | 366,420 |
| Grant Expense | (642,205) | - | - |
| Net Cash Provided by Noncapital Financing Activities | 429,204 | 344,845 | 366,420 |
| Cash Flows From Investing Activities | | | |
| Interest received | 102,137 | 94,418 | 85,056 |
| Purchase of investments | - | - | - |
| Sale of investments | - | - | - |
| Interest on passenger facility charges | 11,002 | 8,470 | 9,293 |
| Net Cash Provided/(Used) by Investing Activities | 113,139 | 102,888 | 94,349 |
| Cash Flows From Capital and Related Financing Activities | | | |
| Purchase of capital assets | (9,243,027) | (5,954,942) | (7,804,302) |
| Principal payments on bonds and notes payable | (8,574,618) | (8,736,422) | (8,598,074) |
| Interest paid | (5,724,131) | (5,502,063) | (5,409,940) |
| Payment to refunding agent | - | - | - |
| Issuance of bonds | - | - | - |
| Cost of issuance | - | - | - |
| ANCLUC funds | (347,296) | 449 | 490 |
| Concession improvement funds | 44,668 | 67,457 | 337,258 |
| Customer facility charges | - | - | - |
| Improvement charges | 368,400 | 368,400 | 368,400 |
| Insurance recoveries | - | - | - |
| Bank line of credit | - | - | - |
| LIBOR settlement | - | - | - |
| Sale of Land | - | - | - |
| Capital contributions | 6,579,972 | 3,488,992 | 4,411,353 |
| Passenger facility charges | 4,850,569 | 4,794,831 | 4,727,885 |
| Net Cash Provided (Used) By Capital and Related Financing Activities | (12,045,463) | (11,473,298) | (11,966,930) |
| Net increase/(decrease) | (267,910) | 1,309,887 | (749,261) |
| Cash and cash equivalents, beginning of year | 37,098,323 | 36,830,413 | 38,140,300 |
| Cash and cash equivalents, end of year | \$ 36,830,413 | \$ 38,140,300 | \$ 37,391,039 |

Source: Authority's audited financial statements.

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

| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| \$ 43,862,468 | \$ 44,211,164 | \$ 45,595,258 | \$ 47,814,646 | \$ 50,885,469 | \$ 51,691,849 | \$ 33,479,937 |
| (30,679,673) | (31,277,486) | (28,239,666) | (33,640,390) | (34,607,021) | (36,461,993) | (36,037,289) |
| (1,114,606) | (1,143,581) | (1,190,846) | (1,237,120) | (1,301,582) | (1,316,130) | (1,387,077) |
| 12,068,189 | 11,790,097 | 16,164,746 | 12,937,136 | 14,976,866 | 13,913,726 | (3,944,429) |
| 292,938 | 292,000 | 222,772 | 138,700 | 300,997 | 150,480 | 11,053,631 |
| - | - | - | - | - | - | - |
| 292,938 | 292,000 | 222,772 | 138,700 | 300,997 | 150,480 | 11,053,631 |
| 54,043 | 20,739 | 12,280 | 10,676 | 488,263 | 1,404,897 | 309,775 |
| - | - | - | - | (12,247,000) | - | - |
| - | - | - | - | - | 12,524,389 | - |
| 9,257 | 11,688 | 14,941 | 18,476 | 97,262 | 290,775 | 92,075 |
| 63,300 | 32,427 | 27,221 | 29,152 | (11,661,475) | 14,220,061 | 401,850 |
| (8,249,851) | (12,534,202) | (4,244,291) | (9,055,546) | (8,637,400) | (53,630,854) | (25,488,688) |
| (8,102,182) | (8,266,000) | (8,567,000) | (8,803,000) | (9,419,000) | (7,554,000) | (7,390,000) |
| (5,136,989) | (4,700,250) | (4,394,462) | (3,673,229) | (3,549,403) | (4,341,280) | (3,749,289) |
| - | - | - | (16,794,552) | - | - | - |
| - | - | - | 15,826,250 | 24,865,926 | 10,556,850 | (5,500,594) |
| - | - | - | (336,179) | (390,361) | - | - |
| 395 | (1,334) | - | - | - | - | - |
| (359,380) | 101,374 | (212,759) | 107,689 | 75,447 | (177,676) | (40,978) |
| - | - | - | - | - | 455,389 | 50 |
| 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 |
| - | - | - | - | - | 8,704 | - |
| - | - | - | - | - | 6,542,341 | (6,552,137) |
| - | - | - | - | 1,496,915 | - | - |
| - | - | - | - | 858,257 | - | - |
| 4,826,042 | 10,209,459 | 3,164,885 | 3,797,722 | 3,324,887 | 16,720,643 | 17,043,877 |
| 4,745,288 | 4,939,384 | 5,356,286 | 5,338,723 | 5,759,701 | 5,574,996 | 2,304,901 |
| (11,908,277) | (9,883,169) | (8,528,941) | (13,223,722) | 14,753,369 | (25,476,487) | (29,004,458) |
| 516,150 | 2,231,355 | 7,885,798 | (118,734) | 18,369,757 | 2,807,780 | (21,493,406) |
| 37,391,039 | 37,907,189 | 40,138,544 | 48,024,342 | 47,905,608 | 66,275,365 | 69,083,145 |
| \$ 37,907,189 | \$ 40,138,544 | \$ 48,024,342 | \$ 47,905,608 | \$ 66,275,365 | \$ 69,083,145 | \$ 47,589,739 |

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

| | 2011 | 2012 | 2013 |
|--|----------------------|----------------------|----------------------|
| PRINCIPAL REVENUE SOURCES | | | |
| AIRLINE REVENUE | | | |
| Landing fees | \$ 3,964,651 | \$ 4,041,201 | \$ 4,035,420 |
| Landing fee surcharge | 168,015 | 168,400 | - |
| Apron fees | 847,651 | 810,760 | 797,936 |
| Fixed based operations | 3,979,252 | 3,031,163 | 3,289,020 |
| Terminal rental | 4,358,719 | 3,980,775 | 3,925,842 |
| Loading bridge rentals | 501,336 | 528,303 | 471,669 |
| TOTAL AIRLINE REVENUE | 13,819,624 | 12,560,602 | 12,519,887 |
| Percent of Total Revenues | 27.4% | 26.0% | 26.2% |
| NON-AIRLINE REVENUES | | | |
| Parking | 10,478,603 | 10,787,568 | 10,724,464 |
| Rental car | 4,718,960 | 4,723,808 | 4,679,586 |
| Other | 14,977,162 | 14,628,484 | 14,291,346 |
| TOTAL NON-AIRLINE REVENUES | 30,174,725 | 30,139,860 | 29,695,396 |
| Percent of Total Revenues | 59.9% | 62.3% | 62.2% |
| NON-OPERATING REVENUES | | | |
| Passenger facility charges | 4,832,209 | 4,843,563 | 4,693,348 |
| Customer facility charges | - | - | - |
| Grant income | 1,112,504 | 344,845 | 366,420 |
| Interest | 102,137 | 94,418 | 84,959 |
| Insurance recovery | - | - | - |
| Other | 368,400 | 368,400 | 368,400 |
| TOTAL NON-OPERATING REVENUES | 6,415,250 | 5,651,226 | 5,513,127 |
| Percent of Total Revenues | 12.7% | 11.7% | 11.6% |
| TOTAL REVENUES | \$ 50,409,599 | \$ 48,351,688 | \$ 47,728,410 |
| Enplaned Passengers | 1,242,399 | 1,244,976 | 1,215,076 |
| TOTAL REVENUE PER ENPLANED PASSENGER | \$ 40.57 | \$ 38.84 | \$ 39.28 |
| SIGNATORY AIRLINES RATES AND CHARGES | | | |
| Landing Fee (per 1,000 lbs MGLW) | \$ 2.61 | \$ 2.92 | \$ 2.92 |
| Landing Fee Surcharge (per 1,000 lbs MGLW) | 0.11 | 0.11 | - |
| Apron Fees (per sq. foot) | 1.75 | 1.78 | 1.58 |
| Annual Terminal Rental Rates (per sq. foot) | 69.55 | 68.46 | 66.56 |
| Annual Loading Bridge Rental (per bridge) | 33,422.00 | 35,220.00 | 31,445.00 |
| Airline Cost per Enplanement: Airport Operations | 7.92 | 7.64 | 7.60 |

The Authority has entered into a series of five-year agreements with its signatory airlines that provides a rate setting methodology. The current agreement term ends on December 31, 2020.

<1> The revenue basis to which the signatory rates and charges apply and the principal airline revenue payers can be found on pages 104 - 109

Source: Authority's audited financial statements and statistics reports

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

| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|----|------------|---------------|---------------|---------------|---------------|---------------|---------------|
| \$ | 3,934,458 | \$ 4,090,831 | \$ 3,838,764 | \$ 4,436,193 | \$ 4,239,274 | \$ 3,938,543 | \$ 2,929,026 |
| | - | - | - | - | - | - | - |
| | 811,176 | 826,683 | 571,813 | 649,858 | 654,321 | 633,074 | 656,208 |
| | 3,135,354 | 2,645,138 | 2,564,049 | 2,753,266 | 3,320,378 | 3,144,641 | 1,715,933 |
| | 3,697,979 | 3,701,504 | 3,471,855 | 3,613,674 | 4,077,678 | 3,741,740 | 4,483,012 |
| | 437,980 | 626,660 | 565,362 | 614,076 | 670,939 | 655,170 | 394,805 |
| | 12,016,947 | 11,890,816 | 11,011,843 | 12,067,067 | 12,962,590 | 12,113,168 | 10,178,984 |
| | 24.5% | 23.8% | 21.3% | 22.4% | 22.4% | 19.9% | 22.9% |
| | 11,311,640 | 12,810,052 | 14,870,476 | 14,985,272 | 15,248,081 | 16,249,822 | 5,474,391 |
| | 4,854,354 | 5,053,412 | 5,057,259 | 5,427,741 | 5,561,921 | 5,396,551 | 2,471,572 |
| | 15,411,143 | 14,483,324 | 14,799,086 | 15,547,056 | 17,056,776 | 18,083,850 | 12,694,377 |
| | 31,577,137 | 32,346,788 | 34,726,821 | 35,960,069 | 37,866,778 | 39,730,223 | 20,640,340 |
| | 64.3% | 64.7% | 67.1% | 66.6% | 65.5% | 65.4% | 46.5% |
| | 4,777,691 | 5,080,183 | 5,385,947 | 5,431,444 | 5,638,922 | 6,194,834 | 1,858,876 |
| | - | - | - | - | - | 757,428 | 50 |
| | 292,938 | 292,000 | 222,772 | 138,700 | 300,997 | 150,480 | 11,053,631 |
| | 54,043 | 20,739 | 12,280 | 10,676 | 488,263 | 1,403,088 | 309,776 |
| | - | - | - | - | 170,896 | 8,704 | - |
| | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 |
| | 5,493,072 | 5,761,322 | 5,989,399 | 5,949,220 | 6,967,478 | 8,882,934 | 13,590,733 |
| | 11.2% | 11.5% | 11.6% | 11.0% | 12.1% | 14.6% | 30.6% |
| \$ | 49,087,156 | \$ 49,998,926 | \$ 51,728,063 | \$ 53,976,356 | \$ 57,796,846 | \$ 60,726,325 | \$ 44,410,057 |
| | 1,230,376 | 1,297,749 | 1,407,005 | 1,417,835 | 1,466,706 | 1,518,969 | 520,029 |
| \$ | 39.90 | \$ 38.53 | \$ 36.76 | \$ 38.07 | \$ 39.41 | \$ 39.98 | \$ 85.40 |
| \$ | 3.06 | \$ 3.27 | \$ 2.73 | \$ 3.12 | \$ 2.92 | \$ 2.75 | \$ 3.20 |
| | - | - | - | - | - | - | - |
| | 1.59 | 1.52 | 1.19 | 1.33 | 1.31 | 1.16 | 1.27 |
| | 68.13 | 74.63 | 81.11 | 79.86 | 86.48 | 90.57 | 59.45 |
| | 31,284.00 | 44,761.00 | 40,383.00 | 47,237.00 | 51,611.00 | 40,948.00 | 28,200.00 |
| | 7.22 | 7.12 | 6.00 | 6.57 | 6.57 | 5.90 | 16.30 |

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

| | 2011 | 2012 | 2013 |
|---|----------------|----------------|----------------|
| Ratio of Authority issued Revenue Bond Debt Service to Total Expenses | | | |
| Principal | \$ 8,574,618 | \$ 8,736,422 | \$ 8,598,074 |
| Interest | 7,240,701 | 6,779,556 | 5,361,990 |
| Total Debt Service | \$ 15,815,319 | \$ 15,515,978 | \$ 13,960,064 |
| Total Expenses | \$ 54,003,450 | \$ 51,114,902 | \$ 51,790,215 |
| Ratio of Debt Service to Total Expenses | 29.29% | 30.36% | 26.96% |
| Debt Service per Enplaned Passenger | | | |
| Net Debt Service | \$ 10,962,543 | \$ 11,054,389 | \$ 9,260,064 |
| Enplaned Passengers | 1,242,399 | 1,244,976 | 1,215,076 |
| Debt Service per Enplaned Passenger | \$ 8.82 | \$ 8.88 | \$ 7.62 |
| Outstanding Debt (Authority and County) per Enplaned Passenger | | | |
| Outstanding debt by type: | | | |
| County of Albany Debt Issued for the Authority <1> | \$ 1,510,678 | \$ 584,256 | \$ 81,182 |
| General Airport Revenue Bond (GARB) | 125,340,000 | 117,950,000 | 110,315,000 |
| NYS EFC | 3,635,000 | 3,215,000 | 2,755,000 |
| Subtotal | 130,485,678 | 121,749,256 | 113,151,182 |
| Unamortized Premiums/Discounts (net) | 5,419,410 | 4,500,194 | 3,663,730 |
| Total Outstanding Debt and Premiums | \$ 135,905,088 | \$ 126,249,450 | \$ 116,814,912 |
| Enplaned Passengers | 1,242,399 | 1,244,976 | 1,215,076 |
| Outstanding Debt per Enplaned Passenger | \$ 109 | \$ 101 | \$ 96 |
| Debt Limit per Enplaned Passenger | | | |
| Debt Limit | \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 |
| Enplaned Passengers | 1,242,399 | 1,244,976 | 1,215,076 |
| Debt Limit per Enplaned Passenger | \$ 229 | \$ 229 | \$ 235 |

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

Source: Authority's audited financial statements and statistics reports

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

| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| \$ 8,102,182 | \$ 8,266,000 | \$ 8,567,000 | \$ 8,803,000 | \$ 9,419,000 | \$ 7,554,000 | \$ 7,390,000 |
| 5,077,305 | 4,797,018 | 4,477,430 | 3,730,422 | 3,697,735 | 4,248,934 | 4,665,327 |
| \$ 13,179,487 | \$ 13,063,018 | \$ 13,044,430 | \$ 12,533,422 | \$ 13,116,735 | \$ 11,802,934 | \$ 12,055,327 |
| \$ 52,284,702 | \$ 50,837,226 | \$ 51,612,168 | \$ 52,746,843 | \$ 57,214,049 | \$ 59,848,779 | \$ 54,597,444 |
| 25.21% | 25.70% | 25.27% | 23.76% | 22.93% | 19.72% | 22.08% |
| \$ 8,966,388 | \$ 9,769,698 | \$ 9,436,220 | \$ 8,923,166 | \$ 10,281,822 | \$ 8,039,474 | \$ 7,914,410 |
| 1,230,376 | 1,297,749 | 1,407,005 | 1,417,835 | 1,466,706 | 1,518,969 | 520,029 |
| \$ 7.29 | \$ 7.53 | \$ 6.71 | \$ 6.29 | \$ 7.01 | \$ 5.29 | \$ 15.22 |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 102,690,000 | 94,825,000 | 86,670,000 | 76,190,000 | 89,790,000 | 92,555,000 | 75,945,000 |
| 2,359,000 | 1,958,000 | 1,546,000 | 1,128,000 | 699,000 | - | - |
| 105,049,000 | 96,783,000 | 88,216,000 | 77,318,000 | 90,489,000 | 92,555,000 | 75,945,000 |
| 2,886,785 | 2,155,497 | 1,483,693 | 2,248,604 | 3,741,495 | 4,116,578 | 7,538,441 |
| \$ 107,935,785 | \$ 98,938,497 | \$ 89,699,693 | \$ 79,566,604 | \$ 94,230,495 | \$ 96,671,578 | \$ 83,483,441 |
| 1,230,376 | 1,297,749 | 1,407,005 | 1,417,835 | 1,466,706 | 1,518,969 | 520,029 |
| \$ 88 | \$ 76 | \$ 64 | \$ 56 | \$ 64 | \$ 64 | \$ 161 |
| \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 | \$ 285,000,000 |
| 1,230,376 | 1,297,749 | 1,407,005 | 1,417,835 | 1,466,706 | 1,518,969 | 520,029 |
| \$ 232 | \$ 220 | \$ 203 | \$ 201 | \$ 194 | \$ 188 | \$ 548 |

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

| | 2011 | 2012 | 2013 | 2014 |
|--|----------------------|----------------------|----------------------|----------------------|
| NET REVENUES | | | | |
| Operating Revenues | \$ 43,994,350 | \$ 42,700,503 | \$ 42,215,294 | \$ 43,594,101 |
| Interest Income <1> | 83,120 | 76,334 | 59,013 | 51,374 |
| Air Service Development Grant | - | - | 75,000 | - |
| TSA (LEO) Reimbursement | 429,204 | 344,845 | 291,420 | 292,938 |
| Grant income | - | - | - | - |
| Improvement Charges | 368,400 | 368,400 | 368,400 | 368,400 |
| Total Revenues | \$ 44,875,074 | \$ 43,490,082 | \$ 43,009,127 | \$ 44,306,813 |
| LESS: Total Operating Expenses <2> | (32,675,747) | (30,797,979) | (31,661,110) | (32,323,557) |
| LESS: Albany County Debt Service | (1,022,352) | (967,198) | (511,616) | (81,180) |
| LESS: Authority Share of Funds Remaining | - | - | - | - |
| LESS: Air Service Incentive Cost to Airport | - | - | - | - |
| Net Revenues | \$ 11,176,975 | \$ 11,724,905 | \$ 10,836,401 | \$ 11,902,076 |
| DEBT SERVICE | | | | |
| 1999 NYS EFC Revenue Bonds | \$ 443,618 | \$ 451,094 | \$ 452,309 | \$ 453,637 |
| Less: 1999 NYS EFC Interest Subsidy | (26,907) | (25,819) | (24,265) | (22,283) |
| 2000 B Revenue Bonds | - | - | - | - |
| 2003 A Revenue Bonds | 748,577 | 744,250 | 742,130 | 474,876 |
| 2004 NYS EFC Revenue Bonds | 39,362 | 38,642 | 72,452 | - |
| Less: 2004 NYS EFC Interest Subsidy | (2,004) | (1,336) | (668) | - |
| 2006 A & B Revenue Bonds | 1,099,788 | 1,101,051 | 1,099,875 | 1,102,502 |
| 2006 C Revenue Bonds | 401,429 | 400,822 | 400,013 | 403,996 |
| 2008 A Refunding Bonds | - | - | - | - |
| 2010 A Refunding Bonds | 9,628,519 | 9,621,151 | 9,622,600 | 9,627,239 |
| Less: PFC Revenues used for Debt Service | (4,852,776) | (4,461,589) | (4,700,000) | (4,213,099) |
| 2010 B Refunding Bonds | 923,852 | 925,376 | 927,326 | 925,329 |
| 2017 A Refunding Bonds | - | - | - | - |
| 2017 B Refunding Bonds | - | - | - | - |
| 2018 A Revenue Bonds | - | - | - | - |
| 2018 B Revenue Bonds | - | - | - | - |
| Net Debt Service | \$ 8,403,458 | \$ 8,793,642 | \$ 8,591,772 | \$ 8,752,197 |
| DEBT SERVICE COVERAGE <3> <4> | 1.33 | 1.33 | 1.26 | 1.36 |
| <3> Does not include required amounts held in Bond Reserve | | | | |
| Accounts as follows: | | | | |
| 1999 NYS EFC Bonds | \$ 277,389 | \$ 277,389 | \$ 277,389 | \$ 277,389 |
| 2003 A Revenue Bonds | 514,100 | 514,100 | 514,100 | 514,100 |
| 2004 NYS EFC Bonds | 38,831 | 38,831 | - | - |
| 2006 A & B Revenue Bonds | 1,128,600 | 1,128,600 | 1,128,600 | 1,128,600 |
| 2006 C Revenue Bonds | 404,263 | 404,263 | 404,263 | 404,263 |
| 2010 A Refunding Bonds | 9,523,517 | 9,523,517 | 9,523,517 | 9,523,517 |
| 2017 A & B Refunding Bonds | - | - | - | - |
| 2018 A & B Revenue Bonds | - | - | - | - |
| 2019 A Revenue Bonds | - | - | - | - |
| 2020 A & B Revenue Bonds | - | - | - | - |
| Total Bond Reserve Accounts | \$ 11,886,700 | \$ 11,886,700 | \$ 11,847,869 | \$ 11,847,869 |

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

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

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

Source: Authority's audited financial statements and statistics reports

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

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|----|--------------|---------------|---------------|---------------|---------------|---------------|
| \$ | 44,237,599 | \$ 45,738,668 | \$ 48,027,140 | \$ 50,829,607 | \$ 51,843,389 | \$ 30,819,110 |
| | 10,784 | 12,280 | 10,676 | 243,269 | 700,892 | 181,306 |
| | - | - | - | - | - | - |
| | 292,000 | 222,772 | 138,700 | 126,921 | 150,480 | 139,080 |
| | - | - | - | 174,077 | - | 10,914,550 |
| | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 | 368,400 |
| \$ | 44,908,783 | \$ 46,342,120 | \$ 48,544,916 | \$ 51,742,274 | \$ 53,063,161 | \$ 42,422,446 |
| | (31,452,654) | (31,521,233) | (33,373,689) | (36,935,812) | (37,622,202) | (32,620,872) |
| | - | - | - | - | - | - |
| | - | - | - | - | - | (232,741) |
| | (50,732) | (539,720) | (67,041) | (244,691) | (1,489,603) | (619,410) |
| \$ | 13,405,397 | \$ 14,281,167 | \$ 15,104,186 | \$ 14,561,771 | \$ 13,951,356 | \$ 8,949,423 |
| \$ | 452,972 | \$ 457,308 | \$ 455,397 | \$ 458,514 | \$ 441,549 | \$ - |
| | (19,808) | (16,856) | (13,277) | (9,241) | (4,803) | - |
| | - | - | - | - | - | - |
| | 464,391 | 463,473 | 118,080 | - | - | - |
| | - | - | - | - | - | - |
| | 1,103,706 | 1,098,489 | 275,865 | - | - | - |
| | 402,588 | 400,980 | 99,867 | - | - | - |
| | - | - | - | - | - | - |
| | 9,625,169 | 10,540,689 | 10,549,011 | 10,557,831 | 8,112,581 | 6,124,250 |
| | (3,293,320) | (3,608,210) | (3,610,256) | (2,834,913) | (3,763,460) | (4,140,917) |
| | 924,104 | - | - | - | - | - |
| | - | - | 583,089 | 757,375 | 430,225 | 1,570,150 |
| | - | - | 913,764 | 1,203,925 | 1,130,125 | 1,474,750 |
| | - | - | - | - | 771,322 | 556,216 |
| | - | - | - | - | 703,378 | 1,283,454 |
| \$ | 9,659,802 | \$ 9,335,873 | \$ 9,371,540 | \$ 10,133,491 | \$ 7,820,917 | \$ 6,867,903 |
| | 1.39 | 1.53 | 1.61 | 1.44 | 1.78 | 1.30 |
| \$ | 277,389 | \$ 277,389 | \$ 277,389 | \$ 277,389 | \$ - | \$ - |
| | 514,100 | 514,100 | - | - | - | - |
| | - | - | - | - | - | - |
| | 1,128,600 | 1,128,600 | - | - | - | - |
| | 404,263 | 404,263 | - | - | - | - |
| | 9,523,517 | 9,523,517 | 9,523,517 | 9,523,517 | 9,523,517 | - |
| | - | - | 1,261,495 | 1,261,495 | 1,261,496 | 1,261,496 |
| | - | - | - | 1,475,750 | 1,475,750 | 1,475,750 |
| | - | - | - | - | 556,850 | 556,850 |
| | - | - | - | - | - | \$ 3,948,630 |
| \$ | 11,847,869 | \$ 11,847,869 | \$ 11,062,401 | \$ 12,538,151 | \$ 12,817,613 | \$ 7,242,726 |

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

| | 2019 | 2010 | 2010 vs. 2000 | 2000 | 2000 vs. 1990 | 1990 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| <u>PRIMARY TRADE AREA</u> | | | | | | |
| State of New York | | | | | | |
| Albany County | 305,506 | 304,204 | 3.3% | 294,565 | 0.7% | 292,594 |
| Columbia County | 59,461 | 63,096 | 0.0% | 63,094 | 0.2% | 62,982 |
| Fulton County | 53,383 | 55,531 | 0.8% | 55,073 | 1.6% | 54,191 |
| Greene County | 47,188 | 49,221 | 2.1% | 48,195 | 7.7% | 44,739 |
| Montgomery County | 49,221 | 50,219 | 1.0% | 49,708 | -4.4% | 51,981 |
| Rensselaer County | 158,714 | 159,429 | 4.5% | 152,538 | -1.2% | 154,429 |
| Saratoga County | 229,863 | 219,607 | 9.5% | 200,635 | 10.7% | 181,276 |
| Schenectady County | 155,299 | 154,727 | 5.6% | 146,555 | -1.8% | 149,285 |
| Schoharie County | 30,999 | 32,749 | 3.7% | 31,582 | -0.9% | 31,859 |
| Warren County | 63,944 | 65,707 | 3.8% | 63,303 | 6.9% | 59,209 |
| Washington County | 61,204 | 63,216 | 3.6% | 61,042 | 2.9% | 59,330 |
| State of Massachusetts | | | | | | |
| Berkshire County | 124,944 | 131,219 | -2.8% | 134,953 | -3.2% | 139,352 |
| State of Vermont | | | | | | |
| Bennington County | 35,470 | 37,125 | 0.4% | 36,994 | 3.2% | 35,845 |
| PRIMARY TRADE AREA | 1,375,196 | 1,386,050 | 3.6% | 1,338,237 | 1.6% | 1,317,072 |
| <u>SECONDARY TRADE AREA</u> | | | | | | |
| State of New York | | | | | | |
| Delaware County | 44,135 | 47,980 | -0.2% | 48,055 | 1.8% | 47,225 |
| Dutchess County | 294,218 | 297,488 | 6.2% | 280,150 | 8.0% | 259,462 |
| Essex County | 36,885 | 39,370 | 1.3% | 38,851 | 4.6% | 37,152 |
| Hamilton County | 4,416 | 4,836 | -10.1% | 5,379 | 1.9% | 5,279 |
| Herkimer County | 61,319 | 64,519 | 0.1% | 64,427 | -2.1% | 65,797 |
| Otsego County | 59,493 | 62,259 | 0.9% | 61,676 | 1.9% | 60,517 |
| Ulster County | 177,573 | 182,493 | 2.7% | 177,749 | 7.5% | 165,304 |
| State of Connecticut | | | | | | |
| Litchfield County | 180,333 | 189,927 | 4.2% | 182,193 | 4.7% | 174,092 |
| State of Massachusetts | | | | | | |
| Franklin County | 70,180 | 71,372 | -0.2% | 71,535 | 2.1% | 70,092 |
| Hampden County | 466,372 | 463,490 | 1.6% | 456,228 | 0.0% | 456,310 |
| Hampshire County | 160,830 | 158,080 | 3.8% | 152,251 | 3.9% | 146,568 |
| State of Vermont | | | | | | |
| Addison County | 36,777 | 36,821 | 2.4% | 35,974 | 9.2% | 32,953 |
| Rutland County | 58,191 | 61,642 | -2.8% | 63,400 | 2.0% | 62,142 |
| Windham County | 42,222 | 44,513 | 0.7% | 44,216 | 6.3% | 41,588 |
| Windsor County | 55,062 | 56,670 | -1.3% | 57,418 | 6.2% | 54,055 |
| SECONDARY TRADE AREA | 1,748,006 | 1,781,460 | 2.4% | 1,739,502 | 3.6% | 1,678,536 |
| TOTAL PRIMARY AND SECONDARY TRADE AREA POPULATION | 3,123,202 | 3,167,510 | 2.9% | 3,077,739 | 2.7% | 2,995,608 |
| State of New York | 19,453,561 | 19,378,102 | 2.1% | 18,976,457 | 5.5% | 17,990,455 |
| United States | 328,239,523 | 308,745,538 | 9.4% | 282,171,936 | 13.5% | 248,709,873 |

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

**Ibany International Airport
Major Employers in Primary Air Trade Area**

| Rank | Employer | Industry | Employees | |
|------|-------------------------------------|--|-----------|--------|
| | | | 2020 | 2011 |
| 1 | New York State | State Government | 51,800 | 53,800 |
| 2 | St. Peter's Health Partners | Health Care | 12,130 | 3,494 |
| 3 | Albany Medical Center | Health Care | 8,652 | 5,977 |
| 4 | Golub Corporation | Retail Grocery, Headquarters, and Dist. Center | 8,208 | 4,135 |
| 5 | U.S. Government | Federal Government | 7,901 | 6,900 |
| 6 | General Electric Company | Energy, Research, Industrial | 7,000 | 3,200 |
| 7 | Hannaford Brothers | Retail Grocery | 5,000 | 3,580 |
| 8 | University of Albany | Educational Services | 4,700 | N/A |
| 9 | Ellis Medicine | Health Care | 3,479 | 2,651 |
| 10 | Stewart's Shops Corp. | Dairy Products/Convenience Stores | 3,099 | 1,272 |
| 11 | Bechtel Marine Propulsion Corp. | Research and development | 3,000 | 2,600 |
| 12 | Glens Falls Hospital | Health Care | 2,736 | 2,285 |
| 13 | Center for Disability Services | Health Care | 2,651 | 2,392 |
| 14 | County of Albany | Government | 2,497 | 2,219 |
| 15 | Global Foundries | Semiconductor Manufacturing | 2,400 | N/A |
| 16 | Saratoga Hospital & Nursing Home | Health Care | 2,187 | 1,131 |
| 17 | Rensselaer Polytechnic Institute | Educational Services | 1,968 | 1,908 |
| 18 | City of Schenectady School District | Educational Services | 1,808 | 2,100 |
| 19 | Shenendehowa School District | Educational Services | 1,680 | 1,900 |
| 20 | Rensselaer County | Local Government | 1,657 | 1,600 |
| 21 | St Mary's Healthcare | Health Care | 1,610 | N/A |
| 22 | Empire Blue Cross/Blue Shield | Health Insurance | 1,600 | 1,572 |
| 23 | Albany City School District | Educational Services | 1,600 | 1,270 |
| 24 | City of Albany | Local Government | 1,488 | 1,646 |
| 25 | Schenectady County | Local Government | 1,412 | 1,500 |
| 26 | Northern Rivers Family Services | Children and Family Services | 1,250 | N/A |
| 27 | National Grid | Electric and Gas Utility | 1,100 | 1,268 |
| 28 | Regeneron Pharmaceuticals Inc. | Health Services | 1,100 | N/A |
| 29 | Saratoga County | Local Government | 1,099 | 1,200 |
| 30 | Momentive Performance Materials | Manufacturing | 1,000 | N/A |

N/A - Not Available
Sources: Various

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

| Name | County | Public/Private | Enrollment | |
|--|-------------------|----------------|------------|---------|
| | | | 2020 | 2011 |
| Excelsior College | Albany | Private | 40,103 | 31,000 |
| State University of New York at Albany | Albany | Public | 18,143 | 18,018 |
| Hudson Valley Comm. College | Rensselaer | Public | 11,587 | 13,500 |
| SUNY Empire State College | Albany | Public | 11,315 | 12,156 |
| Rensselaer Polytechnic Institute | Rensselaer | Private | 7,113 | 6,934 |
| Schenectady Comm. College | Schenectady | Public | 6,407 | 5,245 |
| College Of Saint Rose | Albany | Private | 4,442 | 5,160 |
| SUNY Adirondack | Warren | Public | 3,934 | 3,874 |
| Siena College | Albany | Private | 3,239 | 3,305 |
| SUNY College of Agriculture & Tech at Cobleskill | Schoharie | Public | 2,807 | N/A |
| The Sage Colleges | Rensselaer | Private | 2,713 | 2,805 |
| SUNY Polytechnic | Albany | Public | 2,705 | N/A |
| Skidmore College | Saratoga | Private | 2,686 | 2,632 |
| Fulton-Montgomery Comm. College | Fulton-Montgomery | Public | 2,634 | 2,420 |
| Union College | Schenectady | Private | 2,203 | 2,194 |
| Williams College | Berkshire, MA | Private | 2,150 | 2,083 |
| Massachusetts College of Liberal Arts | Berkshire, MA | Public | 1,925 | 1,985 |
| Empire Education Corp | Albany | Private | 1,702 | N/A |
| Columbia-Greene Comm. College | Columbia-Greene | Public | 1,645 | 2,039 |
| Albany College Of Pharmacy | Albany | Private | 1,247 | 1,567 |
| Albany Medical College | Albany | Private | 822 | 807 |
| Maria College | Albany | Private | 779 | 861 |
| Mildred Elley | Albany | Private | 683 | 410 |
| Southern Vermont College | Bennington, VT | Public | 475 | 500 |
| Bryant & Stratton Business Institute | Albany | Private | 448 | 776 |
| Union Graduate College | Schenectady | Private | 438 | 430 |
| Bard College at Simon's Rock | Berkshire, MA | Private | 420 | 394 |
| Bennington College | Bennington, VT | Private | 400 | 668 |
| Albany Law School | Albany | Private | 394 | 734 |
| Samaritan Hospital School of Nursing | Rensselaer | Private | 133 | N/A |
| Memorial Hospital School of Nursing | Albany | Private | 129 | N/A |
| Ellis Hospital School of Nursing | Albany | Private | 119 | 155 |
| New School Center for Media | Albany | Private | 80 | 80 |
| | | | 136,020 | 122,732 |

N/A - Not Available
Sources: Various

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

| | | | |
|----------------|--|-----------------|-----------------|
| Airport Code: | ALB | | |
| Location: | 7 miles Northwest of downtown Albany, New York, the capital of the State of New York | | |
| Elevation: | 285 ft. | | |
| International: | Customs / Immigration F.I.S. Facility | | |
| Tower: | TRACON 24 / 7 - 365 | | |
| FBO: | Million Air | | |
| | | <u>2011</u> | <u>2020</u> |
| Acres (+/-): | | 1,171 | 1,171 |
| Runways: | 1/19 North/South ILS / VOR / GPS | 8,500 X 150 ft. | 8,500 X 150 ft. |
| | 10/28 East/West VOR / GPS | 7,200 X 150 ft. | 7,200 X 150 ft. |
| Terminal: | Airlines - sq. ft. | 90,860 | 91,484 |
| | Tenants - sq. ft. | 42,828 | 44,501 |
| | Public/Common - sq. ft. | 105,218 | 103,509 |
| | Mechanical - sq. ft. | 51,382 | 50,794 |
| | Total - sq. ft. | <u>290,288</u> | <u>290,288</u> |
| | Number of passenger gates | 21 | 21 |
| | Number of loading bridges | 16 | 14 |
| | Number of Concessionaires in Terminal | 6 | 6 |
| | Number of Rental Car Agencies in Terminal | 6 | 6 |
| Apron: | Commercial Airlines - sq. ft. | 810,901 | 810,901 |
| | Cargo Airlines - sq. ft. | 210,600 | 210,600 |
| | FBO - sq. ft. | 640,000 | 640,000 |
| Parking: | Spaces assigned | | |
| | Garage | 1,907 | 2,912 |
| | Short-term | 353 | 181 |
| | Long-term | 1,117 | 1,880 |
| | Economy | 2,783 | 2,763 |
| | Rental Cars | 307 | 307 |
| | Employees | 514 | 336 |
| | Total | <u>6,981</u> | <u>8,379</u> |
| Cargo: | Air Cargo Building - sq. ft. | 50,500 | 50,500 |
| Employees: | Authority | 23.0 | 20.5 |
| | Airport Operations | 162.5 | 142.75 |
| | Fixed Based Operator | 34.0 | 33.0 |
| | Total | <u>219.5</u> | <u>196.25</u> |

**Albany International Airport
Enplaned Passengers
2011-2020**

| AIRLINE | 2020 | Percent of Total 2020 | 2019 | Percent of Total 2019 | 2018 |
|------------------------------------|---------|--------------------------|-----------|--------------------------|-----------|
| Southwest Airlines | 174,133 | 33.5% | 488,147 | 32.1% | 565,731 |
| American Airlines | 45,182 | 8.7% | 96,650 | 6.4% | 109,476 |
| American Eagle (Piedmont) | 38,271 | 7.4% | 92,085 | 6.1% | 51,098 |
| Delta Airlines | 37,667 | 7.2% | 171,022 | 11.3% | 164,105 |
| United Express (Commutair) | 32,102 | 6.2% | 87,554 | 5.8% | 96,702 |
| Jet Blue | 29,793 | 5.7% | 92,149 | 6.1% | 89,609 |
| Allegiant Air | 28,588 | 5.5% | 78,107 | 5.1% | 3,635 |
| Delta Connection (Endeavor) | 18,904 | 3.6% | 14,753 | 1.0% | 10,109 |
| American Eagle (Republic) | 17,358 | 3.3% | 11,002 | 0.7% | 44,001 |
| Frontier Airlines | 16,739 | 3.2% | 60,804 | 4.0% | 11,123 |
| American Eagle (Envoy) | 13,545 | 2.6% | 27,306 | 1.8% | 43,436 |
| Delta Connection (SkyWest) | 13,190 | 2.5% | 51,147 | 3.4% | 31,211 |
| American Eagle (PSA) | 13,080 | 2.5% | 57,755 | 3.8% | 48,234 |
| United Express (Air Wisconsin) | 10,652 | 2.0% | 17,488 | 1.2% | 10,683 |
| United Airlines | 9,332 | 1.8% | 104,868 | 6.9% | 92,342 |
| United Express (SkyWest) | 9,113 | 1.8% | 5,426 | 0.4% | 15,390 |
| American Eagle (SkyWest) | 6,599 | 1.3% | 27,580 | 1.8% | |
| United Express (Republic) | 3,057 | 0.6% | 853 | 0.1% | 4,078 |
| United Express (Express Jet) | 1,475 | 0.3% | 7,019 | 0.5% | 9,312 |
| United Express (Go Jet) | 282 | 0.1% | 658 | 0.0% | 1,162 |
| United Express (Mesa) | 252 | 0.0% | 5,712 | 0.4% | 4,448 |
| United Express (Transtates) | 50 | 0.0% | 1,418 | 0.1% | 11,255 |
| Delta Connection (Go Jet) | | | 13,739 | 0.9% | 22,203 |
| Cape Air | | | 3,275 | 0.2% | 11,777 |
| Delta Connection (Republic) | | | 155 | 0.0% | |
| American Eagle (Transtates) | | | | | 8,177 |
| OneJet | | | | | 3,964 |
| Elite Airways | | | | | 1,044 |
| Boutique Air | | | | | 827 |
| American Eagle (Air Wisconsin) | | | | | 313 |
| Delta Connection (Express Jet) | | | | | |
| United Express (Shuttle America) | | | | | |
| Delta Connection (Shuttle America) | | | | | |
| Delta Connection (Compass) | | | | | |
| American Eagle (Mesa) | | | | | |
| Delta Connection (Chautauqua) | | | | | |
| United Express (Chautauqua) | | | | | |
| Air Canada | | | | | |
| United Express (Colgan) | | | | | |
| Continental (Express Jet) | | | | | |
| Delta Connection (Comair) | | | | | |
| Continental Connection (Colgan) | | | | | |
| Continental Connection (Commutair) | | | | | |
| US Airways Express (Colgan Air) | | | | | |
| Delta Connection (Mesaba) | | | | | |
| US Airways Express (Chautauqua) | | | | | |
| Delta Connection (ASA) | | | | | |
| United Express (ASA) | | | | | |
| Sub Total | 519,364 | 99.9% | 1,516,672 | 99.8% | 1,465,445 |
| Charters | 665 | 0.1% | 2,297 | 0.2% | 1,261 |
| TOTAL | 520,029 | 100.0% | 1,518,969 | 100.0% | 1,466,706 |

Source: Albany County Airport Authority

**Albany International Airport
Enplaned Passengers
2011-2020**

| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 566,801 | 569,101 | 557,183 | 525,585 | 504,095 | 504,987 | 511,735 |
| 115,904 | 115,298 | 101,734 | 84,127 | 89,607 | 87,207 | 81,980 |
| 56,509 | 32,788 | 10,851 | 12,474 | 14,080 | 33,403 | 16,393 |
| 173,086 | 158,638 | 160,607 | 112,905 | 68,589 | 72,590 | 46,606 |
| 80,981 | 72,990 | 62,159 | 51,507 | 22,692 | 18,075 | |
| 90,744 | 87,036 | 5,492 | | | | |
| | | | | | | |
| 19,527 | 39,496 | 29,856 | 42,722 | 78,580 | 85,535 | 100,678 |
| 19,831 | 38,616 | 91,520 | 86,721 | 98,369 | 104,199 | 76,919 |
| | | | | | | |
| 37,949 | 33,591 | | | | | |
| 27,157 | 4,336 | | | | 1,534 | |
| 38,262 | 23,360 | 1,170 | 1,168 | 6,935 | 47 | |
| | | | | | | |
| 83,366 | 95,299 | 85,743 | 69,742 | 30,881 | 51,913 | 64,408 |
| 17,881 | 14,603 | 4,862 | 5,258 | | | |
| 92 | 1,946 | | | | | |
| 185 | 286 | 8,354 | 30,259 | 36,109 | | |
| 3,593 | 10,964 | 16,517 | 21,713 | 81,039 | 98,820 | 36,282 |
| 13,964 | 5,185 | 15,459 | 13,390 | 32,044 | 18,078 | 7,489 |
| 8,122 | 10,653 | 25,002 | 11,165 | 17,467 | 14,014 | 21,460 |
| 4,644 | 4,059 | 1,162 | | | | 38 |
| 3,651 | 4,768 | | 756 | | | |
| 12,966 | 16,090 | 16,119 | 16,802 | 16,752 | 16,429 | 16,284 |
| | | | | | | |
| 3,980 | | | | | | |
| 989 | | | | | | |
| | | | | | | |
| 1,852 | | | | | | |
| 34,044 | 52,701 | 68,805 | 62,440 | 43,099 | 28,835 | 51,029 |
| 524 | 13,525 | 26,626 | 38,219 | 26,924 | 12,054 | |
| 115 | 65 | 41 | | 214 | 2 | 47 |
| | 1,611 | 6,473 | 64 | | | 60 |
| | | 1,632 | 4,265 | 18,941 | 10,992 | 2,665 |
| | | 382 | 21,135 | 10,216 | 79 | 846 |
| | | | 14,558 | 2,878 | 10,743 | 576 |
| | | | 3,401 | 12,129 | | |
| | | | | 3,436 | 4,392 | 4,482 |
| | | | | | 49,998 | 33,298 |
| | | | | | 5,900 | 40,463 |
| | | | | | 5,278 | 1,762 |
| | | | | | 4,612 | 28,434 |
| | | | | | 3,843 | 23,615 |
| | | | | | 1,230 | 6,902 |
| | | | | | 146 | 12,302 |
| | | | | | 41 | |
| | | | | | | 37,155 |
| | | | | | | 18,491 |
| 1,416,719 | 1,407,005 | 1,297,749 | 1,230,376 | 1,215,076 | 1,244,976 | 1,242,399 |
| | | | | | | |
| 1,116 | 429 | 461 | 1,009 | 911 | 904 | 1,131 |
| 1,417,835 | 1,407,434 | 1,298,210 | 1,231,385 | 1,215,987 | 1,245,880 | 1,243,530 |

**Albany International Airport
Airline Landed Weight (lbs.)
2011-2020**

| <u>Commercial Carriers</u> | 2020 | Percent of Total 2020 | 2019 | Percent of Total 2019 | 2018 |
|--------------------------------------|---------------|--------------------------|---------------|--------------------------|---------------|
| Southwest Airlines | 323,968,000 | 29.9% | 500,895,200 | 27.3% | 571,924,399 |
| American Airlines | 73,424,515 | 6.8% | 115,775,436 | 6.3% | 129,717,613 |
| Delta Airlines | 63,701,610 | 5.9% | 193,329,310 | 10.5% | 185,285,718 |
| American Eagle (Piedmont) | 60,629,849 | 5.6% | 94,895,104 | 5.2% | 52,247,399 |
| United Express (Commutair) | 49,852,000 | 4.6% | 96,448,000 | 5.3% | 103,927,006 |
| Delta Connection (Endeavor) | 49,483,908 | 4.6% | 16,654,910 | 0.9% | 12,478,297 |
| Jet Blue | 48,480,223 | 4.5% | 105,034,143 | 5.7% | 103,377,946 |
| Allegiant Air | 45,431,430 | 4.2% | 84,122,513 | 4.6% | 3,884,529 |
| American Eagle (Republic) | 26,382,407 | 2.4% | 13,263,507 | 0.7% | 54,108,619 |
| Frontier Airlines | 25,711,365 | 2.4% | 54,948,790 | 3.0% | 11,049,772 |
| American Eagle (Envoy) | 23,510,259 | 2.2% | 32,802,755 | 1.8% | 53,400,168 |
| United Airlines | 22,688,482 | 2.1% | 130,077,387 | 7.1% | 111,690,471 |
| Delta Connection (Sky West) | 20,571,505 | 1.9% | 58,877,612 | 3.2% | 34,467,201 |
| American Eagle (PSA) | 20,267,607 | 1.9% | 65,256,809 | 3.6% | 60,450,498 |
| United Express (SkyWest) | 18,969,872 | 1.8% | 6,227,313 | 0.3% | 17,178,060 |
| United Express (Air Wisconsin) | 14,053,000 | 1.3% | 18,659,000 | 1.0% | 11,562,000 |
| American Eagle (SkyWest) | 11,926,000 | 1.1% | 34,103,000 | 1.9% | 67,000 |
| United Express (Republic) | 5,907,531 | 0.5% | 1,343,937 | 0.1% | 4,861,628 |
| United Express (Express Jet) | 1,999,570 | 0.2% | 9,487,770 | 0.5% | 11,104,057 |
| Charters | 1,901,672 | 0.2% | 5,514,002 | 0.3% | 2,964,555 |
| United Express (Mesa) | 603,000 | 0.1% | 6,432,000 | 0.4% | 4,623,000 |
| United Express (Go Jet) | 549,000 | 0.1% | 670,000 | 0.0% | 1,273,000 |
| United Express (Transtates) | 44,092 | 0.0% | 1,489,869 | 0.1% | 11,342,682 |
| Delta Connection (Go Jet) | | | 16,331,904 | 0.9% | 24,185,598 |
| Cape Air | | | 4,644,301 | 0.3% | 14,261,700 |
| Delta Connection (Republic) | | | 514,116 | 0.0% | 514,123 |
| OneJet | | | | | 11,115,418 |
| American Eagle (Transtates) | | | | | 8,162,550 |
| Boutique Air | | | | | 2,489,923 |
| Elite Airways | | | | | 2,182,000 |
| American Eagle (Air Wisconsin) | | | | | 423,000 |
| Delta Connection (Express Jet) | | | | | 67,000 |
| Delta Connection (Shuttle America) | | | | | |
| United Express (Shuttle America) | | | | | |
| Delta Connection (Compass) | | | | | |
| American Eagle (Mesa) | | | | | |
| Delta Connection (Chautauqua) | | | | | |
| United Express (Chautauqua) | | | | | |
| Air Canada | | | | | |
| United Express (Colgan) | | | | | |
| Continental Connection (Colgan) | | | | | |
| Continental Connection (Express Jet) | | | | | |
| Delta Connection (Comair) | | | | | |
| Continental Connection (Commutair) | | | | | |
| US Airways Express (Colgan) | | | | | |
| Delta Connection (Mesaba) | | | | | |
| US Airways Express (Chautauqua) | | | | | |
| Delta Connection (ASA) | | | | | |
| United Express (ASA) | | | | | |
| Continental Airlines | | | | | |
| | 910,056,897 | 84.1% | 1,667,798,688 | 90.9% | 1,616,386,930 |
| <u>Cargo Carriers</u> | | | | | |
| United Parcel Service | 110,128,000 | 10.2% | 103,060,000 | 5.6% | 102,199,838 |
| Federal Express | 51,876,000 | 4.8% | 53,262,000 | 2.9% | 51,876,000 |
| Ameriflight | 4,839,121 | 0.4% | 4,390,800 | 0.2% | 4,670,805 |
| Wiggins Airways | 4,326,509 | 0.4% | 7,182,500 | 0.4% | 9,163,514 |
| Mountain Air Cargo | 831,680 | 0.1% | | | |
| Misc Cargo Carriers | | | | | |
| | 172,001,310 | 15.9% | 167,895,300 | 9.1% | 167,910,157 |
| Grand Total | 1,082,058,207 | 100.0% | 1,835,693,988 | 100.0% | 1,784,297,087 |

Source: Albany County Airport Authority

**Albany International Airport
Airline Landed Weight (lbs.)
2011-2020**

| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 579,923,601 | 586,092,000 | 563,978,000 | 564,078,000 | 556,334,000 | 569,014,000 | 571,920,000 |
| 142,955,406 | 139,386,707 | 114,046,440 | 91,538,758 | 92,454,358 | 84,659,102 | 81,480,800 |
| 197,829,323 | 183,615,710 | 182,901,118 | 127,177,598 | 87,394,799 | 91,360,813 | 53,982,509 |
| 61,141,955 | 39,101,103 | 12,780,307 | 14,116,804 | 16,170,306 | 46,331,413 | 35,475,009 |
| 96,037,006 | 83,099,012 | 73,147,505 | 62,790,000 | 25,018,500 | 19,233,003 | |
| 21,488,406 | 42,351,100 | 32,467,901 | 46,824,798 | 85,479,997 | 91,611,511 | 110,381,509 |
| 102,628,355 | 104,956,520 | 6,256,712 | | | | |
| 24,958,355 | 50,137,054 | 102,046,749 | 31,496,000 | 136,527,617 | 136,105,502 | 111,779,265 |
| 48,111,665 | 42,416,420 | | | | | |
| 96,782,482 | 126,927,674 | 107,841,768 | 85,883,301 | 41,049,688 | 71,647,362 | 86,114,744 |
| 29,942,300 | 4,573,100 | | | | 1,504,000 | |
| 48,282,802 | 29,126,003 | 1,476,401 | 1,157,201 | 8,104,000 | 134,000 | |
| 18,891,990 | 14,888,118 | 4,856,000 | 5,511,000 | | 47,000 | |
| 134,000 | 2,867,000 | | | | | |
| 291,898 | 522,057 | 9,052,000 | 104,824,601 | 45,756,000 | | |
| 4,112,026 | 11,818,840 | 16,833,427 | 22,487,074 | 87,352,775 | 103,135,949 | 37,630,283 |
| 2,376,000 | 1,012,000 | 1,164,000 | 2,756,784 | 2,500,198 | 4,119,338 | 4,145,995 |
| 8,860,000 | 11,524,000 | 26,666,000 | 12,328,000 | 19,832,000 | 15,745,000 | 26,532,000 |
| 14,472,000 | 5,427,000 | 16,214,000 | 15,075,000 | 38,659,000 | 20,368,000 | 9,695,000 |
| 4,305,591 | 4,156,332 | 1,241,634 | | | | 42,548 |
| 3,791,201 | 5,261,399 | 201,000 | 1,072,000 | 268,000 | | |
| 15,933,102 | 20,413,009 | 21,029,502 | 21,029,500 | 21,276,102 | 21,296,654 | 25,995,749 |
| 291,888 | | | | | | |
| 3,336,049 | | | | | | |
| 4,146,748 | | | | | | |
| 4,934,982 | | | | | | |
| 38,399,000 | 63,497,000 | 78,396,000 | 69,325,000 | 54,426,000 | 36,049,000 | 67,351,000 |
| 911,502 | 15,960,701 | 30,950,102 | 41,728,699 | 30,800,102 | 13,969,006 | |
| 147,268 | 1,489,218 | 6,601,260 | 72,310 | | | 74,958 |
| 144,623 | 72,311 | 144,624 | | 462,795 | 289,241 | 72,309 |
| | | 1,824,972 | 4,996,736 | 22,259,441 | 13,314,317 | 3,298,107 |
| | | 588,003 | 24,402,000 | 12,862,500 | 73,500 | 808,500 |
| | | | 13,828,429 | 2,850,784 | 12,977,453 | 1,021,174 |
| | | | 3,574,118 | 14,211,365 | | |
| | | | | 6,092,200 | 8,797,995 | 8,200,404 |
| | | | | | 49,228,000 | 35,898,000 |
| | | | | | 11,780,000 | 39,308,000 |
| | | | | | 9,457,726 | 42,769,610 |
| | | | | | 5,624,606 | 2,820,000 |
| | | | | | 5,515,502 | 29,176,504 |
| | | | | | 4,617,006 | 19,266,005 |
| | | | | | 225,299 | 15,802,598 |
| | | | | | 42,549 | |
| | | | | | | 42,377,404 |
| | | | | | | 19,552,000 |
| | | | | | | 1,361,544 |
| 1,575,561,524 | 1,590,691,388 | 1,412,705,425 | 1,368,073,711 | 1,408,142,527 | 1,448,273,847 | 1,484,333,528 |
| 102,618,000 | 103,574,000 | 100,192,000 | 101,441,920 | 99,121,840 | 98,839,841 | 100,395,604 |
| 50,420,000 | 51,084,000 | 50,886,000 | 51,480,000 | 50,651,000 | 51,171,000 | 51,337,000 |
| 4,233,647 | 4,100,650 | 4,273,641 | 4,066,902 | 3,996,509 | 3,961,299 | 4,054,101 |
| 10,166,496 | 9,992,302 | 7,471,500 | 7,493,598 | 7,250,511 | 7,378,000 | 7,514,000 |
| | | | | | 5,401 | 45,901 |
| 167,438,143 | 168,750,952 | 162,823,141 | 164,482,420 | 161,019,860 | 161,355,541 | 163,346,606 |
| 1,742,999,667 | 1,759,442,340 | 1,575,528,566 | 1,532,556,131 | 1,569,162,387 | 1,609,629,388 | 1,647,680,134 |

**Albany International Airport
Aircraft Operations
2011-2020**

| <u>Commercial Carriers</u> | 2020 | Percent of Total 2020 | 2019 | Percent of Total 2019 | 2018 |
|--------------------------------------|--------|--------------------------|--------|--------------------------|--------|
| Southwest Airlines | 4,558 | 21.6% | 7,524 | 18.8% | 8,586 |
| United Express (Commutair) | 2,552 | 12.1% | 4,348 | 10.9% | 1,568 |
| American Eagle (Piedmont) | 2,092 | 9.9% | 4,384 | 11.0% | 4,730 |
| Delta Airlines | 1,172 | 5.6% | 446 | 1.1% | 496 |
| American Eagle (Republic) | 1,050 | 5.0% | 1,660 | 4.1% | 1,466 |
| United Airlines | 916 | 4.4% | 2,838 | 7.1% | 2,770 |
| American Airlines | 690 | 3.3% | 948 | 2.4% | 744 |
| Delta Connection (Sky West) | 644 | 3.1% | 1,478 | 3.7% | 706 |
| Jet Blue | 602 | 2.9% | 1,206 | 3.0% | 2,394 |
| Cape Air | 594 | 2.8% | 794 | 2.0% | 1,444 |
| Allegiant Airlines | 574 | 2.7% | | | 1,222 |
| American Eagle (Transtates) | 554 | 2.6% | 240 | 0.6% | 374 |
| American Eagle (Envoy) | 546 | 2.6% | 2,450 | 6.1% | 492 |
| United Express (Air Wisconsin) | 522 | 2.5% | 1,588 | 4.0% | 518 |
| Frontier Airlines | 356 | 1.7% | 354 | 0.9% | 2 |
| Delta Connection (Go Jet) | 324 | 1.5% | 760 | 1.9% | 1,848 |
| Delta Connection (Endeavor) | 302 | 1.4% | 1,738 | 4.3% | 578 |
| United Express (Express Jet) | 104 | 0.5% | 36 | 0.1% | 14 |
| American Eagle (SkyWest) | 90 | 0.4% | 432 | 1.1% | 56 |
| United Express (SkyWest) | 14 | 0.1% | 192 | 0.5% | 138 |
| United Express (Mesa) | 2 | 0.0% | 68 | 0.2% | 130 |
| United Express (Transtates) | | | 1,356 | 3.4% | 4,164 |
| United Express (Republic) | | | 1,018 | 2.5% | 92 |
| United Express (Go Jet) | | | 466 | 1.2% | 48 |
| Delta Connection (Republic) | | | 20 | 0.0% | 360 |
| American Eagle (Air Wisconsin) | | | 14 | 0.0% | 18 |
| Elite Airways | | | | | 1,454 |
| American Eagle (PSA) | | | | | 2,292 |
| Boutique Air | | | | | 502 |
| OneJet | | | | | 156 |
| Delta Connection (Express Jet) | | | | | 38 |
| Delta Connection (Shuttle America) | | | | | 2 |
| United Express (Shuttle America) | | | | | |
| Charters | | | | | |
| Delta Connection (Compass) | | | | | |
| American Eagle (Mesa) | | | | | |
| Delta Connection (Chautauqua) | | | | | |
| United Express (Chautauqua) | | | | | |
| Air Canada | | | | | |
| United Express (Colgan) | | | | | |
| Continental Connection (Express Jet) | | | | | |
| US Airways Express (Colgan) | | | | | |
| Continental Connection (Commutair) | | | | | |
| Delta Connection (Comair) | | | | | |
| Continental Connection (Colgan) | | | | | |
| Delta Connection (Mesaba) | | | | | |
| US Airways Express (Chautauqua) | | | | | |
| Delta Connection (ASA) | | | | | |
| United Express (ASA) | | | | | |
| | 18,258 | 86.7% | 36,358 | 90.8% | 39,402 |
| <u>Cargo Carriers</u> | | | | | |
| Wiggins Airways | 944 | 4.5% | 1,690 | 4.2% | 2,154 |
| United Parcel Service | 860 | 4.1% | 904 | 2.3% | 886 |
| Ameriflight | 498 | 2.4% | 546 | 1.4% | 584 |
| Federal Express | 480 | 2.3% | 538 | 1.3% | 524 |
| Mountain Air Cargo | 14 | 0.1% | | | |
| Air Now | | | | | |
| Misc. Cargo Carriers | | | | | |
| | 2,796 | 13.3% | 3,678 | 9.2% | 4,148 |
| Grand Total | 21,054 | 100.0% | 40,036 | 100.0% | 43,550 |

Source: Albany County Airport Authority

**Albany International Airport
Aircraft Operations, Con't
2011-2020**

| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
|--------|--------|--------|--------|--------|--------|--------|
| 8,864 | 8,900 | 8,632 | 8,710 | 8,670 | 9,018 | 9,152 |
| 1,446 | 1,510 | | | | | |
| 4,946 | 4,396 | 3,960 | 3,380 | 1,286 | 998 | |
| 188 | 540 | 768 | 1,022 | 3,946 | 4,716 | 1,716 |
| 1,330 | 1,636 | 1,428 | 1,186 | 590 | 1,028 | 1,232 |
| 3,040 | 2,792 | 2,718 | 1,842 | 1,250 | 1,318 | 786 |
| 424 | | | | | | |
| 112 | 144 | 6 | 32 | 8 | | |
| 2,946 | 1,902 | 754 | 832 | 954 | 2,668 | 2,100 |
| 666 | 1,346 | 2,760 | 2,838 | 3,688 | 3,700 | 3,034 |
| 1,134 | 190 | | | | 64 | |
| 190 | | | | | | |
| 196 | 190 | 58 | | | | 2 |
| 26 | 502 | 940 | 1,350 | 852 | 442 | |
| 2,060 | 2,010 | 1,576 | 1,380 | 1,462 | 1,426 | 1,388 |
| 610 | 530 | 176 | 226 | | 2 | |
| 8 | | | | | | |
| 264 | 344 | 796 | 368 | 592 | 470 | 792 |
| 8 | 14 | 292 | 1,016 | 1,476 | | |
| 4,652 | 5,960 | 6,140 | 6,140 | 6,212 | 6,218 | 7,590 |
| 38 | 16 | 48 | 58 | 41 | 67 | 69 |
| 802 | 1,514 | 1,048 | 1,696 | 3,482 | 3,438 | 4,440 |
| 1,634 | 2,702 | 3,336 | 2,950 | 2,316 | 1,534 | 2,866 |
| 1,446 | 1,476 | 88 | | | | |
| 1,506 | 864 | 40 | 46 | 344 | 4 | |
| 978 | | | | | | |
| 432 | 162 | 484 | 450 | 1,154 | 608 | 288 |
| 4 | 122 | | | | | |
| 4 | 70 | 300 | 2 | | | 2 |
| 4 | 2 | 4 | | 16 | 4 | 4 |
| | | 50 | 134 | 596 | 356 | 88 |
| | | 16 | 664 | 350 | 2 | 18 |
| | | | 650 | 134 | 612 | 48 |
| | | | 168 | 668 | | |
| | | | | 734 | 1,060 | 988 |
| | | | | | 1,780 | 1,158 |
| | | | | | 432 | 1,962 |
| | | | | | 324 | 1,368 |
| | | | | | 298 | 1,582 |
| | | | | | 214 | 120 |
| | | | | | 188 | 1,268 |
| | | | | | 6 | 462 |
| | | | | | 2 | |
| | | | | | | 1,222 |
| | | | | | | 832 |
| 39,958 | 39,834 | 36,418 | 37,140 | 40,821 | 42,997 | 46,577 |
| 2,390 | 2,350 | 1,758 | 1,760 | 1,706 | 1,740 | 1,687 |
| 974 | 982 | 952 | 964 | 942 | 936 | 950 |
| 534 | 456 | 550 | 526 | 518 | 526 | 524 |
| 508 | 476 | 514 | 520 | 468 | 518 | 520 |
| | | | | | | |
| | | | | | 2 | 6 |
| 4,406 | 4,264 | 3,774 | 3,770 | 3,634 | 3,722 | 3,687 |
| 44,364 | 44,098 | 40,192 | 40,910 | 44,455 | 46,719 | 50,264 |

**Albany International Airport
Aircraft Operations
2011-2020**

| Year | Airlines | Cargo | General Aviation | Military | Total |
|------|----------|-------|------------------|----------|--------|
| 2011 | 46,508 | 3,687 | 25,980 | 4,226 | 80,401 |
| 2012 | 42,932 | 3,722 | 24,322 | 4,543 | 75,519 |
| 2013 | 40,780 | 3,676 | 23,873 | 4,436 | 72,765 |
| 2014 | 37,082 | 3,770 | 18,124 | 2,316 | 61,292 |
| 2015 | 36,370 | 3,774 | 17,376 | 2,481 | 60,001 |
| 2016 | 39,834 | 4,264 | 17,576 | 3,057 | 64,731 |
| 2017 | 39,962 | 4,406 | 16,818 | 2,974 | 64,160 |
| 2018 | 39,402 | 4,148 | 17,753 | 3,300 | 64,603 |
| 2019 | 36,446 | 3,750 | 17,608 | 2,944 | 60,748 |
| 2020 | 19,604 | 3,174 | 16,414 | 3,487 | 42,679 |

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

MAJORS / NATIONALS

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

REGIONAL / COMMUTERS

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

ALL-CARGO CARRIERS

Federal Express
United Parcel Service
Ameriflight
Wiggins Airways

**Albany International Airport
Major Carrier Airline Service**

SCHEDULED JET AIRLINE SERVICE

| CARRIER | NON-STOP SERVICE |
|-----------|--|
| Allegiant | Orlando (SFB) Punta Gorda (PGD) St. Pete–Clearwater (PIE) |
| American | Charlotte (CLT) Chicago O'Hare (ORD) Philadelphia (PHL) Washington National (DCA) |
| Delta | Atlanta (ATL) Detroit (DTW) |
| Frontier | Hartford (BDL) Orlando (MCO) |
| JetBlue | Fort Lauderdale (FLL) Orlando (MCO) |
| Southwest | Baltimore (BWI) Chicago Midway (MDW) Orlando (MCO) Tampa (TPA) |
| United | Chicago O'Hare (ORD) Newark (EWR) Washington Dulles (IAD) |

As of February 2021

Source: Official Airline Guide Schedule, January 2021

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

| Market | Length | Rank | 2020 Passengers | Rank | 2019 Passengers | Rank | 2010 Passengers |
|-----------------------|--------|------|--------------------|------|--------------------|------|--------------------|
| Orlando (1) | MH | 1 | 203,030 | 1 | 362,687 | 1 | 217,980 |
| Southeast Florida (2) | MH | 2 | 123,654 | 2 | 212,125 | 3 | 159,180 |
| Tampa (3) | MH | 3 | 91,863 | 3 | 159,785 | 5 | 119,040 |
| Chicago (4) | MH | 4 | 64,656 | 4 | 131,573 | 4 | 119,880 |
| Fort Myers (5) | MH | 5 | 63,128 | 7 | 98,500 | 14 | 43,330 |
| Denver | MH | 6 | 53,300 | 5 | 114,424 | 9 | 55,260 |
| Atlanta | MH | 7 | 51,205 | 6 | 107,545 | 8 | 55,740 |
| Washington, DC (6) | SH | 8 | 46,152 | 8 | 95,479 | 10 | 49,990 |
| Baltimore | SH | 9 | 46,086 | 9 | 93,795 | 2 | 182,070 |
| Charlotte | SH | 10 | 40,221 | 10 | 72,883 | 17 | 39,140 |
| Los Angeles | LH | 11 | 34,420 | 11 | 69,253 | 7 | 59,870 |
| Las Vegas | LH | 12 | 30,699 | 12 | 64,238 | 6 | 85,370 |
| Phoenix | LH | 13 | 28,789 | 15 | 48,575 | 12 | 45,690 |
| Raleigh/Durham | SH | 14 | 26,056 | 13 | 54,828 | 13 | 43,720 |
| Detroit | MH | 15 | 25,066 | 16 | 45,859 | 18 | 34,670 |
| San Francisco | LH | 16 | 23,745 | 14 | 51,419 | 11 | 46,180 |
| Dallas/Fort Worth | MH | 17 | 20,483 | | N/A | | N/A |
| Nashville | MH | 18 | 19,981 | 20 | 37,549 | | N/A |
| San Diego | LH | 19 | 19,780 | 18 | 38,863 | | N/A |
| Minneapolis | MH | 20 | 18,537 | 17 | 41,395 | 19 | 33,270 |

* Notes:

SH Short Haul = 0 to 600 miles

MH Medium Haul = 601 to 1,800 miles

LH Long Haul = over 1,801 miles

- (1) Includes Orlando and Orlando Sanford
- (2) Includes Fort Lauderdale, Miami, and West Palm Beach
- (3) Includes Tampa and St. Petersburg
- (4) Includes Midway and O'Hare
- (5) Includes Fort Myers and Punta Gorda
- (6) Includes National and Dulles

N/A - Not Available

Source: O & D Passenger Survey of Airline Passenger Traffic, U.S. DOT, Databank 12

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Compliance



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

To the Members
Albany County Airport Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities and fiduciary funds of the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York, as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements, and have issued our report thereon dated March 22, 2021.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority’s internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Marvin and Company, P.C.

Latham, NY
March 22, 2021

Albany County Airport Authority
Schedule of Expenditures of Federal and NYS DOT Financial Assistance
December 31, 2020

| Federal Project Number | NYS Project Number | Federal * Percent Participation | Description of Project | CFDA Number | Total Grant Amount | | Year Ended 12/31/20 Expenditures | |
|--|--------------------|---------------------------------|--|-------------|----------------------|----------------------|----------------------------------|---------------------|
| | | | | | Federal | State | Federal | State |
| <i>CAPITAL CONTRIBUTIONS:</i> | | | | | | | | |
| Direct Award - Department of Transportation Airport Improvement Program | | | | | | | | |
| 134-17 | 1A00.23 | 90.00% | RWY 01-19 & Taxiway A,B,D,E,F,L,M,P,Q & R Edge Lighting Systems | 20.106 | \$ 3,404,073 | \$ 189,115 | \$ 1,149,429 | \$ 86,555 |
| 135-18 | 1A00.24 | 90.00% | Passenger Boarding Bridges B5, B7, B8 and C3 | 20.106 | 3,330,123 | 183,522 | 10,187 | 566 |
| 136-18 | 1A00.25 | 90.00% | Terminal Escalators 16-17 and 20-21 | 20.106 | 1,768,838 | 98,268 | 3,827 | 213 |
| 137-18 | 1A00.26 | 90.00% | Runway 10-28 and Taxiway C and Design | 20.106 | 159,975 | 8,888 | 23,099 | 1,195 |
| 138-19 | 1A00.27 | 90.00% | Runway 10-28 and Associated Taxiways Edge Lighting | 20.106 | 2,603,546 | 144,642 | 1,138,674 | 63,260 |
| 139-19 | 1A00.28 | 90.00% | Acquire Four Pieces of Snow Removal Equipment | 20.106 | 1,247,215 | 69,290 | 331,956 | 18,442 |
| 140-19 | 1A00.29 | 90.00% | Airfield Drainage Improvements Phase II | 20.106 | 1,638,140 | 91,008 | 1,221,603 | 67,867 |
| 141-20 | N/A | 100.00% | Airport Master Plan | 20.106 | 751,154 | N/A | 30,134 | - |
| 142-20 | N/A | 100.00% | Replace Boarding Bridge A3, A5, B10 and C1; Remove OTW Bridges C2 and C3; Design and Construct; Phase 4 of 6 | 20.106 | 3,489,700 | N/A | 130,499 | - |
| | 1A00.97 | | Parking Garage | | - | 22,131,901 | - | 4,164,532 |
| | 1132.17 | | Airport Gateway Signage | | - | 2,414,755 | - | 2,408,866 |
| | | | TOTAL CAPITAL CONTRIBUTION | | \$ 18,392,764 | \$ 25,331,389 | \$ 4,039,408 | \$ 6,811,496 |
| <i>NON-OPERATING GRANTS:</i> | | | | | | | | |
| Direct Award - Department of Transportation | | | | | | | | |
| 143-20 | N/A | 100.00% | COVID-19 CARES Act | 20.106 | \$ 15,277,876 | N/A | \$ 10,914,551 | \$ - |
| Direct Award - U.S. Department of Homeland Security | | | | | | | | |
| N/A | N/A | N/A | TSA Law Enforcement Officer Cooperative Agreement | 97.090 | 139,080 | N/A | 139,080 | - |
| | | | TOTAL NON-OPERATING GRANTS | | \$ 15,416,956 | \$ - | \$ 11,053,631 | \$ - |
| | | | GRAND TOTAL | | \$ 33,809,720 | \$ 25,331,389 | \$ 15,093,039 | \$ 6,811,496 |

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

Albany County Airport Authority
Notes to Schedule of Expenditures of Federal and
New York State Department of Transportation Financial Assistance
For the Year Ended December 31, 2020

1. Scope of Audit Pursuant to the Uniform Guidance

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

2. Basis of Accounting

The accompanying Schedule includes the federal award activity of the Authority under programs of the federal government for the year ended December 31, 2020. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

3. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The Authority has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance and did not claim any indirect costs and has not claimed any indirect costs.

4. Federal Reimbursements

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



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

To the Members
Albany County Airport Authority

Report on Compliance for Each Major Federal Program

We have audited the Albany County Airport Authority's (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2020. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, contracts, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority'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 Authority'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 Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2020.

Report on Internal Control over Compliance

Management of the Authority 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 Authority'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 Authority'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.

Marvin and Company, P.C.

Latham, NY
March 22, 2021

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

To the Members
Albany County Airport Authority

Report on Compliance

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements described in the *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations* (NYCRR), that could have a direct and material effect on its state transportation assistance program for the year ended December 31, 2020.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the state transportation assistance program.

Auditor's Responsibility

Our responsibility is to express an opinion on the Authority's compliance for the state transportation assistance 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 *Preliminary Draft Part 43 of NYCRR*. Those standards and the *Preliminary Draft Part 43 of NYCRR* 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 state transportation assistance program has occurred. An audit includes examining, on a test basis, evidence about the Authority'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 state transportation assistance program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its state transportation assistance program for the year ended December 31, 2020.

Report on Internal Control over Compliance

Management of the Authority 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 Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the state transportation assistance program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the state transportation assistance program and to test and report on internal control over compliance in accordance with the NYCRR, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority'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 the state transportation assistance program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the state transportation assistance program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the state transportation assistance program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the 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 *Preliminary Draft Part 43 of the New York State Codification of Rules and Regulations*. Accordingly, this report is not suitable for any other purpose.

Marvin and Company, P.C.

Latham, NY
March 22, 2021

**Albany County Airport Authority
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2020**

A. SUMMARY OF AUDIT RESULTS

1. The auditor's report expresses an unmodified opinion on the financial statements of the Albany County Airport Authority.
2. No material weaknesses were identified during the audit of the financial statements.
3. No instances of noncompliance material to the financial statements of the Albany County Airport Authority were disclosed during the audit.
4. No material weaknesses were identified during the audit of the major federal award program.
5. The auditor's report on compliance for the major federal award program for the Albany County Airport Authority expresses an unmodified opinion.
6. There were no audit findings related to the major federal award program for the Albany County Airport Authority.
7. The Airport Improvement Program (CFDA #20.106), including the New York State Department of Transportation (NYSDOT) matching grants for this program was the major program for the year ended December 31, 2020.
8. The dollar threshold used to distinguish between Type A and B programs was \$750,000.
9. The Albany County Airport Authority was considered a low-risk auditee.

B. FINDINGS - FINANCIAL STATEMENT AUDIT

NONE

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

NONE



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

To the Members
Albany County Airport Authority

Report on Compliance

We have audited the Albany County Airport Authority (the Authority), a component unit of the County of Albany, New York's, compliance with the types of compliance requirements 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 December 31, 2020.

Management's Responsibility

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 Authority'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 Authority'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 Authority's compliance.

Opinion

In our opinion, the Albany County Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that are applicable to its Passenger Facility Charge Program for the year ended December 31, 2020.

Report on Internal Control over Compliance

Management of the Authority 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 Authority'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 Authority'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 the Passenger Facility Charge Program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the Passenger Facility Charge Program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Passenger Facility Charge Program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the 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 *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration. Accordingly, this report is not suitable for any other purpose.

Marvin and Company, P.C.

Latham, NY
March 22, 2021

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

For the Year Ended December 31, 2020

| Quarter Ended | PFC Charges Received | Interest Earned | Total Received | Expenditures on Approved Projects | |
|--|-------------------------|--------------------|----------------|---|---------------------|
| Beginning Balance | \$ 106,990,314 | \$ 3,147,609 | \$ 110,137,923 | \$ 94,477,005 | \$ 15,660,918 |
| 01/31/2020 | 1,366,488 | 63,815 | 1,430,303 | 1,035,229 | |
| 03/31/2020 | 535,893 | 11,530 | 547,423 | 4,967,538 | |
| 06/30/2020 | 127,975 | 8,830 | 136,805 | - | |
| 12/31/2020 | 274,544 | 7,901 | 282,445 | 2,760,610 | |
| Total 2020 | 2,304,900 | 92,076 | 2,396,976 | 8,763,377 | (6,366,401) |
| Total Program to Date | \$ 109,295,214 | \$ 3,239,685 | \$ 112,534,899 | \$ 103,240,382 | |
| PFC Funds to be used for future debt service payments: | | | | | <u>\$ 9,294,517</u> |

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

| PFC and Interest Received | 12/31/19 PFC Receivable | 1/31/2020 PFC Receivable | PFC Net Income Per Financials |
|------------------------------|----------------------------|-----------------------------|----------------------------------|
| \$ 2,396,976 | \$ (674,734) | \$ 136,633 | \$ 1,858,875 |

SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

The Albany County Airport Authority is a body corporate and politic, constituting a public benefit corporation. The Schedule of Passenger Facility Charges Collected and Expended includes all the PFCs and the interest earnings thereon collected by the Authority beginning May 1, 1994 through December 31, 2019. Passenger Facility Charges are collected pursuant to a Federal Aviation Administration (FAA) approved application in 1994 to Impose \$40,726,364. During 1996, the Authority requested and received approval to increase the amount of PFCs to \$116,888,308 projected to be collected through the year 2022. Effective September 1, 2009, the Authority implemented an approved change the PFC collection from \$3.00 per passenger to \$4.50 per passenger, with a current estimated collection period through 2020.

B. Basis of Accounting

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

**Albany County Airport Authority
Passenger Facility Charge Program
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2020**

A. SUMMARY OF AUDIT RESULTS

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

B. FINDINGS AND QUESTIONED COSTS

NONE

Biographies of the Members of the Albany County Airport Authority

Rev. Kenneth J. Doyle, Chair is a native of Troy, New York. He attended the Mater Christi Seminary in Albany, New York and later graduated with a Master of Arts in philosophy from Basselin College, Catholic University of America in Washington, D.C. Father Doyle is a graduate of the Theological College, Catholic University of America, Washington D.C. He was ordained in 1966. Father Doyle later graduated from Albany Law School and was admitted to the New York State Bar in 1978. Father Doyle has undertaken a number of assignments for the Roman Catholic Church including instructor in religion at Cardinal McCloskey High School, Albany, NY; Editor of the Evangelist diocesan newspaper; Bureau Chief National Catholic News Service, Rome, Italy; Director of Government Relations, New York State Catholic Conference; Albany, New York and Director for Media Relations, United States Catholic Conference, Washington, DC; Pastor, Parish of Mater Christi, Albany, New York and Chancellor for Public Information, Roman Catholic Diocese of Albany. Father Doyle currently resides in Albany.

Anthony Gorman, Vice-Chair is a lifelong resident of Capital Region and lives in Colonie. He is a graduate of The Albany Academy and Georgetown University. Anthony Gorman has been principal in The Gorman Group, a highway construction company, since 1972. He has been continuously active in numerous charitable and civic groups for the last 25 years. He currently is a trustee at The Fort Orange Club in Albany.

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

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

Steven Heider, retired Chief of Police for the Town of Colonie Police Department, is nearly a lifelong resident of Colonie. He served as the Town's fifth Police Chief, retiring in 2015 after serving on the force for 42 ½ years. During his tenure as Colonie Police Chief, the Town of Colonie was rated the #1 community with the lowest crime rating in the country for two consecutive years. A graduate of Colonie Central High School, Hudson Valley Community College and Russell Sage College, he began his career in 1973 and continues today to be involved in many community activities. Throughout his long career he has served on many committees and boards to promote public safety and to advocate for those that lacked

the resources to do so throughout the Capital Region and beyond. He also served as President of the New York State Association of Chiefs of Police, Inc., and is the secretary and treasurer of the Northeastern Chiefs of Police Conference. The retired Chief is also a former member of the Village of Colonie Planning board and the former First Vice Chairman for the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network, of which he is still an active advisor to their policy board. In addition to the Albany County Airport Authority board, he also serves on the boards of the Colonie Youth Center Inc., and the Scatub Insurance Agency located in Scotia, New York.

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

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

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

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

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

Biographies of the Albany County Airport Authority Senior Staff

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

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



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