

A large blue circle with a white border, containing the year "2021" in a large, white, sans-serif font. The circle is positioned over a blurred photograph of an airport terminal with people walking.

20
21

Annual Comprehensive Financial Report

YEARS ENDED DECEMBER 31, 2021 & 2020

SAVANNAH, GA



SAVANNAH AIRPORT COMMISSION

Annual Comprehensive Financial Report Years Ended December 31, 2021 and 2020

**Prepared By: Finance Department
Savannah, Georgia**

Airport Website: www.savannahairport.com

Savannah Airport Commission

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Savannah Airport Commission

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Savannah Airport Commission

Introductory Section (Unaudited)

- Letter of Transmittal
- Air Service Map 2021
- Air Service Map 2020
- Principal Officials
- Organization Chart
- Certificate of Achievement for Excellence in Financial Reporting





400 AIRWAYS AVENUE
SAVANNAH, GA 31408

T: 912.964.0514

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TO: Savannah Airport Commissioners
Airport Attorneys
DATE: June 27, 2022
SUBJ: Commission's Annual Comprehensive Financial Report

In accordance with state statutes and local charter provisions, we hereby submit the Annual Comprehensive Financial Report (ACFR) of the Savannah/Hilton Head International Airport for the year ended December 31, 2021. Responsibility for both the accuracy of the information contained in this report and the completeness and fairness of the presentation, including all disclosures, rests with the Savannah Airport Commission (Commission). To the best of our knowledge and belief, and as indicated by the opinion of our independent auditors, the report is accurate in all material aspects and presents the Commission's financial position, the results of operations and cash flows. It also includes disclosures necessary to enable the reader to gain the maximum understanding of the Commission's financial affairs. This report was prepared following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA) and in conformity with accounting principles generally accepted in the United States of America (U.S. GAAP) promulgated by the Government Accounting Standards Board (GASB).

The independent audit of the financial statements is part of the broader mandated provisions of 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), as it pertains to federal financial awards received from the U.S. Government and in conformity with the provisions of the November 1994 Audit Compliance and Reporting Guide for Public Agencies relative to the collection and use of Passenger Facility Charges. The independent auditor must not only report on the fair presentation of the financial statements but also on the Commission's internal controls and compliance with legal requirements, with special emphasis involving the administration of federal awards. See the independent auditor's reports presented in the compliance section of this report.

GASB requires that management provide a narrative introduction, overview and analysis to accompany the financial statements in the form of a Management Discussion and Analysis (MD&A). This letter of transmittal should be read in conjunction with the MD&A, which can be found immediately following the report of the independent auditor in the Financial Section of this report.

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Description of Airport/Reporting Entity

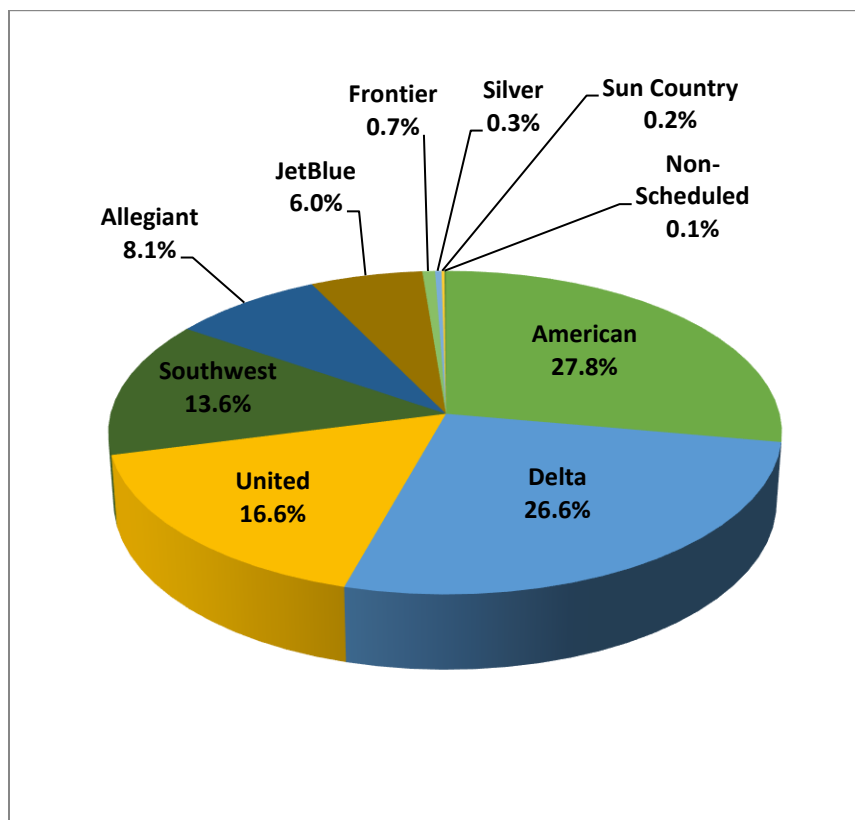
In 1940, the City of Savannah acquired a 600-acre tract to construct an airfield but before it was completed, the United States was drawn into WWII. The U.S. Army Air Corps took over construction and named the airfield Chatham Field. After WWII ended, the airfield was turned over to the Georgia Air National Guard and renamed Travis Field. In 1949, the City of Savannah received a quitclaim deed to Travis Field and that same year the Savannah Airport Commission was enacted by an act of the Georgia State Legislature. The Commission is a corporate body politic, operating as a stand-alone enterprise. The Commission is an agency of the City of Savannah. The Mayor and City Council of the City of Savannah appoint five Commissioners to serve five-year staggered terms. The financial reporting entity of the Commission includes all activities related to the operation and maintenance of the Savannah/Hilton Head International Airport.

Economic Condition/Airline Activity/Enplanements

Following the 2020 air traffic screeching halt, 2021 brought the airline industry to a modest recovery. During the COVID-19 pandemic, global passenger traffic decreased 65.9% in 2020 compared to 2019. The 2021 recovery was still a decrease of 58.4% compared to 2019. 2021's decrease from 2019 was an increase of 7.5% from 2020 to 2021. The load factor for the global market also had a slight recovery to 68%. The Savannah/Hilton Head International Airport had a much more significant recovery from COVID-19's effects. The airlines offered 1,837,415 seats in 2021 vs. the 1,026,397 seats offered in 2020, an increase of 79%. The load factor increased in 2021 compared to 2020, respectively at 75.8% and 58.09%. Total enplanements for 2021 were 1,393,720 vs. 598,096 for 2020, a significant increase of 133.0%. Total passengers for 2021 were 2,780,909 vs. 1,199,995 for 2020, also a significant increase of 131.7% compared to last year. The airlines serving the Savannah/Hilton Head International Airport in 2021 included Delta, American, United, Southwest, Allegiant, JetBlue, Frontier, Silver, and Sun Country.

The Savannah/Hilton Head International Airport was pleased to offer a generous rent relief program to our tenants to help curb the effects of the COVID-19 pandemic. Three phases of relief were offered in 2020. Phase 1 allowed severely impacted tenants to defer their Minimum Annual Guarantee (MAG) and percentage of Gross Receipts payments for a three month period. The second phase extended the deferral period from three months to six months. Phase 3 of the rent relief program extended the deferral period for terminal concessionaires, this time until December 31, 2020. The third phase also waived the collection of the MAG for concessionaires within the terminal for all deferred periods, allowing tenants to only pay their percentage of Gross Receipts payments. During the 2021 year, the waiver of the collection of MAG for concessionaires within the terminal was extended for the entirety of the year. The landing fees and square footage rates were also frozen for the year.

The market share for the airlines serving the Airport in 2021 follows:



American Air Lines (American, PSA, Republic, Envoy, Piedmont, and SkyWest) had a market share of 27.8% for the year, followed by Delta Airlines (Delta, Endeavor, Republic, and SkyWest) with 26.6%; United (United, Air Wisconsin, CommutAir, Mesa, Republic, and SkyWest) captured 16.6%; Allegiant held 8.1%; JetBlue took 6.0% of the market share; Frontier held 0.7%, and the new addition of Southwest had a strong entry at 13.6%. Silver Airways was also a new addition with 0.3% and Sun Country had the fewest enplanements at 0.2%.

The Savannah/Hilton Head International Airport has been diligently working to attract new airlines, add new destinations and more flights to existing destinations, and lower fares to increase passenger traffic and continue the growth the airport has experienced in 2021. As of December 31, 2021, enplanements were well above 2020, with a significant increase of 133.0% and available seats were up with an increase of 79.0% over 2020. Following the COVID-19 pandemic inducing setback of 2020 with 598,096 enplanements, 2021 ended the year with a remarkable 1,393,720 enplanements. Our 2021 budget originally projected 930,000 enplanements. The enplanement rate through May of 2021 would have ended the year with approximately 986,000 enplanements, but the Savannah/Hilton Head International Airport rebounded in June through the rest of the year with record breaking months for each respective month.

Airport Highlights

First Quarter:

- **SAV sponsors Bring One for the Chipper**
- **Allegiant announces nonstop flights to ATW**
- **Rolls Royce opens new customer support center**
- **Southwest launches new service at SAV with five destinations (BNA, DAL, HOU, BWI, MDW)**
- **SAV hosts SEC AAAE Conference**
- **Construction begins on escalators 1 & 2**
- **Installation of new escalators 3 & 4 completed**
- **Construction begins on the expansion of both the value park and overflow parking lots**

Second Quarter:

- **Silver launches new service to TPA & FLL**
- **SAV installs U.S. Flag at the new FIS Facility**
- **SAV hosts the Ailevon Roundtable**
- **Allegiant launches service to ATW and SWF**
- **Salt Table opens new location in the concourse**
- **United launches seasonal service to MKE**
- **Escalator replacement project completed**
- **Southwest launches Saturday service to STL**

Third Quarter:

- **Salt Table Spirits opens in concourse**
- **SAV ranked #2 in the Travel & Leisure World's Best Domestic Airports**
- **Cargo Apron Expansion begins**
- **Davidson Drive beautification project begins**
- **Rental Car Improvement projects begin**

Fourth Quarter:

- **SAV voted #1 Airport in the U.S. in the Conde Nast Readers' Choice Awards**
- **Home for the Holidays contest winners announced**
- **Jet Blue launches service to LGA**
- **SAV hosts National Airports Conference**

Major Initiatives

The **AIP-63 Grant** was awarded on July 16, 2020 in the amount of \$3,965,942. The entitlement funds from the AIP-63 grant have been designated to fund the capital expenditures incurred as a result of replacing terminal escalators, decommissioning an underground fuel tank, design costs and mitigation credits necessary for improving SE Quadrant drainage, and environmental assessments needed for planning short-term development in the SE and NW Quadrants. Grant closeout documentation was submitted in the fourth quarter of 2021.

The **AIP-64 Grant** was awarded on July 16, 2020 in the amount of \$908,124. The entitlement funds from the AIP-64 grant were designated to fund an update to our Master Plan. The Master Plan update was delayed, and the funds will be reallocated to be used for SE quadrant mitigation credits. The grant closeout documentation will be submitted in 2022.

The **CARES-65 Grant** was awarded on April 27, 2020 in the amount of \$26,824,077. This grant was a part of the CARES Act given out to help offset a decline in revenues arising from diminished airport operations and activities as a result of the COVID-19 pandemic. The grant will be closed out by the second quarter of 2022.

The **AIP-66 Grant** was awarded on August 24, 2021 in the amount of \$1,111,111. The supplemental discretionary funds from the AIP-66 grant have been designated to fund capital expenditures incurred during the first phase of the project to construct the air cargo apron. Grant closeout documentation is expected to be submitted in the third quarter of 2022.

The **AIP-67 Grant** was awarded on August 24, 2021 in the amount of \$6,679,565. The entitlement and discretionary funds from the AIP-67 grant will be used to fund the capital expenditures incurred during the second phase of the project to construct the air cargo apron. Grant closeout documentation is expected to be submitted in the third quarter of 2022.

The **ACRGP-68 Grant** was awarded on April 13, 2021 in the amount of \$312,985. The funds from this Airport Coronavirus Response Grant, in accordance with the CRRSA Act, will be used to provide relief from rent and minimum annual guarantee (MAG) obligations, as applicable, to each eligible airport concession in an amount that reflects their proportional share of the total amount of the rent and MAGs of all eligible concessions at the airport. Airports may retain up to 2% of this grant for administrative fees. The concession relief funded by this grant must have been provided no earlier than December 27, 2020.

The **ACRGP-69 Grant** was awarded on April 13, 2021 in the amount of \$4,987,807. The funds from this Airport Coronavirus Response Grant, in accordance with the CRRSA Act, will be used to reimburse the airport's operational and maintenance expenses in an effort to offset lost revenues that were a result of the COVID-19 pandemic. Any expenses reimbursed by this grant must have been incurred on or after January 20, 2020.

The ARPA-70 Grant was awarded on November 8, 2021 in the amount of \$11,693,915. The funds from this Airport Rescue Grant, under the American Rescue Plan Act, will also be used to reimburse the airport for operational and maintenance expenses to help offset the lost revenues resulting from the COVID-19 pandemic. Any expenses reimbursed by this grant must have been incurred on or after January 20, 2020.

The ARPA-71 Grant was awarded on December 10, 2021 in the amount of \$1,251,941. The funds from this Airport Rescue Grant, under the American Rescue Plan Act, will be used to provide relief from rent and minimum annual guarantee (MAG) obligations, as applicable, to each eligible airport concession in an amount that reflects their proportional share of the total amount of the rent and MAGs of all eligible concessions at the airport. \$250,388 of the grant will be allocated to large concessionaires while \$1,001,553 of the grant will be allocated to small concessionaires. The concession relief funded by this grant must have been provided no earlier than March 11, 2021.

A schedule of the projects included in open AIP grants as of 12/31/21 is as follows:

	<u>PROJECTED COST</u>	<u>FAA GRANTS</u>	<u>PFC FUNDS</u>	<u>STATE FUNDS</u>	<u>AIRPORT FUNDS</u>
Construct Air Cargo Apron	\$7,790,676	\$7,790,676	N/A	N/A	N/A
Total Cost	\$7,790,676	\$7,790,676	N/A	N/A	N/A

The costs detailed above include total projected costs, and the construction contract commitments (Note 8) in the auditor's report are authorized contractor project costs through December 31, 2021.

Financial Information

In developing and evaluating the Commission's accounting system, consideration is given to the adequacy of internal accounting controls. Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding: (1) the safeguarding of assets against loss from unauthorized use or disposition; and (2) the reliability of financial records for preparing financial statements and maintaining accountability for assets. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the evaluation of costs and benefits requires estimates and judgments by management.

Airline Primary Rates and Charges

Effective January 1, 2015, a new five-year Airline Use and Lease Agreement was adopted with a major change in the rates and charges. The Airline Use and Lease Agreement with the signatory and non-signatory airlines Rates and Charges section was simplified and fixed rates were established for the next five years. The fixed rates are based on our past residual rate-making methodology for the airfield (landing fee calculation) and a hybrid residual rental rate methodology for the terminal and apron (rental rate calculation) but with a

discount. Airlines and the Airport agreed upon the fixed annual rates and charges for Primary and Affiliated airlines as stated in the table below. Under the new agreement, rates increase annually based on estimated increases in enplanements, with the enplanements of fiscal year 2009 as the base. If the total annual enplanements at any time during the contract period increase or decrease by twenty-five (25%) percent or more, either the Airlines or Airport may request a renegotiation of the rates. This agreement was renewed effective January 1, 2020 for another five-year term. The rates below were frozen at 2020 levels in 2021 due to the COVID-19 Pandemic. Fees would have been \$3.30 for Landing Fees, \$59.50 for Terminal Rental Rates, \$6,500 for Apron Rental Fee, and \$0.025 for Fuel Flow Fee.

Airline Rates	2017	2018	2019	2020	2021
Terminal	\$55.50	\$56.50	\$57.50	\$58.50	\$58.50
Landing Fee	\$2.90	\$3.00	\$3.10	\$3.20	\$3.20
Apron Fee	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500
Fuel Flowage Fee	\$0.025	\$0.025	\$0.025	\$0.025	\$0.025

- 1) **Terminal Rental Rate:** This fee is for terminal square footage rental rate each year that will be applied to the space leased by airlines and other tenants who lease Airline space on a square foot basis.
- 2) **Landing Fee:** This fee is charged to each airline based on the airline's number of landings at the Airport times the maximum certified landing weight of each aircraft (per 1,000 pounds).
- 3) **Apron Fee:** This fee is charged to each airline based on the number of gates assigned to them for the use of parking of aircraft and support vehicles and the loading and unloading of their aircraft. It is based on a per gate/per year fee.
- 4) **Fuel Flowage Fee:** The Savannah/ Hilton Head International Airport maintains the fuel farm, which is necessary for fueling commercial jet aircraft at the Airport. The fuel farm is operated by Airport Staff in accordance with state and local regulations and, additionally, in accordance with a standard operating agreement with each airline. The fuel farm flowage fees are established each year based on anticipated expenses divided by volume.

Capital Financial Planning

The Savannah Airport Commission has a five-year Airport Capital Improvement Plan (Strategic Plan) for the years 2022 – 2026 totaling \$290 million. The plan consists of \$142 million for airside projects, \$67 million for terminal improvements, and \$81 million for miscellaneous projects and improvements. Many of the projects included are dependent on their eligibility for available Federal and State funding. Therefore, the projected timing for

starting each project is dependent upon the Airport's growth and ability to obtain adequate funding. The remaining projects, if initiated, will require future Federal entitlement and discretionary funds, State funds, Passenger Facility Charge funds, and Airport funds.

All the projects included in the five-year capital plan are designed to meet the objectives as set forth in the Airport's Master Plan and Safety Improvement Program. All projects have or will be subject to a Federal Environment Assessment (FEA) pursuant to the National Environmental Policy Act of 1969 (NEPA). Specific airfield-related projects eligible for Federal or State funding support will also be subject to Federal Aviation Administration review and approval.

The total effect any capital plan will have on future operating budgets is evaluated at the time a specific project is authorized by the Commission to be started unless a project is mandated for safety or health purposes. All other projects are undertaken based on a cost-benefit analysis. All capital projects completed in 2021, or scheduled for completion in 2022, have their projected additional operating costs and related revenues incorporated into the Commission's 2022 operating budget.

Operating Financial Planning

As part of preparing its operating budget each year, the Commission prepares a multi-year projection of revenues and expenses covering the next five years. The projections normally include an annual compounded growth rate of 3% to 5% for enplanements and revenues, with operating expense projections ranging from 3% to 5% compounded growth rate annually. Due to the Commission's outstanding recovery in 2021 the budget process differed greatly. For our 2022 budget, enplanements are projected to increase from 2021 by 11.1%. Rent A Car, Retail, Food & Beverage, Auto Parking, and Ground Transportation revenues are also all expected to increase in 2022 as a result of the projected increase in passenger traffic from the anticipated additional enplanements. Our projected operating expenses are expected to increase approximately 6.3% over the 2021 year. This is due to the fact that we had put a hiring freeze on during the 2020 year and have since started increasing head count again. There are also many projects that were put on hold that are now coming back into action.

Financial Controls

In 2010, the Commission and Airlines had negotiated and implemented a new Airline Agreement. In past years, the Airport-Airline Operating Agreements executed between the airlines and the Commission included a majority-in-interest (MII) provision, allowing airlines to approve or disapprove certain capital projects. Airline rates and charges were calculated with a residual rate-making methodology for the airfield and a hybrid residual methodology for the terminal and apron. The airport executed new Airline Operating Agreements which replaced "Signatory" airlines with "Primary" airlines. The new agreements eradicated the MII provision and instead structured new, five-year agreements with the Primary Airlines based on a fixed monthly rate and pre-established annual adjustments. In addition, new financial controls were added to the agreements requiring that

the Primary airlines be responsible for any and all charges incurred by their respective affiliate airlines.

Technological Advances

The IT completed a migration of the M-Files vault from being on-premises to being cloud hosted.

A project was facilitated for the configuration of an offload server and connectivity for APD's in-car camera recordings.

Independent Audit

The Commission and State & Federal Regulations require an annual audit of the financial records of the Commission by an independent certified public accountant selected by the Commission. The accounting firm of Hancock Askew and Co., LLP, was selected to perform the audit. The audit was designed to meet the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The auditor's report on the basic financial statements and schedules is included in the financial section of this report. The auditor's reports on compliance are found in the compliance section of this report.

Awards

SAV Named #1 Airport in the U.S. in 2021 Condé Nast Traveler Readers' Choice Awards

SAV Named #2 Best Domestic Airport in 2021 Travel + Leisure World's Best Awards

Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Savannah Airport Commission for its annual comprehensive financial report for the fiscal year ended December 31, 2020. This was the twenty-third consecutive year that the Commission has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report could not have been accomplished without the professional, efficient and dedicated services of the entire staff of the finance department and the marketing department as well as the independent auditors. We express appreciation to all Commission staff members who contributed to its preparation.

In conclusion, the Savannah Airport Commission is in excellent financial condition. The Commission has sufficient funds on hand to provide for its day-to-day operating expenses and additionally to self-fund the majority of its internal capital needs for the next five-year Strategic Plan. The Commission is charged by the Federal Aviation Administration to be self-sufficient, and we believe with the current rate structure and the current condition of the economy and airline industry that we will generate sufficient revenue sources to maintain the self-sufficient status of the Savannah/Hilton Head International Airport.

Respectfully submitted,



**Gregory B. Kelly
Executive Director**

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INTERNATIONAL

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ALLENTOWN ABE*

Weekly nonstop departures to
APPLETON ATW*

Weekly nonstop departures to
BALTIMORE BWI

Weekly nonstop departures to
BELLVILLE BLV*

Weekly nonstop departures to
CINCINNATI CVG

Weekly nonstop departures to
CHICAGO MDW*

Weekly nonstop departures to
AKRON CANTON CAK

Weekly nonstop departures to
COLUMBUS LCK*

Weekly nonstop departures to
GRAND RAPIDS GRR*

Weekly nonstop departures to
HOUSTON HOU*

Weekly nonstop departures to
INDIANAPOLIS IND*

Weekly nonstop departures to
LOUISVILLE SDF*

Weekly nonstop departures to
NASHVILLE BNA*

Weekly nonstop departures to
NEWBURGH SWF*

Weekly nonstop departures to
NEWARK EWR

Weekly nonstop departures to
PITTSBURGH PIT*



www.aa.com | (800) 433-7300

Daily nonstop departures to
CHARLOTTE CLT

Daily nonstop departures to
CHICAGO O'HARE ORD*

Daily nonstop departures to
DALLAS DFW

Weekend nonstop departures to
LAGUARDIA LGA

Daily nonstop departures to
MIAMI MIA

Daily nonstop departures to
PHILADELPHIA PHL

Daily nonstop departures to
WASHINGTON REAGAN DCA



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Daily nonstop departures to
ATLANTA ATL

Daily nonstop departures to
DETROIT DTW

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NEW YORK JFK

Daily nonstop departures to
NEW YORK LGA



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Weekly nonstop departures to
PHILADELPHIA PHL*



www.jetblue.com | (800) 538-2583

Daily nonstop departure to
BOSTON BOS

Daily nonstop departures to
NEW YORK JFK



AIRWAY 3

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Weekly nonstop departure to
FT. LAUDERDALE FLL

Weekly nonstop departures to
TAMPA TPA



www.southwest.com | (800) 435-9792

Daily nonstop departures to
BALTIMORE BWI

Daily nonstop departures to
CHICAGO MDW

Daily nonstop departures to
DALLAS DAL

Daily nonstop departures to
HOUSTON HOU

Daily nonstop departures to
NASHVILLE BNA

Weekly nonstop departure to
ST. LOUIS STL

Weekly nonstop departure to
DENVER DEN



www.suncountry.com | (800) 359-8788

Weekly nonstop departures to
MINNEAPOLIS MSP*



www.united.com | (800) 241-8522

Daily nonstop departures to
CHICAGO O'HARE ORD

Daily nonstop departures to
DENVER DEN

Daily nonstop departures to
HOUSTON IAH

Weekly nonstop departures to
MILWAUKEE MKE*

Daily nonstop departures to
NEWARK EWR

Daily nonstop departures to
WASHINGTON IAD

flySAV.com

* Indicates Seasonal Service. See Airline for current schedules and details.

Airlines & Nonstop Destinations



27 Nonstop Destinations

***SEASONAL SERVICE**

****as of December 2020**

2020 FLIGHT LIST



Weekly nonstop departures to
ALLENTOWN ABE*

Weekly nonstop departures to
BALTIMORE BWI

Weekly nonstop departures to
BELLVILLE BLV*

Weekly nonstop departures to
CINCINNATI CVG

Weekly nonstop departures to
CHICAGO MDW*

Weekly nonstop departures to
CLEVELAND CLE

Weekly nonstop departures to
COLUMBUS LCK*

Weekly nonstop departures to
GRAND RAPIDS GRR*

Weekly nonstop departures to
HOUSTON HOU*

Weekly nonstop departures to
INDIANAPOLIS IND*

Weekly nonstop departures to
LOUISVILLE SDF*

Weekly nonstop departures to
NASHVILLE BNA*

Weekly nonstop departures to
NEWBURGH SWF*

Weekly nonstop departures to
NEWARK EWR

Weekly nonstop departures to
PITTSBURGH PIT*



Daily nonstop departures to
TORONTO YYZ*



Daily nonstop departures to
CHARLOTTE CLT

Daily nonstop departures to
CHICAGO O'HARE ORD*

Daily nonstop departures to
DALLAS DFW

Weekend nonstop departures to
LAGUARDIA LGA

Daily nonstop departures to
MIAMI MIA

Weekday nonstop departures to
PHILADELPHIA PHL

Daily nonstop departures to
WASHINGTON REAGAN DCA



Daily nonstop departures to
ATLANTA ATL

Daily nonstop departures to
DETROIT DTW

Daily nonstop departures to
NEW YORK JFK

Daily nonstop departures to
NEW YORK LGA



Weekly nonstop departures to
PHILADELPHIA PHL*



Daily nonstop departure to
BOSTON BOS

Daily nonstop departures to
NEW YORK JFK



Daily nonstop departures to
CHICAGO O'HARE ORD

Daily nonstop departures to
DENVER DEN

Daily nonstop departures to
HOUSTON IAH

Daily nonstop departures to
NEWARK EWR

Daily nonstop departures to
WASHINGTON IAD



Weekly nonstop departures to
MINNEAPOLIS MSP*

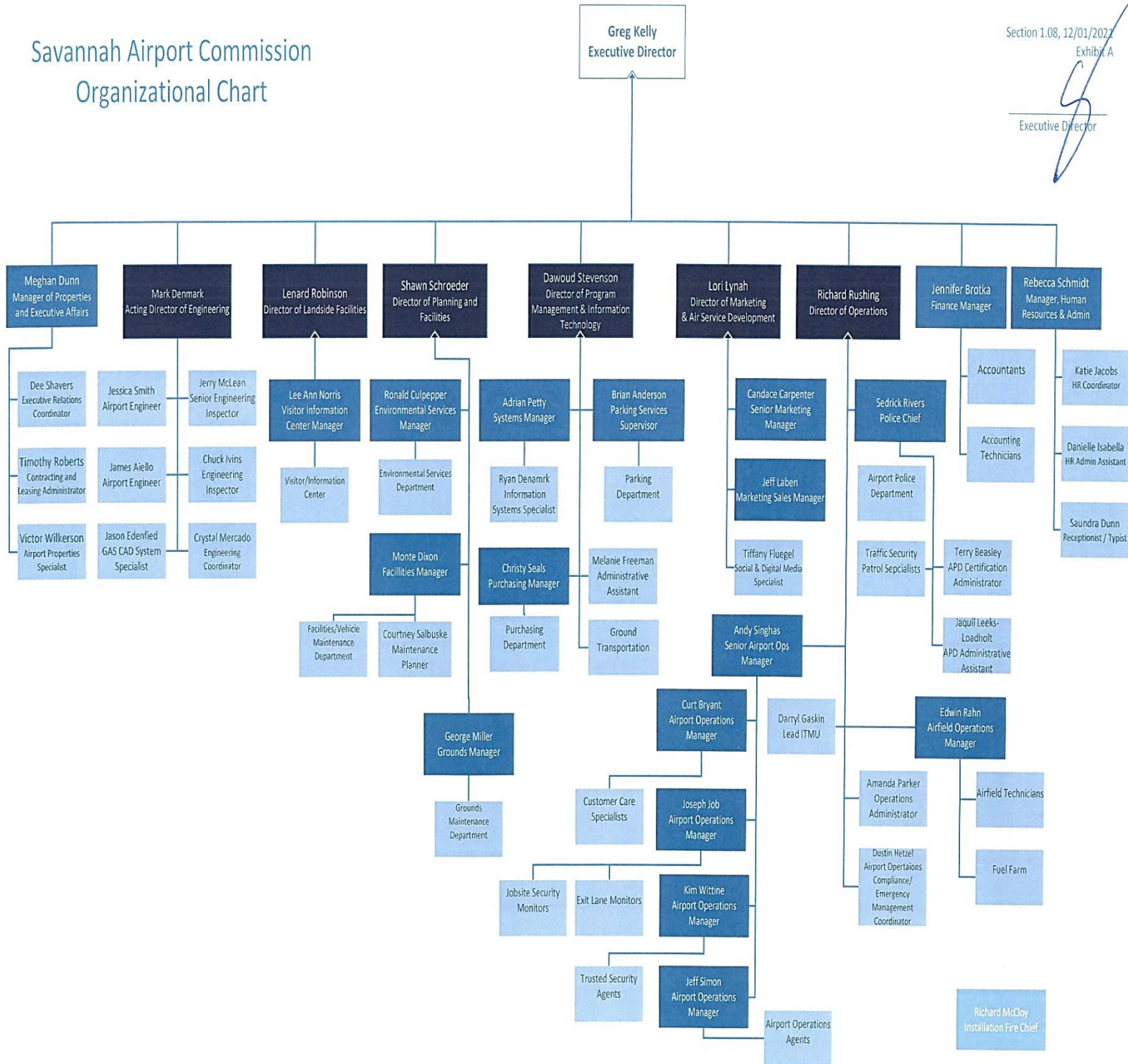
Principal Officials 2021

Commissioner	Position	Occupation	Term Expiration
Stephen Green	Chairman	Stephen Green Properties	2022
Shirley James	Vice-Chairman	The Savannah Tribune	2025
Ted Kleisner	Commissioner	First Energy Corporation	2026
Randy Houston	Commissioner	DuPont	2023
Lowell Kronowitz	Commissioner	Levy Jewelers	2024

Savannah Airport Commission Organizational Chart

Section 1.08, 12/01/2022
Exhibit A

Executive Director





Government Finance Officers Association

Certificate of
Achievement for
Excellence in
Financial
Reporting

Presented to

**Savannah Airport Commission
Georgia**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2020

Christopher P. Morill

Executive Director/CEO

Savannah Airport Commission

Financial Section

- Independent Auditor's Report





Independent Auditor's Report

The Commissioners
Savannah Airport Commission
Savannah, Georgia

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Savannah Airport Commission (the Commission), as of and for the years ended December 31, 2021, and 2020, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Commission, as of December 31, 2021, and 2020, and the respective changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The supplementary information, the Schedule of Passenger Facility Charges, and the Schedule of Expenditures of Federal Awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information, the Schedule of Passenger Facility Charges and the Schedule of Expenditures of Federal Awards, are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 27, 2022 on our consideration of the Savannah Airport Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

Hancock Arthur & Co., LLP

Savannah, Georgia
June 27, 2022

- Management's Discussion and Analysis (Unaudited)



MANAGEMENT’S DISCUSSION AND ANALYSIS (UNAUDITED)

This Management’s Discussion and Analysis (MD&A) of the Savannah/Hilton Head International Airport provides an introduction to the major activities affecting the operations of the airport and an introduction and overview to the financial performance and financial statements of the Savannah Airport Commission (Commission) for the fiscal year ended December 31, 2021. The information contained in this MD&A prepared by management should be considered in conjunction with the information contained in the Letter of Transmittal included in the Introduction Section and various historic summaries of activities and financial performance included in the Statistical and Compliance Sections of this report. Following this MD&A are the basic financial statements of the Commission together with the notes thereto, which are essential to a full understanding of the data contained in the financial statements.

The Savannah Airport Commission is self-sufficient using aircraft landing fees, fees from terminal and other rentals as well as revenues from concessions and non-aviation revenues such as hotels, a golf course, service stations/convenience stores, and restaurant establishments to fund daily operating expenses. The capital program is funded by Federal and State grants, Passenger Facility Charges (“PFC”), Customer Facility Charges (“CFC”), and net remaining revenues.

AIRPORT ACTIVITIES & HIGHLIGHTS

The Savannah/Hilton Head International Airport entered 2021 with economic aviation conditions at an all-time low. Conditions changed quickly in March 2021 with the recovery from COVID-19 bringing a strong return to passenger traffic. Total airline activities during the past three years are as follows:

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Enplanements - Scheduled and Non-Scheduled	1,393,720	598,096	1,502,974
% increase/decrease	133.0%	-60.2%	7.7%
Aircraft Operations - All Types	112,657	92,294	107,764
% increase/decrease	22.1%	-14.4%	11.3%
Landed Weight - Scheduled and Non-Scheduled	1,828,440	1,055,898	1,885,631
% increase/decrease	73.2%	-44.0%	7.1%
Mail/Express/Freight Cargo (Tons)	8,781	8,459	9,248
% increase/decrease	3.8%	-8.5%	-0.2%
Airline Available Seats	1,837,415	1,026,397	1,903,143
% increase/decrease	79.0%	-46.1%	7.6%

Two major factors affect airport revenues: operations, which generate landed weight fee revenues plus usage charges for apron; and enplanements, which generate concession, parking, rental car, and other ground transportation revenues. As the recovery from the effects of COVID-19 has begun, aircraft operations increased by 22.1% from 2020. Total enplanements were up 133.0% and airline available seats were up 79.0%. The number of non-stop destinations increased by 4 in 2021 when compared to 2020, providing service to and from 31 non-stop destinations for passengers. Landing weights increased by 73.2% and total cargo increased by 3.8% compared to 2020.

STATEMENT OF NET POSITION

The Statement of Net Position presents the financial position of the Commission at the end of the fiscal year. The Statement includes all assets and liabilities of the Commission. Net position is the difference between total assets and total deferred outflows of resources less total liabilities and total deferred inflows of resources. A summarized comparison of the Commission's assets, liabilities and net assets on December 31, 2021, 2020 and 2019 is as follows:

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Assets			
Current assets	\$78,708,962	\$66,405,087	\$69,926,060
Current restricted assets	27,936,083	21,121,495	19,061,440
Non-current assets			
Capital assets, net	154,467,008	157,014,546	168,961,459
Other non-current assets	335,108	403,995	466,465
Long-term investments	24,929,000	20,046,000	7,053,000
Total assets	<u>\$286,376,161</u>	<u>\$264,991,123</u>	<u>\$265,468,424</u>
Deferred outflows of resources	<u>\$5,170,225</u>	<u>\$4,691,731</u>	<u>\$3,701,409</u>
Liabilities			
Current liabilities	\$5,355,110	\$6,268,631	\$6,124,470
Non-current liabilities			
Net pension/OPEB liability	17,546,864	19,976,089	16,166,468
Total Liabilities	<u>\$22,901,974</u>	<u>\$26,244,720</u>	<u>\$22,290,938</u>
Deferred inflows of resources	<u>\$5,257,995</u>	<u>\$2,871,294</u>	<u>\$634,218</u>
Net position			
Net investment in capital assets	\$154,467,008	\$157,014,546	\$168,961,459
Restricted	27,936,083	21,121,495	19,061,440
Unrestricted	80,983,326	62,430,799	58,221,778
Total net position	<u>\$263,386,417</u>	<u>\$240,566,840</u>	<u>\$246,244,677</u>

The Commission's financial position remained strong through December 31, 2021, as the recovery from the pandemic continued. Current assets increased by \$19.1 million, total assets and deferred outflows of resources increased by \$21.9 million. The change in current and total assets was primarily due to an overall increase in assets due to expense cuts and relief grant funding. Investments were also kept much shorter due to the low rates of return, which also shifted assets to current from long term. The year ended with total assets and deferred outflows of resources of \$291.5 million and total liabilities and deferred inflows of resources of \$28.2 million.

Total net position, which represents the residual interest in the Commission's assets after liabilities are deducted, is \$263.4 million at December 31, 2021, an increase of \$22.8 million from 2020. This increase was primarily due to the Commission having a strong rebound while attempting to keep the expenses at a minimum and relief grant funding. This was also a reflection of the increase in available flights offered. As reflected in the above chart, the net investment in capital assets decreased by \$2.5 million to \$154.5 million. The restricted and unrestricted remaining net assets are derived from the Commission's operations, customer facilities charges, general aviation funding, federal and state grants, and passenger facilities charge collections. The 2021 restricted assets of \$27.9 million are subject to internal and external restrictions on how they may be used. The remaining unrestricted current assets of \$78.7 million may be used to meet any of the Commission's ongoing operations, subject to approval by the Commission's Board.

SUMMARY OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Operating revenues			
Airfield	\$5,655,665	\$3,815,963	\$6,752,741
Terminal One	16,831,037	12,054,946	16,088,023
Commercial Aviation	2,901,302	2,868,282	2,544,916
Apron	81,675	69,044	69,791
Parking	7,163,517	3,433,443	9,172,911
Non-Aviation	3,119,045	2,291,249	3,067,443
Total operating revenues	<u>35,752,241</u>	<u>24,532,927</u>	<u>37,695,825</u>
Operating expenses			
Airfield	(3,546,649)	(1,877,299)	(1,805,729)
Terminal One	(9,431,481)	(11,474,856)	(10,608,462)
Airport Business Center	(10,097)	(11,340)	(10,519)
Commercial Aviation	(159,742)	(204,786)	(188,206)
Apron	(12,900)	(16,055)	(1,829)
Parking	(1,792,227)	(1,920,064)	(1,835,278)
Non-Aviation	(989,003)	(1,381,800)	(1,219,215)
Public Safety	(3,046,019)	(4,047,794)	(3,887,071)
FIS Facility	(80,992)	(49,501)	(4,310)
Administration	(11,317,539)	(11,852,237)	(11,051,772)
Total operating expenses	<u>(30,386,649)</u>	<u>(32,835,732)</u>	<u>(30,612,391)</u>
Excess/(loss) before depreciation and other non-operating income and expenses	5,365,592	(8,302,805)	7,083,434
Depreciation	<u>(13,374,664)</u>	<u>(12,763,672)</u>	<u>(12,773,208)</u>
Loss before other non-operating income and expenses	(8,009,072)	(21,066,477)	(5,689,774)
Other non-operating income net	<u>10,315,779</u>	<u>1,260,534</u>	<u>11,629,887</u>
Income (loss) before Capital contributions	2,306,707	(19,805,943)	5,940,113
Capital contributions	<u>20,512,870</u>	<u>14,128,106</u>	<u>10,408,120</u>
Increase (decrease) in net position	22,819,577	(5,677,837)	16,348,233
Total net position, beginning of year	<u>240,566,840</u>	<u>246,244,677</u>	<u>229,896,444</u>
Total net position, end of year	<u>\$263,386,417</u>	<u>\$240,566,840</u>	<u>\$246,244,677</u>

SUMMARY OF OPERATIONS HIGHLIGHTS

Total passenger traffic (enplaned + deplaned) increased significantly in 2021. In 2021, a total of 2.8 million passengers passed through the Airport, versus 1.2 million passengers in 2020 and 3.0 million passengers in 2019. With this strong rebound in passengers, the Airport ended the year 2021 with an increase in net position of \$22.8 million, versus a decrease of \$5.7 million in 2020. Capital Contributions increased from \$10.4 million in 2019 to \$14.1 million in 2020 and increased even more to \$20.5 million in 2021. The Commission expects to show similar capital contributions again in 2022.

Significant items affecting the Summary of Revenue, Expenses and Changes in Net Position for 2021 follows:

- Following a decrease from 2019 to 2020 of \$13.2 million, operating revenues increased 45.7%, or \$11.2 million, from \$24.5 million in 2020 to \$35.8 million in 2021 primarily due to the following:
 - In the Airfield cost center, revenues increased by \$1.8 million or 48.2% over 2020, which is very different from the decrease from 2019 to 2020 of \$2.9 million or 43.5%. This revenue increase is directly attributable to a strong rebound in air traffic which resulted in an increase in landings following the worst times of the COVID-19 pandemic. The landing fees were frozen at the 2020 rate of \$3.20 per 1,000 pounds.
 - The Terminal cost center experienced an increase of \$4.7 million over the 2020 year. This 39.6% increase helped beat the previous record from 2019 by \$743,014. The airline SF rates remained frozen at \$58.50 per SF. This was a direct result of the additional concession revenue from the increase in passengers.
 - In the Parking cost center, revenues increased by \$3.7 million or 108.6% in 2021, which is very different from the 2020 decrease of \$5.7 million or 62.6% from 2019. This increase is also due to the rebound in traffic at the Airport.
- Following the 7.3% increase of \$2.2 million from 2019 to 2020, operating expenses (less depreciation) decreased by 7.5%, or \$2.5 million, from \$32.8 million in 2020 to \$30.3 million in 2021. This decrease was partially because of a hiring freeze and letting natural attrition lower headcount.
- The net result of the above was an operating gain before depreciation of \$5.4 million for 2021. This is a \$13.7 million increase from the \$8.3 million operating loss seen in 2020. The operating gain in 2019 was even more favorable at \$7 million.
- Non-Operating Income experienced a substantial increase of 718.4% or \$9.0 million from a total of \$1.3 million in 2020 to \$10.3 million in 2021. The largest factor resulting in the increase was the increase in passenger traffic due to COVID-19 impacting the 2020 year so drastically. More passengers on flights resulted in more PFC and CFC revenue.

- **In 2021, the Airport's capital contributions received were in the form of grants from the Federal and State governments totaling \$20.5 million. This was a major increase of \$6.4 million from the capital contributions received in 2020. This increase resulted from the CARES Act grant given to help offset a decline in revenues arising from diminished airport operations and activities as a result of the COVID-19 pandemic.**

COST PER ENPLANEMENT

The Savannah Airport Commission measures its performance in several areas to determine the effectiveness of programs. The most commonly used measurement is cost per enplanement. Increasing costs alert management to potential problems while decreasing costs often reflect the results of marketing activity, cost containment and economic growth. In 2010, with the Airlines' new agreement to fixed rates, the cost per enplanements did not change by much as long as enplanements did not drastically decrease and/or increase. The method the Commission uses to calculate cost per enplanement, as well as a comparison for the last three years follows:

	<u>2020</u>	<u>2020</u>	<u>2019</u>
Airline Landing Fees	\$4,928,526	\$3,263,429	\$5,933,266
Airline Terminal Rentals	6,471,779	6,778,830	6,592,159
Airline Apron Fees	<u>81,675</u>	<u>69,044</u>	<u>69,791</u>
Total Airline Revenues	11,481,980	10,111,303	12,595,216
Total Enplanements	1,393,720	598,096	1,502,974
Cost per Enplanement (rev.÷ enp.)	\$8.24	\$16.91	\$8.38
% Decrease/Increase	-51.3%	101.7%	2.6%

The following table compares the Commission cost per enplanement with a few other airports of similar size.

Cost Per Enplanement

	<u>Savannah Hilton Head International</u>	<u>Columbia Metropolitan</u>	<u>Des Moines International</u>	<u>Charleston International *</u>
2021	\$8.24	\$9.44	\$9.75	\$13.47
2020	\$16.91	\$25.32	\$14.41	\$11.73
2019	\$8.38	\$8.86	\$9.08	\$9.02

* Terminal cost only, Airfield operated by the US Airforce.

AIRLINE PRIMARY RATES AND CHARGES

Effective January 1, 2010, a five-year Airline Use and Lease Agreement (covering years 2010-2014) was adopted with a few major changes in the rates and charges. In past years, the Airport-Airline Operating Agreements executed between the airlines and the Commission included a majority-in-interest (MII) provision, allowing airlines to approve or disapprove certain capital projects. Airline rates and charges were calculated with a residual rate-making methodology for the airfield and a hybrid residual methodology for the terminal and apron. In 2010, the airport executed new Airline Operating Agreements which replaced “Signatory” airlines with “Primary” airlines. The new agreements eradicated the MII provision and instead structured new, five-year agreements with the Primary Airlines based on a fixed monthly rate and pre-established annual adjustments. In addition, new financial controls were added to the agreements requiring that the Primary airlines be responsible for any and all charges incurred by their respective affiliate airlines.

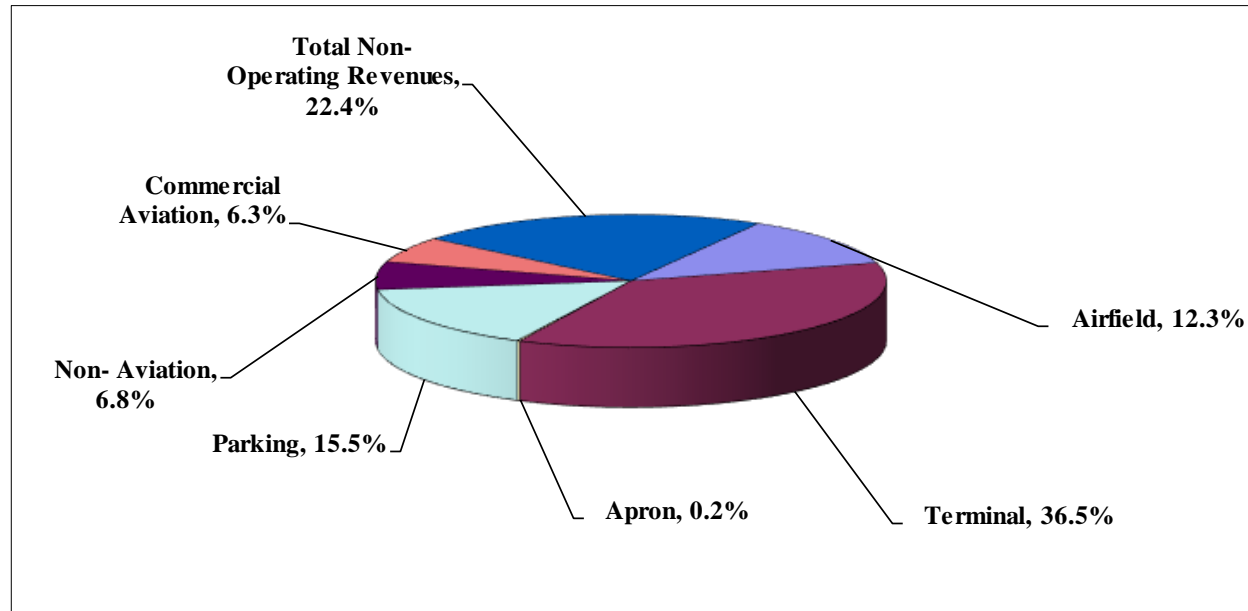
In addition, with the enplanements of fiscal year 2009 as the base, if the total annual enplanements at any time during contract term increase or decrease by twenty-five (25%) percent or more, either the Airlines or the Airport may request a renegotiation of the rates. This agreement was renewed for another five-year term, effective January 1, 2020. The rates below were frozen in 2020 due to the COVID-19 Pandemic. Fees would have been \$3.30 for Landing Fees, \$59.50 for Terminal Rental Rates, \$6,500 for Apron Rental Fee, and \$0.025 for Fuel Flow Fee.

A comparison of actual rates and charges for primary and affiliated airlines follows:

	2021		2020		2019	
Landing Fees (Per 1,000 lbs. Maximum Gross Landing Weight)	\$3.20	Jan-Dec	\$3.20	Jan-Dec	\$3.10	Jan-Dec
Terminal Rental Rates (Per square foot)	\$58.50	Jan-Dec	\$58.50	Jan-Dec	\$57.50	Jan-Dec
Apron Rental Fee	\$6,500	Jan-Dec	\$6,500	Jan-Dec	\$6,500	Jan-Dec
Fuel Flow Fee	\$0.025		\$ 0.025		\$ 0.025	

REVENUES

The following chart shows the major cost centers and the percentage of total revenues for the year ended December 31, 2021:

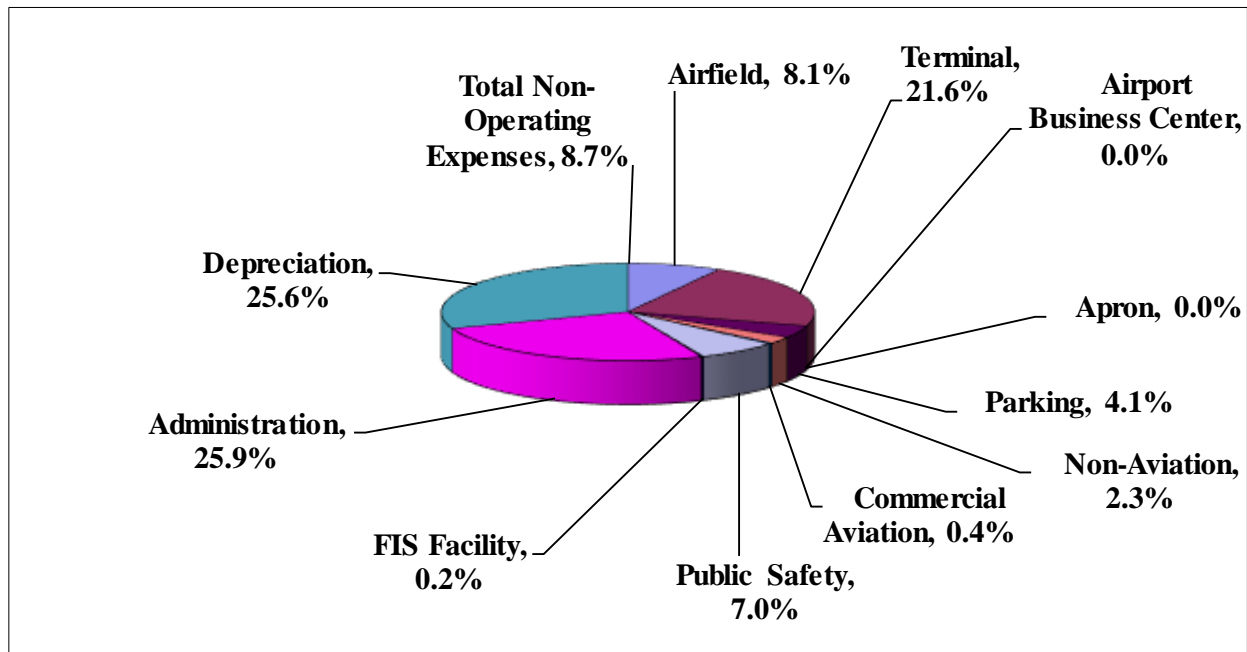


A summary of revenues for the year ended December 31, 2021, and the amounts and percentage of total in relation to prior year's amount's follow:

	<u>2021</u>	<u>%</u>	<u>2020</u>	<u>%</u>	<u>2019</u>	<u>%</u>
	<u>Amount</u>	<u>of Total</u>	<u>Amount</u>	<u>of Total</u>	<u>Amount</u>	<u>of Total</u>
Operating Revenues						
Airfield	\$ 5,655,665	12.3%	\$ 3,815,963	12.7%	\$ 6,752,741	13.7%
Terminal	\$ 16,831,037	36.5%	\$ 12,054,946	40.0%	\$ 16,088,023	32.6%
Apron	\$ 81,675	0.2%	\$ 69,044	0.2%	\$ 69,791	0.1%
Parking	\$ 7,163,517	15.5%	\$ 3,433,443	11.4%	\$ 9,172,911	18.6%
Non- Aviation	\$ 3,119,045	6.8%	\$ 2,291,249	7.6%	\$ 3,067,443	6.2%
Commercial Aviation	\$ 2,901,302	6.3%	\$ 2,868,282	9.5%	\$ 2,544,916	5.2%
Total Operating Revenues	\$ 35,752,241	77.6%	\$ 24,532,927	81.4%	\$ 37,695,825	76.4%
Non-Operating Revenue						
Passenger Facility Charges	\$ 5,384,186	11.7%	\$ 2,538,410	8.4%	\$ 5,920,188	12.0%
Customer Facility Charges	\$ 2,810,375	6.1%	\$ 1,934,392	6.4%	\$ 3,711,308	7.5%
General Aviation Fund Charges	\$ 85,460	0.2%	\$ 82,373	0.3%	\$ 90,679	0.2%
Interest Revenue	\$ 254,534	0.6%	\$ 942,438	3.1%	\$ 1,542,767	3.1%
In-kind Rents	\$ 2,000,000	4.3%	\$ -	0.0%	\$ -	0.0%
Gain on Disposal of Assets	\$ 104,628	0.2%	\$ -	0.0%	\$ -	0.0%
(Decrease)/increase in the Fair Value Investment	\$ (323,404)	-0.7%	\$ 111,697	0.4%	\$ 387,923	0.8%
Total Non-Operating Revenues	\$ 10,315,779	22.4%	\$ 5,609,310	18.6%	\$ 11,652,865	23.6%
TOTAL REVENUES	\$ 46,068,020	100.0%	\$ 30,142,237	100.0%	\$ 49,348,690	100.0%

EXPENSES

The following chart shows the major cost centers and the percentage of total expenses for the year ended December 31, 2021:



A summary of expenses for the year ended December 31, 2021, and the amounts and percentage of total in relation to prior year's amount's follow:

	<u>2021</u>	<u>%</u>	<u>2020</u>	<u>%</u>	<u>2019</u>	<u>%</u>
	<u>Amount</u>	<u>of Total</u>	<u>Amount</u>	<u>of Total</u>	<u>Amount</u>	<u>of Total</u>
Operating Expenses						
Airfield	\$ 3,546,649	8.1%	\$ 1,877,299	3.8%	\$ 1,805,729	4.2%
Terminal	\$ 9,431,481	21.6%	\$ 11,474,897	23.0%	\$ 10,608,462	24.5%
Airport Business Center	\$ 10,097	0.0%	\$ 11,299	0.0%	\$ 10,519	0.0%
Apron	\$ 12,900	0.0%	\$ 16,055	0.0%	\$ 1,829	0.0%
Parking	\$ 1,792,227	4.1%	\$ 1,920,064	3.8%	\$ 1,835,278	4.2%
Non-Aviation	\$ 989,003	2.3%	\$ 1,381,800	2.8%	\$ 1,219,215	2.8%
Commercial Aviation	\$ 159,742	0.4%	\$ 204,782	0.4%	\$ 188,206	0.4%
Public Safety	\$ 3,046,019	7.0%	\$ 4,047,798	8.1%	\$ 3,887,071	9.0%
FIS Facility	\$ 80,992	0.2%	\$ 49,501	0.1%	\$ 4,310	0.0%
Administration	\$ 11,317,539	25.9%	\$ 11,852,237	23.7%	\$ 11,051,772	25.6%
Total Operating Expenses	\$ 30,386,649	69.4%	\$ 32,835,732	65.7%	\$ 30,612,391	70.5%
Depreciation						
Depreciation	\$ 13,374,664	30.6%	\$ 12,763,672	25.6%	\$ 12,773,208	29.4%
Non-Operating Expenses						
Loss on Disposal of Assets	\$ -	0.0%	\$ 4,348,776	8.7%	\$ 22,978	0.1%
Total Non-Operating Expenses	\$ -	0.0%	\$ 4,348,776	8.7%	\$ 22,978	0.1%
TOTAL EXPENSES:	\$ 43,761,313	100.0%	\$ 49,948,180	100.0%	\$ 43,408,577	100.0%

SUMMARY OF CASH FLOW ACTIVITIES

The following shows a summary of the major sources and uses of cash and cash equivalents for the past three years. Cash equivalents are considered cash-on-hand, bank deposits and highly liquid investments with a maturity of twelve months or less.

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Cash flows from			
Operating activities	\$ 1,803,137	\$ (4,068,446)	\$ 8,942,238
Investing activities	(8,563,179)	(813,459)	2,187,184
Capital & related financing activities	<u>18,070,393</u>	<u>13,517,747</u>	<u>306,062</u>
Net increase (decrease) in cash and cash equivalents	11,310,351	8,635,842	11,435,484
Cash and cash equivalents			
Beginning of year	<u>31,897,367</u>	<u>23,261,525</u>	<u>11,826,041</u>
End of year	<u>\$ 43,207,718</u>	<u>\$ 31,897,367</u>	<u>\$ 23,261,525</u>

The Savannah Airport Commission's available cash and cash equivalents increased from \$31.9 million at the end of 2020 to \$43.2 million, an \$11.3 million increase at the end of 2021.

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

Funds from various sources (AIP, PFC, CFC, State and Airport revenues) totaling \$5.7 million were expended during 2021 on capital activities which have not been closed out of construction-in-progress as follows:

Construct Air Cargo Apron	\$1.68	million
Rental Car Facility Lot Improvements	\$1.29	million
SEQ Stormwater Drainage Improvements	\$1.19	million
Air Cargo Facility	\$1.00	million
Security Checkpoint Expansion	\$0.27	million
Terminal Concourse Expansion	\$0.17	million
Miscellaneous Projects	\$0.14	million
Total	\$5.74	million

During 2021, funds were expended in the amount of \$4.9 million on projects that were closed from construction-in-progress to their respective capital accounts throughout the year while another \$0.21 million in equipment was capitalized.

Site Clearing T/U/V	\$2.82	million
Lifecycle Escalator Replacement	\$1.37	million
Lifecycle Replacement of 750 Ton Chiller	\$0.52	million
CBIS Recapitalization	\$0.20	million
Total	\$4.91	million

Capital asset acquisitions, those exceeding \$5,000, are capitalized at cost. Acquisitions are funded using a variety of financing techniques including Federal grants, State grants, CFC, debt issuances and Airport revenues. Additional information on the Commission's capital assets and commitments can be found in Note 8, Construction Contract Commitments, in the notes to the financial statements.

DEBT ACTIVITY

On October 20, 1992, the Commission issued a total of \$38,910,000 for Airport Revenue Bonds, Series 1992 A (\$7,140,000), and for Airport Revenue Bonds, Series 1992 B (\$31,770,000), (collectively the “Series 1992 Bonds”). This bond issue was authorized to help fund the \$68.5 million relocation and construction of a new 299,195 sq. ft. Terminal One and associated infrastructure such as new roads, new aircraft taxiway, parking apron, storm water ponds and a new interchange at I-95 for entry into the Airport (Exit 104). Prior to the issuing of the Series 1992 Bonds, the Commission deceased the balance of the Series 1972 Bonds.

On October 4, 2001, the Commission issued \$32,255,000 in revenue bonds, Series 2001 A and 2001 B to advance refund \$32,125,000 of outstanding Series 1992 A & 1992 B Bonds. This advance refunding was done to take advantage of a reduction in the All-In (TIC) rate from 6.19% to 4.98% or a \$2.4 million reduction in interest expense over the life of the Series 2001 Bonds.

On June 29, 2011, the Commission issued \$15,010,000 in revenue bonds, Series 2011 A and Series 2011 B (AMT) to advance refund the \$15,630,000 of outstanding Series 2001 A and 2001 B bonds, a reduction of \$.6 million. In addition, this was a prime opportunity to take advantage of a reduction in the All-In (TIC) rate of 4.98% to 2.83% or a \$.5 million reduction in interest expense over the remaining life of the bonds. By refinancing the Series 2001 A and 2001 B bonds, the Airport was able to condense total expenses by \$1.1 million.

On December 12, 2016, the final bond payment of \$2,907,675 was signed and mailed. This final payment cleared all remaining liabilities owed by the Commission on their bonds.

FINANCIAL STATEMENTS SUMMARY

The Commission’s financial statements are prepared on an accrual basis in accordance with accounting principles generally accepted in the United States of America (GAAP). The Commission is structured 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 (except land) and are depreciated over their useful lives. Amounts are restricted for debt service, operations and maintenance reserves and, where applicable, for construction activities. See Note 1 to the financial statements for a summary of the Commission’s significant accounting policies.

FUTURE IMPACTS

After the initial wave of COVID-19 the Savannah/Hilton Head International Airport experienced a significant recovery in passenger traffic and enplanement growth from 2020 to 2021. We expect this to continue throughout 2022.

- We expect to see a continued increase in passenger traffic throughout 2022 compared to 2021. Enplanements through April of 2022 are 489,416. 2019 had the previous YTD record at 437,330. We are currently 52,086 enplanements ahead of our record 2019 year. This is 96% over the respective time in 2020 where the Airport only had 249,732 enplanements through April.

Although external economic influences can create challenges for the Airport, business and leisure travelers, and other tenants at the airport, the Savannah/Hilton Head International Airport is staying focused on the goal of being “First in Service” with anyone who comes in contact with the Airport and will continue this objective as a driving factor in the growth of our region.

REQUEST FOR INFORMATION

This Annual Comprehensive Financial Report is designed to provide detailed information on the Commission’s operations to all those with an interest in the Commission’s financial affairs. The Commission’s website, www.savannahairport.com is also a valuable source for financial, statistical and other related data. In addition, our link to view the 2021 ACFR is <http://www.savannahairport.com/quicklinks/news/>. Questions concerning any of the information provided in this report or any request for additional information should be addressed to the Executive Director by email: GKelly@flySAV.com or in writing to Savannah Airport Commission, 400 Airways Avenue, Savannah, Georgia 31408.

Respectfully submitted,



Gregory B. Kelly
Executive Director

- **Basic Financial Statements**
 - **Statements of Net Position**
 - **Statements of Revenues, Expenses, and Changes in Net Position**
 - **Statements of Cash Flows**
 - **Notes to Financial Statements**



Savannah Airport Commission

Statements of Net Position

<i>December 31,</i>	2021	2020
ASSETS		
Current assets		
Unrestricted assets		
Cash and cash equivalents	\$ 15,708,358	\$ 11,076,405
Short-term investments	54,167,787	50,363,190
Accounts receivable	8,013,409	4,191,412
Inventories	411,211	389,810
Prepaid expenses and other	277,324	249,054
Leases receivable - current portion	63,507	67,850
Deposits	67,366	67,366
Total current unrestricted assets	78,708,962	66,405,087
Restricted assets		
Cash and cash equivalents	27,499,360	20,820,962
Accounts receivable	436,723	300,533
Total current restricted assets	27,936,083	21,121,495
Total current assets	106,645,045	87,526,582
Non-current assets		
Capital assets		
Land	10,669,398	10,669,398
Construction in progress	11,184,659	5,955,107
Buildings and improvements	170,678,515	168,424,641
Runways, taxiways, and lights	105,214,189	105,214,189
Equipment	31,447,849	31,348,858
Access roads	29,480,497	26,585,976
	358,675,107	348,198,169
Less accumulated depreciation	204,208,099	191,183,623
Total capital assets, net	154,467,008	157,014,546
Leases receivable, net of current portion	335,108	403,995
Long-term investments	24,929,000	20,046,000
Total non-current assets	179,731,116	177,464,541
Deferred outflows of resources		
Pension and post-employment benefits	5,170,225	4,691,731
Total deferred outflows of resources	5,170,225	4,691,731
Total assets and deferred outflows of resources	\$ 291,546,386	\$ 269,682,854

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

Savannah Airport Commission

Statements of Net Position (cont.)

<i>December 31,</i>	2021	2020
LIABILITIES AND NET POSITION		
Current liabilities		
Accounts payable and accrued expenses	\$ 2,580,303	\$ 4,099,149
Security deposits	48,891	48,041
Salaries and wages payable	152,780	113,299
Contracts payable - retainage	366,761	37,116
Current deferred revenue	254,272	91,024
Accrued vacation liability	1,952,103	1,880,002
Total current liabilities	5,355,110	6,268,631
Non-current liabilities		
Pension and post-employment liability	17,546,864	19,976,089
Total liabilities	22,901,974	26,244,720
Deferred inflows of resources		
Pension and post-employment benefits	5,257,995	2,871,294
Total deferred inflows of resources	5,257,995	2,871,294
NET POSITION		
Net investment in capital assets	154,467,008	157,014,546
Restricted		
Passenger facility charges	16,596,579	11,212,392
Customer facility charges	10,832,204	9,434,017
General aviation fund charges	507,300	472,675
Other restricted assets	-	2,411
Total restricted	27,936,083	21,121,495
Unrestricted	80,983,326	62,430,799
Total net position	263,386,417	240,566,840
Total liabilities, deferred inflows of resources, and net position	\$ 291,546,386	\$ 269,682,854

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

Savannah Airport Commission

Statements of Revenues, Expenses, and Changes in Net Position

<i>Years ended December 31,</i>	2021	2020
Operating revenues		
Airfield	\$ 5,655,665	\$ 3,815,963
Terminal one	16,831,037	12,054,946
Commercial aviation	2,901,302	2,868,282
Apron	81,675	69,044
Parking	7,163,517	3,433,443
Non-aviation	3,119,045	2,291,249
Total operating revenues	35,752,241	24,532,927
Operating expenses		
Airfield	3,546,649	1,877,299
Terminal one	9,431,481	11,474,856
Airport business center	10,097	11,340
Commercial aviation	159,742	204,786
Apron	12,900	16,055
Parking	1,792,227	1,920,064
Non-aviation	989,003	1,381,800
Public safety	3,046,019	4,047,794
FIS facility	80,992	49,501
Administrative expenses	11,317,539	11,852,237
Depreciation	13,374,664	12,763,672
Total operating expenses	43,761,313	45,599,404
Operating loss	(8,009,072)	(21,066,477)
Non-operating revenues (expenses)		
Passenger facility charges	5,384,186	2,538,410
Customer facility charges	2,810,375	1,934,392
General aviation fund charges	85,460	82,373
In-kind rents	2,000,000	-
Interest revenue	254,534	942,438
Net (decrease) increase in the fair value of investments	(323,404)	111,697
Gain (loss) on disposal of capital assets	104,628	(4,348,776)
Total non-operating revenues, net	10,315,779	1,260,534
Income (loss) before capital contributions	2,306,707	(19,805,943)
Capital contributions	20,512,870	14,128,106
Increase (decrease) in net position	22,819,577	(5,677,837)
Total net position, beginning of year	240,566,840	246,244,677
Total net position, end of year	\$ 263,386,417	\$ 240,566,840

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

Savannah Airport Commission

Statements of Cash Flows

<i>Years ended December 31,</i>	2021	2020
Cash flows from operating activities		
Cash received from providing services	\$ 31,837,244	\$ 23,410,223
Cash paid to suppliers	(13,592,245)	(10,298,568)
Cash paid to employees	(16,441,862)	(17,180,101)
Net cash provided by (used in) operating activities	1,803,137	(4,068,446)
Cash flows from capital and related financing activities		
Acquisition and construction of capital assets	(10,816,023)	(5,165,534)
Receipts from capital grants	20,512,870	14,128,106
Proceeds from sale of capital assets	93,525	-
Receipts and interest from		
Passenger facility charges	5,384,186	2,538,410
Customer facility and other charges	2,895,835	2,016,765
Net cash provided by capital and financing activities	18,070,393	13,517,747
Cash flows from investing activities		
Interest received	374,592	1,128,004
Sale of investments	77,633,837	95,490,609
Purchase of investments	(86,644,838)	(97,488,618)
Change in lease receivables	73,230	56,546
Net cash used in investing activities	(8,563,179)	(813,459)
Net increase in cash, restricted cash, and cash equivalents	11,310,351	8,635,842
Net cash, restricted cash, and cash equivalents, beginning	31,897,367	23,261,525
Cash, restricted cash, and cash equivalents, ending	\$ 43,207,718	\$ 31,897,367

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

Savannah Airport Commission

Statements of Cash Flows (cont.)

<i>Years ended December 31,</i>	2021	2020
Reconciliation of operating loss to net cash provided by (used in) operating activities		
Operating loss	\$ (8,009,072)	\$ (21,066,477)
Adjustments to reconcile operating loss to net cash provided by (used in) operating activities		
Depreciation	13,374,664	12,763,672
In-kind services	2,000,000	-
Net pension liability and OPEB Liability	(521,018)	5,056,375
Changes in operating assets and liabilities		
Decrease (increase) in assets		
Accounts receivable	(4,078,245)	(918,567)
Inventories	(21,401)	(28,844)
Deposits	-	(1,066)
Prepaid expenses	(28,270)	(17,700)
(Decrease) increase in liabilities		
Accounts payable and accrued expenses	(1,479,365)	2,062,621
Security deposits	850	(48,049)
Contracts payable - retainage	329,645	(1,737,606)
Deferred revenue	163,248	(204,137)
Accrued vacation liability	72,101	71,332
Net cash provided by (used in) operating activities	\$ 1,803,137	\$ (4,068,446)
Reconciliation of cash, restricted cash, and cash equivalents to the statements of net position		
Cash and cash equivalents	\$ 15,708,358	\$ 11,076,405
Total restricted assets, less receivables	27,499,360	20,820,962
Cash, restricted cash, and cash equivalents, ending	\$ 43,207,718	\$ 31,897,367
Schedule of non-cash investing and capital and related financing activities		
(Decrease) increase in fair value of investments	\$ (323,404)	\$ 111,697

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

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies

Nature of Business

The Savannah Airport Commission (the Commission) provides an airline terminal, runways, and other aeronautical facilities in Savannah, Georgia, for passenger and freight airlines and private aircraft.

Financial Reporting Entity

The Commission is a municipal corporation established by the Savannah City Code and governed by five members who are appointed by the Mayor and Aldermen of the City of Savannah. The Commission is a public corporation created by an act of the general assembly of the state of Georgia as a public agency of the City of Savannah and has no other participation in the operation of the Commission. Therefore, the Commission is not considered a component unit of the City of Savannah, but a related organization.

Criteria for determining if other entities are potential component units which should be reported within the Commission's financial statements are identified and described in the GASB's Codification of Governmental Accounting and Financial Reporting Standards, Section 2100 and 2600. The application of these criteria provides for identification of any entities for which the Commission is financially accountable and other organizations for which the nature and significance of their relationship with the Commission are such that exclusion would cause the Commission's financial statements to be misleading or incomplete. Based on these criteria, no component units are included within the reporting entity of the Commission.

The Commission receives funding from state and federal government sources and must comply with the accompanying requirements of these funding source entities.

The Commission applies all applicable Governmental Accounting Standards Board Statements (GASB) pronouncements.

Basis of Presentation - Fund Accounting

The operations of the Commission are accounted for as using separate funds as required, which are combined for financial reporting purposes into a single enterprise fund. Enterprise funds are used to account for those operations that are financed and operated in a manner similar to private business or where the Commission has decided that the determination of revenues earned, costs incurred, and/or net income is necessary for management accountability.

Basis of Accounting and Measurement Focus

The economic measurement focus, and the accrual basis of accounting are used by the Commission. Under the accrual basis of accounting, revenue is recognized when earned and expenses are recognized when the liability has been incurred. Under this basis of accounting, all assets and all liabilities associated with the operation of the Commission are included in the statements of net position.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Budgets and Budgetary Accounting

The Executive Director submits an annual budget to the Commission. The budget is prepared on a detailed line-item basis, by department. Revenues are budgeted in the year receipt is expected and expenses are budgeted in the year that the applicable purchase orders are expected to be issued and materials are expected to be received. All budget appropriations lapse at year-end.

The 2021 budget was approved by the Commission members on December 2, 2020. Once approved, the Commission may amend the legally adopted budget when unexpected modifications are required in estimated revenues and expenses. Encumbrance accounting is not used in proprietary fund types used by the Commission. Budgetary data is not included in the basic financial statements.

Estimates Used in Financial Statements

In preparing financial statements in conformity with accounting principles generally accepted in the United States of America, management makes estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements, as well as the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Deferred Outflows/Inflows of Resources

In addition to liabilities, the financial statements report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. In addition to assets, the statement of financial position reports a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then.

The Commission has deferred inflows of resources and deferred outflows of resources related to the recording of changes in its net pension liability. Certain changes in the net pension liability are recognized as pension expense over time instead of all being recognized in the year of occurrence. Experience gains, or losses, result from periodic studies by the Commission's actuary which adjust the net pension liability for actual experience for certain trend information that was previously assumed, for example the assumed dates of retirement plan members. These experience gains, or losses, are recorded as deferred outflows of resources or deferred inflows of resources and are amortized into pension expense over the expected remaining service lives of plan members. Changes in actuarial assumptions which adjust the net pension liability are also recorded as deferred outflows of resources or deferred inflows of resources and are amortized into pension expense over the expected remaining service lives of plan members. The difference between projected investment return on pension investments and actual return on those investments is also deferred and amortized against pension expense over a five-year period. Additionally, any contributions made by the Commission to the pension plan before year-end but subsequent to the measurement date of the Commission's net pension liability are reported as deferred outflows of resources. This amount will reduce the net pension liability in the next fiscal year.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Cash and Cash Equivalents

Cash deposits consist of demand deposit accounts held by banks. For purposes of the statements of cash flows, the Commission considers demand deposit accounts, as well as all highly liquid investments (including restricted assets) purchased with a maturity of three months or less to be cash equivalents.

Investments

Investments consist of amounts placed with the Office of Treasury and Fiscal Services for participation in the State Investment Pool and those made locally. Commission monies placed in the State Investment Pool represent an interest in the pool rather than ownership of specific securities. These investments have short-term maturities and are considered cash equivalents. The fair value of the position in this State Investment Pool is the same as the cost of the pool shares.

Other investments are reported at fair value, based on quoted market prices.

The Commission is authorized by Georgia Code 36-83-4 (1993) statutes to invest in the following:

1. Obligations of the State of Georgia or of other states,
2. Obligations issued by the United States government,
3. Obligations fully insured or guaranteed by the United States government or a United States government agency,
4. Obligations of any corporation of the United States government,
5. Prime bankers' acceptances,
6. The local government investment pool established by Georgia Code Section 36-83-8,
7. Repurchase agreements, and
8. Obligations of other political subdivisions of the state of Georgia.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date (an exit price).

The Commission follows GASB Statement No. 72, "*Fair Value Measurement and Application*", which requires the Commission to categorize its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset.

The three levels of the fair value hierarchy defined by the topic are as follows:

Level 1 - Observable inputs that reflect unadjusted, quoted prices in active markets for identical assets or liabilities at the measurement date.

Level 2 - Inputs (other than quoted prices included in Level 1) that are either directly or indirectly observable for the asset or liability through correlation with market data at the measurement date and for the duration of the instrument's anticipated life.

Level 3 - Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date. The valuation method used may produce a fair value measurement that may not be indicative of ultimate realizable value.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Restricted Assets

Restricted assets consist of cash and cash equivalents, investments and other resources which are restricted by authoritative or legal documents with the collection of funds from Passenger Facility Charges, Customer Facility Charges, General Aviation Fund Charges, and the Savannah Aviation Village Fund Charges. The Commission's policy when appropriately permitted under grant and funding agreements, is to use restricted assets first, then unrestricted assets when both are available for use.

Inventories

Inventories consist of expendable materials and supplies held for consumption in the course of the Commission's operations. Inventories are stated at cost or net realizable value.

Capital Assets

Capital assets are stated at cost, or, as in the case of donated capital assets, the acquisition value at the time of acquisition. Tangible assets having a useful life in excess of one year and costs exceeding \$5,000 are capitalized. Expenditures for maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are charged directly to operations when incurred, while betterments and major renovations are capitalized. The cost of assets retired or otherwise disposed of and the related allowance for depreciation are eliminated from the accounts and any gain or loss is credited or charged to income.

Provision for depreciation is made by charges to income at rates based upon the estimated useful lives of the assets and is computed by the straight-line method.

Assets	Years
Buildings and improvements	10 - 30
Runways, taxiways & lights	10 - 30
Equipment	3 - 20
Access roads	5 - 20

Compensated Absences

Compensated absences, (i.e., paid absences for employee vacation leave) are accrued as expenses when leave is earned. The Commission recognizes a liability for vacation leave only if the employee's right to receive benefits are attributable to services already rendered. The Commission classifies the accrued liability as current or non-current depending on when the leave is expected to be used, which is typically a current item in anticipation of leave being paid or used in the upcoming year.

Post-Employment Benefits

For post-employment pension benefits, the Commission follows the requirements of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27*, as well as Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68*. These standards establish the provisions for recognition and measurement of expense and related assets and liabilities as well as the required disclosures.

1. Summary of Significant Accounting Policies (cont.)

Post-Employment Benefits (cont.)

For other postemployment benefits (OPEB), the Commission follows the requirements of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (“GASB 75”). GASB 75 details the recognition and disclosure requirements for employers with payables to defined benefit OPEB plans that are administered through trusts that meet the specified criteria and for employers whose employees are provided with defined contribution OPEB.

Effective January 1, 2019, newly hired employees are entered into a 401(a) profit-sharing plan and trust known as the Savannah Airport Commission Defined Contribution Plan (the Contribution Plan). Employees hired before the effective date are not eligible for the Contribution Plan, however they continue as participants in the Pension. The Contribution Plan requires mandatory contributions of 6% from both the employee and the Commission. Additionally, the Contribution Plan requires a mandatory annual contribution from the Commission for select employees.

Net Position

Net position is defined in the following components:

Net investment in capital assets - This component consists of capital assets, net of accumulated depreciation, reduced by any outstanding balances of any borrowings used for the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Restricted - This component is used when there are limitations imposed on their use either through enabling legislation adopted by the Commission or through external restrictions imposed by grantors or laws, or regulations of other governments.

Unrestricted - This component consists of net position that do not meet the definition of “Net investment in capital assets” or “Restricted”.

Revenue Recognition

In May 2014, the Financial Accounting Standards Board (FASB) issued ASU 2014-09, Revenue from Contracts with Customers (ASC 606). The new standard, as amended, supersedes existing revenue recognition guidance, and applies to all entities that enter into contracts to provide goods or services to customers, requiring them to account for revenue from contracts with customers under a single five-step model. The Commission adopted the standard on January 1, 2020, using the modified retrospective approach applied to any open contracts as of that date. The Commission determined that the timing of recognition for its sources of revenue remains substantially unchanged. There was no impact to the statements of net position and the related statements of revenues, expenses, and changes in net position, and cash flows. There was also no cumulative impact to the opening balance of net position as a result of adopting the new standard.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Revenue Recognition (cont.)

The Commission recognizes revenues for landing fees, parking fees, mobility services, and ground transportation services in the month the service is provided to the customer. Certain other revenue includes leasing agreements, interest amounts earned on cash balances, and returns on investments held which are recognized and recorded in accordance with applicable standards and based on the terms of the transaction, assuming collection of amounts is reasonably assured.

There are no significant judgments that impact the amount and timing of the revenue recognized.

Operating and Non-Operating Revenues and Expenses

The Commission distinguishes operating revenues and operating expenses from non-operating revenues and non-operating expenses. Operating revenues and expenses generally result from providing services in connection with principal ongoing operations and include such items as space rental, landing fees, parking, and other miscellaneous items. Such items are reported in the accompanying statements of revenues, expenses, and changes in net position according to the respective commission cost centers. Transactions that are capital in nature such as passenger facility charges and customer facility charges, which are received for the restricted purpose of investing in future facilities, as well as financing type items such as interest on bonds and earnings or losses on investments, are considered non-operating items. Expenses associated with operating the airport such as employee wages and benefits as well as purchases of services and materials are considered operating expenses and are recorded in or allocated to a cost center for presentation purposes.

The Commission grants unsecured credit to its customers and receives payments from them monthly, in accordance with lease and user fee agreements. Deferred revenue generally represents lease rental payments received in advance and is recognized over the appropriate lease term.

Passenger Facility Charges

The Federal Aviation Administration (the FAA) authorized the Commission to impose a \$4.50 Passenger Facility Charge (PFC) on each enplaning passenger. These funds are restricted cash and must be used for Airport planning and development projects approved by the FAA or for bond-associated debt service and financing costs incurred on that portion of a bond issued to carry-out approved projects. The Commission accounts for passenger facility charges in accordance with GASB Statement No. 33, which requires governments to recognize capital contributions to proprietary funds as revenues. The total amount, which includes the charges and interest earned, reflected as non-operating revenue during 2021 and 2020 was \$5,384,186 and \$2,538,410, respectively. PFC reports to the FAA are based on actual collections and do not include accounts receivable. Such amounts collected in 2021 and 2020 are \$5,247,997 and \$2,976,444, respectively; and remaining collections unspent as of December 31, 2021 and 2020 are \$16,159,856 and \$10,911,859, respectively.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Customer Facility Charges

The Commission may require car rental companies to charge a Customer Facility Charge (CFC). The current CFC is \$3.00 per rental car contract day. These funds are presently considered restricted cash and have been used for Airport planning and development projects or other lawful uses agreed to by the majority of rental car companies. In accordance with GASB Statement No. 33, which requires governments to recognize capital contributions to proprietary funds as revenues and not contributed capital, the total amount, which includes the charges and interest earned, reflected as non-operating revenue during 2021 and 2020 was \$2,810,375 and \$1,934,392, respectively.

General Aviation Fund Charges

The Commission requires companies that operate general aviation facilities at the airport to charge a General Aviation Fund Charge (GAF) to be used to reimburse the Commission for costs, fees and expenses associated with capital improvements to the general aviation facilities. These funds are restricted cash and must be used for Airport planning and development projects approved by the general aviation companies. In accordance with GASB Statement No. 33, which requires governments to recognize capital contributions to proprietary funds as revenues and not contributed capital, the total amount, which includes the charges and interest earned, reflected as non-operating revenue during 2021 and 2020 was \$85,460 and \$82,373, respectively.

Federal and State Financial Assistance

The Commission receives federal and state financial assistance for various airport planning and development projects. This assistance is generally received based on applications submitted to and approved by the granting agencies, the Federal Aviation Administration, and the Georgia Department of Transportation. In accordance with GASB Statement No. 33, which requires governments to recognize capital contributions to proprietary funds as revenues, the Commission recognizes such revenue as "Capital contributions" in the accompanying statements of revenue, expenses, and changes in net position. Capital contribution revenue during 2021 and 2020, was \$20,512,870 and \$14,128,106, respectively.

Concentrations

For the years ended December 31, 2021 and 2020, the Commission's revenues from one customer, Delta Airlines, was approximately \$3.4 million. This represented a concentration risk as it comprised 10% and 15% of total operating revenues, respectively.

Taxes

The Commission is exempt from payment of federal and state income, property, and certain other taxes.

Advertising

Advertising costs are expensed as incurred. Advertising costs for the years ended December 31, 2021 and 2020 were \$4,918,106 and \$2,765,057, respectively.

Savannah Airport Commission

Notes to Financial Statements

1. Summary of Significant Accounting Policies (cont.)

Subsequent Events

Subsequent events have been evaluated and disclosed through June 27, 2022, the date the financial statements were available to be issued.

2. Deposits and Investments

Custodial credit risk is the risk that in the event of a bank failure, the Commission's deposits may not be returned to the Commission. The Official Code of Georgia Annotated (OCGA) Section 45-8-12 provides that there shall not be on deposit, at any time, in any depository for a time longer than ten days, a sum of money which has not been secured by a surety bond, by guarantee of insurance, or by collateral. The aggregate of the face value of such surety bond and the market value of securities pledged shall be equal to, not less than, 110% of the public funds being secured after the deduction of the amount of depository insurance. The Commission has no custodial credit risk policy that would require additional collateral requirements.

At December 31, 2021, the Commission had the following investments and maturities:

Investment maturities (in years)

Type of Investment	Average Credit Rating	Fair Value	Less than 1	1-3	4-5	Greater than 5
Primary government						
Certificates of deposit (CD's)	NR	\$ 79,094,733	\$ 54,165,733	\$ 24,929,000	\$ -	\$ -
Georgia Fund 1	AAA	1,794	1,794	-	-	-
Cash investments at financial institution	NR	260	260	-	-	-
		\$ 79,096,787	\$ 54,167,787	\$ 24,929,000	\$ -	\$ -

At December 31, 2020, the Commission had the following investments and maturities:

Investment maturities (in years)

Type of Investment	Average Credit Rating	Fair Value	Less than 1	1-3	4-5	Greater than 5
Primary government						
Certificates of deposit (CD's)	NR	\$ 70,407,137	\$ 50,361,137	\$ 20,046,000	\$ -	\$ -
Georgia Fund 1	AAA	1,793	1,793	-	-	-
Cash investments at financial institution	NR	260	260	-	-	-
		\$ 70,409,190	\$ 50,363,190	\$ 20,046,000	\$ -	\$ -

Savannah Airport Commission

Notes to Financial Statements

2. Deposits and Investments (cont.)

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Commission does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

Credit risk is the risk that issuer or counterparty to an investment will not fulfill its obligations. Concentration of credit risk is the risk that a significant portion of investments are concentrated with a single or small number or group of counterparties. Custodial credit risk is the risk that the third-party providing safekeeping services for the Commission's investments fails to act properly in its fiduciary capacity. State law governs the investment of retirement funds (OCGA 47-20-84) and limits investments to maximum concentrations by investment category (at cost). The Commission has no formal investment policy that would further limit its investment choices or custodial risk.

Section 36-83-4, Code of Georgia, authorizes the Commission to participate in the Office of Treasury and Fiscal Services State Investment Pool (the State Investment Pool), and Section 36-80-3, Code of Georgia, authorizes the Commission to invest in U.S. Treasury Notes and Certificates of Deposit.

The State Investment Pool complies with all state statutes regarding investment of public funds and has an internal investment policy with portfolio restrictions. In addition, it is monitored by Standard and Poor, as weekly reports are submitted to maintain the Pool's AAA rating.

Total deposits as of December 31, 2021:

Cash and cash equivalents	\$	15,708,358
Investments		79,096,787
Restricted cash and cash equivalents		27,499,360
	\$	122,304,505

Cash deposited with financial institutions	\$	43,207,718
Certificates of deposit		79,096,787
	\$	122,304,505

Savannah Airport Commission

Notes to Financial Statements

3. Restricted Cash and Investments

Restricted cash consists of the following at December 31:

	2021	2020
Passenger facility charge fund	\$ 16,159,856	\$ 10,911,859
Customer facility charge fund	10,832,204	9,434,017
General aviation fund	507,300	472,675
Other restricted funds	-	2,411
	\$ 27,499,360	\$ 20,820,962

4. Accounts Receivable

Accounts receivable consists mainly of trade receivables and in the case that certain accounts are deemed doubtful as to collection, would be shown net of allowance for doubtful accounts. There is no allowance for doubtful accounts as of December 31, 2021 and 2020, as management, after evaluation of such accounts based upon historical collections and evaluation of individual customer credit, determined all accounts were considered collectible.

5. Direct Financing Leases

The Commission has financed the construction of certain buildings and improvements for its customers using direct financing leases.

Signature Flight Support

The Commission entered into a lease agreement with Signature in which the Commission agreed to finance the construction of general improvements to facilities leased by Signature, at a cost of \$66,821. The direct financing lease has a term of 30 years and an interest rate of 10.00% and expires in 2027.

The Commission entered into a lease agreement with Signature in which the Commission agreed to finance the construction of an office and lounge, at a cost of \$422,970. The direct financing lease has a term of 30 years and an interest rate of 10.00% and expires in 2027.

The Commission entered into a lease agreement with Signature in which the Commission agreed to finance the construction of a hangar, at a cost of \$284,412. The direct financing lease has a term of 30 years and an interest rate of 10.00% and expires in 2027.

Savannah Aviation

The Commission entered into a lease agreement with Savannah Aviation in which the Commission agreed to finance the construction of a hangar, at a cost of \$212,509. The direct financing lease has a term of 20 years and an interest rate of 8.00% and expires in 2022.

The Commission entered into a lease agreement with Savannah Aviation in which the Commission agreed to finance the construction of an apron at a cost of \$87,368. The direct financing lease has a term of 27 years and an interest rate of 6.08% and expires in 2028.

Savannah Airport Commission

Notes to Financial Statements

5. Direct Financing Leases (cont.)

Minimum lease payments to be received under all direct financing leases as of December 31, 2021, for each of the next five years and thereafter are:

<i>Years ended December 31,</i>		
2022	\$	98,788
2023		88,124
2024		88,124
2025		88,124
2026		88,125
Thereafter		66,150
Total minimum lease payments		517,435
Less interest		118,820
Present value of minimum lease payments	\$	398,615

6. Capital Assets

Capital assets consist of the following at December 31, 2021:

	Total 2020	Increases/ Additions	Deletions/ Transfers	Total 2021
Capital assets, not being depreciated				
Land	\$ 10,669,398	\$ -	\$ -	\$ 10,669,398
Construction in progress	5,955,107	10,627,890	(5,398,338)	11,184,659
Total capital assets not being depreciated	16,624,505	10,627,890	(5,398,338)	21,854,057
Capital assets being depreciated				
Buildings and improvements	168,424,641	2,253,874	-	170,678,515
Runways, taxiways, and lights	105,214,189	-	-	105,214,189
Equipment	31,348,858	460,412	(361,421)	31,447,849
Access roads	26,585,976	2,894,521	-	29,480,497
Total capital assets being depreciated	331,573,664	5,608,807	(361,421)	336,821,050
Less accumulated depreciation for				
Buildings and improvements	102,113,099	6,363,450	-	108,476,549
Runways, taxiways, and lights	54,414,708	4,141,227	-	58,555,935
Equipment	15,819,373	1,930,451	(350,188)	17,399,636
Access roads	18,836,443	939,536	-	19,775,979
Total accumulated depreciation	191,183,623	13,374,664	(350,188)	204,208,099
Net capital assets	\$ 157,014,546	\$ 2,862,033	\$ (5,409,571)	\$ 154,467,008

Savannah Airport Commission

Notes to Financial Statements

6. Capital Assets (cont.)

Capital assets consist of the following at December 31, 2020:

	Total 2019	Increases/ Additions	Deletions/ Transfers	Total 2020
Capital assets not being depreciated				
Land	\$ 10,669,398	\$ -	\$ -	\$ 10,669,398
Construction in progress	30,378,085	4,494,057	(28,917,035)	5,955,107
Total capital assets not being depreciated	41,047,483	4,494,057	(28,917,035)	16,624,505
Capital assets being depreciated				
Buildings and improvements	158,940,402	16,187,674	(6,703,435)	168,424,641
Runways, taxiways, and lights	114,108,019	9,395,655	(18,289,485)	105,214,189
Equipment	33,989,909	2,219,801	(4,860,852)	31,348,858
Access roads	25,222,775	1,785,383	(422,182)	26,585,976
Total capital assets being depreciated	332,261,105	29,588,513	(30,275,954)	331,573,664
Less accumulated depreciation for				
Buildings and improvements	102,040,799	6,207,397	(6,135,097)	102,113,099
Runways, taxiways, and lights	65,662,252	3,857,226	(15,104,770)	54,414,708
Equipment	18,181,595	1,904,533	(4,266,755)	15,819,373
Access roads	18,462,483	794,517	(420,557)	18,836,443
Total accumulated depreciation	204,347,129	12,763,673	(25,927,179)	191,183,623
Net capital assets	\$ 168,961,459	\$ 21,318,897	\$ (33,265,810)	\$ 157,014,546

7. Lease Revenue

The Commission leases its property to commercial airlines, car rental companies, concessionaires, several fixed based operators who service the airline industry, and the Federal Aviation Administration. These leases are cancelable operating leases, with notification requirements ranging from 15 days to six months. Rental income for 2021 and 2020, received through these leases was approximately \$6.7 million and \$6.9 million, respectively.

As of December 31, 2021 estimated cost of leased land and buildings was \$53.4 million net of accumulated depreciation of \$45.6 million for a carrying value of \$7.8 million.

The Commission leases certain parcels of land to the government of the United States of America (the Government). The lease agreement states an annual required payment of \$1 from the Government to the Commission. In exchange for discounted rents, the Government provides the Commission with aircraft rescue and firefighting services. Accordingly, the Commission recorded in-kind rental revenue and in-kind emergency services expense totaling \$2,000,000 from the Government to reflect the fair value of the use of the premise and services provided. The lease automatically renews annually.

Savannah Airport Commission

Notes to Financial Statements

7. Lease Revenue (cont.)

The Commission also has numerous leases that require the lessee to remit a percentage of its revenue as the rental charge. Rental income for 2021 and 2020, received through these leases was approximately \$9.9 million and \$4.2 million, respectively.

Minimum lease payments to be received under operating leases as of December 31, 2021, for each of the next five years and thereafter are:

<i>Year ended December 31,</i>		
2022	\$	6,849,211
2023		7,003,414
2024		7,161,089
2025		7,322,314
2026		7,487,169
Thereafter		30,622,941
<hr/>		
Total minimum lease payments	\$	66,446,138

8. Construction Contract Commitments

The Commission has entered into contracts for construction. Status of such contracts as of December 31, 2021, are as follows:

	Project Authorization	Expended to Date	Balance on Contract	Required Further Financing
Rental Car Facility Improvements	\$ 5,463,646	\$ 900,980	\$ 4,562,666	None
Southeast Quadrant Stormwater Drainage Improvements	8,121,109	965,152	7,155,957	None
Construct Air Cargo Apron	7,309,651	1,184,007	6,125,644	None
	<hr/>	<hr/>	<hr/>	
	\$ 20,894,406	\$ 3,050,139	\$ 17,844,267	

9. Retirement Plans

Effective January 1, 2019, newly hired employees are entered into a 401(a) profit-sharing plan and trust known as the Savannah Airport Commission Defined Contribution Plan (the Contribution Plan). Employees hired before the effective date are not eligible for the Contribution Plan, however they continue as participants in the Pension. The Contribution Plan requires mandatory contributions of 6% from both the employee and the Commission. Additionally, the Contribution Plan requires a mandatory annual contribution from the Commission for select employees. The Commission incurred costs under the Contribution Plan of \$157,345 and \$129,926 during 2021 and 2020, respectively.

Effective January 1, 2019, select employees were entered into a 401(a) retirement plan, which requires a mandatory annual contribution of \$25,000 from the Commission.

Savannah Airport Commission

Notes to Financial Statements

10. Pension Plans

Plan Description

Permanent employees of the Commission, hired prior to January 1, 2019, participate in the City of Savannah Employees' Retirement Plan (the Plan). The Plan is a cost sharing multiple-employer defined benefit pension plan, which was established in July 1972, to provide retirement and disability for all full-time general and uniformed personnel of the City of Savannah, the Commission, and Metropolitan Planning Commission. Membership by all full-time city employees is required by a city ordinance. The Plan is administered by a Pension Board pursuant to the ordinance of the City of Savannah and is included as a Pension Trust Fund in the financial statements of the City of Savannah. The Mayor and Aldermen of the City of Savannah have the authority to establish and amend pension plan provisions. A stand-alone financial report is not issued for the Plan.

Contributions

Plan members are required to contribute 6.65% of their annual covered salary, and the Commission contributes such additional amounts as necessary, based on actuarial valuations, to provide the Plan with assets sufficient to meet future benefits payable to Plan members. For December 31, 2021 and 2020, the Commission's required contribution was \$932,139 and \$934,631, respectively. The contribution requirements of Plan members and the employers are established and may be amended by the Pension Board.

Plan Membership

At January 1, 2021, and 2020, pension plan membership including the commission and other employers consisted of the following:

	2021	2020
Retired members and beneficiaries currently receiving benefits	1,654	1,572
Vested terminated members entitled to but not yet receiving benefits	204	202
Active members	2,360	2,370
Total	4,218	4,144

Savannah Airport Commission

Notes to Financial Statements

10. Pension Plans (cont.)

Actuarial Assumptions

For 2021, the Commission's annual pension costs for the Plan was equal to the Commission's required and actual contributions. The required contribution was determined as part of the January 1, 2021, actuarial valuation using the projected unit credit actuarial method. The information and analysis used as of December 31, 2021, was measured by actuarial valuations as of January 1, 2021. The following actuarial assumptions applied to all periods included in the measurement, unless otherwise specified:

Net investment return	7.25%
Inflation	2.75%
Salary increases	Specific rates by age, varying from 3.50% to 5.50%, including inflation.
Mortality rates	<u>Pre-Retirement</u> : Pri-2012 Employee Amount-weighted Mortality Table: projected generationally with 60% of Scale SSA-2020. <u>Healthy Annuitants</u> : Pri-2012 Healthy Retiree Amount-weighted Mortality Table, multiplied times 1.25; projected generationally with 60% of Scale SSA-2020. <u>Disabled Annuitants</u> : Pri-2012 Disabled Retiree Amount-weighted Mortality Table, multiplied times 1.25; projected generationally with 60% of Scale SSA-2020.
Cost of living	5.00% at participant adjustment date, 1.00% annually thereafter.
Payroll growth	2.75%, used to amortize the unfunded actuarial accrued liability as a level percentage of payroll.

The information and analysis used as of December 31, 2021, was measured by actuarial valuations as of January 1, 2020.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns 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, adding expected inflation, and subtracting expected investment expenses and a risk margin. The target allocation (approved by the Board) and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before investment expenses, used in the derivation of the long-term expected investment rate of return assumption are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	40.00%	6.55%
International equity	12.50%	7.30%
Fixed income	20.00%	0.40%
Core real estate	5.00%	3.65%
Short-term	5.00%	-0.20%
Private equity (including non-core real estate)	10.00%	10.55%
Emerging markets	7.50%	9.20%
Total	100.00%	5.53%*

*Weighted average expected rate of return

Savannah Airport Commission

Notes to Financial Statements

10. Pension Plans (cont.)

Discount Rate

The discount rate used to measure the total pension liability was 7.25 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from employers will be made at actuarially determined contribution rates. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

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

The following presents the Commission's proportional share of the net pension liability as of December 31, 2020, calculated using the discount rate of 7.25%, as well as what the proportional share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate:

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
Proportional share of net pension liability	\$ 10,988,456	\$ 5,715,542	\$ 1,333,577

Pension Liabilities, Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions

At December 31, 2021, the Commission reported a liability of \$5,715,542 for its proportionate share of the net pension liability. The net pension liability is measured as of December 31, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined. At December 31, 2020, the Commission's proportion was 8.31%, which was a decrease of 1.76 from its proportion measured as of December 31, 2019.

At December 31, 2020, the Commission reported a liability of \$9,341,643 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined. At December 31, 2019, the Commission's proportion was 10.07%, which was an increase of 0.97 from its proportion measured as of December 31, 2018.

Savannah Airport Commission

Notes to Financial Statements

10. Pension Plans (cont.)

Pension Liabilities, Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions (cont.)

At December 31, 2021, and 2020, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2021		2020	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 548,152	\$ 91,411	\$ 731,260	\$ 307,413
Changes in assumptions	339,955	114,716	-	208,442
Net difference between projected and actual earnings on pension plan investments	-	3,529,342	-	2,324,842
Change in proportionate share	1,237,616	1,508,800	1,638,595	15,558
Total	\$ 2,125,723	\$ 5,244,269	\$ 2,369,855	\$ 2,856,255

For the year ended December 31, 2021, and 2020, the Commission recognized a pension benefit of \$59,322 and a pension expense of \$1,605,868, respectively.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<i>Year ending December 31,</i>	Outflows/(Inflows)
2022	\$ (928,851)
2023	(516,729)
2024	(1,304,364)
2025	(368,602)
2026 and thereafter	-
Total	\$ (3,118,546)

11. Risk Management

The Commission is exposed to various risks of losses related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. These risks are handled through the purchase of commercial insurance. There have been no reductions in insurance coverage from the prior year. The amount of settlements has not exceeded insurance coverage for any of the past three fiscal years.

Savannah Airport Commission

Notes to Financial Statements

12. Fair Value of Financial Instruments

The following methods and assumptions were used by the Commission to estimate the fair value of each class of financial instruments for which it is practicable to estimate that value:

Cash, cash equivalents, and accounts receivable due in less than one year: The carrying amounts reported in the statements of net position approximate fair values because of the short maturities of these financial instruments.

Long-term investments: The fair values of these investments are estimated based on quoted market prices for those investments.

Direct financing leases: The fair values of these receivables are estimated by discounting the future cash flows using the current rates at which similar loans would be made to borrowers with similar credit ratings and for the same remaining maturities.

Accounts payable and accrued expenses: The carrying amounts reported in the statements of net position approximate fair values because of the short maturities of these financial instruments.

The estimated fair values of the Commission's financial instruments are as follows:

	2021		2020	
	Carrying Amount	Fair Value	Carrying Amount	Fair Value
Cash and short-term investments	\$ 69,876,145	\$ 69,876,145	\$ 61,439,595	\$ 61,439,595
Accounts receivable	\$ 8,013,409	\$ 8,013,409	\$ 4,191,412	\$ 4,191,412
Long-term investments	\$ 24,929,000	\$ 24,929,000	\$ 20,046,000	\$ 20,046,000
Leases receivable	\$ 398,615	\$ 444,188	\$ 471,845	\$ 536,030
Accounts payable and accrued expenses	\$ 2,580,303	\$ 2,580,303	\$ 4,099,149	\$ 4,099,149

13. Post-Employment Benefits Other than Pensions (OPEB)

The Commission has OPEB plans that cover employees during retirement. Historically, the Commission was involved in the City of Savannah Benefit Plan. Employees retiring before July 1, 2012, were participants in the City of Savannah Benefit Plan. Beginning July 1, 2012, the Commission left the City's OPEB plan for new retirees as they are retained on the Commission's insurance and covered along with active employees. For both plans, when an employee reaches 65, they are removed from the plan and the Commission pays a portion of their Medicare expenses.

These plans are described as follows:

City of Savannah Employee Benefit Plan

Plan Description

The Savannah Airport Commission participates in the City of Savannah's agent multiple-employer defined benefit OPEB Plan (the "City of Savannah Employee Benefit Plan" or the "Plan") which provides medical and life insurance benefits to its retirees. Membership in the Plan is voluntary. The Plan does not issue a stand-alone financial report.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

City of Savannah Employee Benefit Plan (cont.)

Plan Description (cont.)

The Plan provides members, upon eligible retirement, with healthcare insurance and life insurance benefits. The benefits provided are not guaranteed and are subject to change at any time. In addition, the benefit provisions are subject to annual appropriation of funds by the City's Mayor and Alderman. The Plan does not provide for automatic or ad hoc postretirement benefit increases; however, the benefit provisions provided by the Plan may be amended, established, or terminated at any time by a vote of the City's Mayor and Alderman. The Plan Document specifies the types and levels of Plan benefits as well as member contribution requirements. The City of Savannah provides administration of the Plan, including setting funding policies, and reports the Plan as a fiduciary fund in its Annual Comprehensive Financial Report.

Eligibility

The Plan covers both general and uniform employees of the participating employers. As of December 31, 2021, and 2020, employee membership data related to the City of Savannah OPEB Plan was as follows:

	2021	2020
Retirees and beneficiaries currently receiving benefits	1,355	1,358
Active members	2,192	2,156
Total	3,547	3,514

Contribution Policy

As administrator of the Plan, the Mayor and Aldermen of the City of Savannah are the authority under which the obligations of the Plan members and the employers to contribute to the Plan are established and are amended. Members are required to contribute 30% of expected funding target for pre-Medicare retirees and 25% for post-Medicare retirees. The remaining contributions are required contributions by the employers.

The Savannah Airport Commission is required to contribute the Annual Required Contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 75. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal costs each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years. The current ARC rate is 2.05% of annual covered payroll.

Net OPEB Liability

The Commission's net OPEB liability 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 December 31, 2019.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

City of Savannah Employee Benefit Plan (cont.)

Changes in the Net OPEB Liability

Changes in the Commission's net OPEB liability were as follows:

		Total OPEB Liability [a]	Plan Fiduciary Net Position [b]	Net OPEB Liability [a] – [b]
Balances at December 31, 2020	\$	1,296,648	\$ -	\$ 1,296,648
Changes for the year:				
Interest		34,132	-	34,132
Difference between expected and actual experience		(489,683)	-	(489,683)
Contributions – employer		-	101,882	(101,882)
Change of assumptions		(13,445)	-	(13,445)
Benefit payments		(101,882)	(101,882)	-
Net changes		(570,878)	-	(570,878)
Balances at December 31, 2021	\$	725,770	\$ -	\$ 725,770

Actuarial Methods and Assumptions

The total OPEB liability in the December 31, 2019, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.75%
Salary increases	Specific rates by age, varying from 5.50% to 3.50%, including inflation.
Discount rate	7.00% for City of Savannah and Youth Futures. 2.12% for Savannah Airport Commission and Metropolitan Planning Commission.
Healthcare costs trend rates	
Medical	Pre-65: Initial rate is 6.00%, trending down to 4.50% over 6 years. Post-65: Initial rate is -8.56%, then 5.25%, trending down to 4.50% over 3 years.
Prescription drug	Initial rate is 8.00%, trending down to 4.50% over 14 years.
Administrative costs	3.00%
Mortality rates	<u>Pre-Retirement</u> : Pri-2012 Amount-weighted Employee Mortality Table, projected generationally using a modified version of the SSA2020 improvement scale. <u>Healthy Annuitants</u> : Pri-2012 Amount-weighted Healthy Retiree Mortality Table, set forward six years for males and three years for females, projected generationally using a modified version of the SSA2020 improvement scale.

Many of the demographic assumptions used in this valuation (including mortality, disability, turnover, retirement, percent married and relative ages of spouses) are the same as used in the City of Savannah Employees' Retirement Plan's Actuarial Valuation and Review as of January 1, 2020, dated July 31, 2020, completed by Segal Consulting.

The remaining demographic assumptions, such as enrollment elections, were based on the experience of the OPEB Plan.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

City of Savannah Employee Benefit Plan (cont.)

Actuarial Methods and Assumptions (cont.)

Projections of benefits for financial reporting purposes are based on the substantive plan (the Plan as understood by the employer and Plan members) 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.

The long-term expected rate of return on OPEB plan investments was determined using a building block method in which expected future rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These returns 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 and subtracting expected investment expenses. The target allocation and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before investment expenses, used in the derivation of the long-term expected investment rate of return assumption are summarized as follows:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	48.40%	6.55%
International equity	9.70%	7.30%
Core fixed income	9.40%	0.40%
High yield fixed income	18.80%	3.10%
Real estate	9.60%	3.65%
Cash & short-term	4.10%	0.00%
Total	100.00%	4.02%*

*Weighted average expected rate of return

Nature of assets: The assets are maintained in an irrevocable Trust dedicated to OPEB.

Discount Rate

The discount rate used to measure the total OPEB liability for the City of Savannah and Youth Futures was 7.00% as of December 31, 2020, and December 31, 2019, respectively. The other employers including the commission do not fund and so are valued at the 20-year, general obligation, municipal bond index rate of 2.12%. The projection of cash flow used to determine the discount rate assumed that the contributions would be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, The OPEB plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

City of Savannah Employee Benefit Plan (cont.)

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

The following presents the Commission's proportionate share of the net OPEB liability, as well as what the Commission's proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (1.12%) or 1 percentage point higher (3.12%) than the current discount rate:

	1% Decrease (1.12%)	Discount Rate (2.12%)	1% Increase (3.12%)
Net OPEB liability	<u>\$ 833,529</u>	<u>\$ 725,770</u>	<u>620,345</u>

Sensitivity of the Net OPEB Liability to Changes in Healthcare Cost Trend Rates

The following presents the Commission's proportionate share of the net OPEB liability, as well as what the Commission's proportionate share of the net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower (5.00% decreasing to 3.50%) or 1 percentage point higher (7.00% decreasing to 5.50%) than the current healthcare cost trend rates:

	1% Decrease (5.00% decreasing to 3.50%)	Healthcare Cost Trend Rates (6.00% decreasing to 4.50%)	1% Increase (7.00% decreasing to 5.50%)
Net OPEB liability	<u>\$ 632,292</u>	<u>\$ 725,770</u>	<u>\$ 844,268</u>

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2021, and 2020, the Commission recognized OPEB benefit of \$468,996 and OPEB benefit of \$25,661, respectively. At December 31, 2021, and 2020, the Commission was not allocated deferred outflows of resources or deferred inflows of resources related to the City's OPEB. The Commission was also not allocated future deferred outflows of resources or deferred inflow of resources related to the City's OPEB. Additionally, there were no employer contributions subsequent to the measurement date that would reduce the net OPEB liability or increase deferred outflows of resources.

Savannah Hilton Head International Airport Retiree Medical Plan

Plan Description

Savannah Hilton Head International Airport Retiree Medical Plan (the Plan) is a single employer plan established and is administered by the Commission. The Plan provides medical and life insurance benefits to its retirees and can be amended by the Commission at its discretion. Membership in the Plan is voluntary. The Plan does not issue a stand-alone financial report.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

Savannah Hilton Head International Airport Retiree Medical Plan (cont.)

Plan Description (cont.)

The Plan provides members, upon eligible retirement, with healthcare insurance and life insurance benefits. The benefits provided are not guaranteed and are subject to change at any time. The Plan does not provide for automatic or ad hoc postretirement benefit increases; however, the benefit provisions provided by the Plan may be amended, established, or terminated at any time by the Commission. The Plan Document specifies the types and levels of Plan benefits as well as member contribution requirements. The Commission provides administration of the Plan, including setting funding policies.

Eligibility

To be eligible for post-retirement medical coverage, Airport employees must meet retirement age, have been employed by the Commission for ten consecutive years, and elect to continue medical coverage by paying the applicable monthly premium. As of December 31, 2021, and 2020, employee membership data related to the Commission's OPEB Plan was as follows:

	2021	2020
Retirees and beneficiaries currently receiving benefits	14	14
Active members	183	183
Total	197	197

Contribution Policy

Active plan members are currently not obligated to make contributions to the Plan. The Commission does not pre-fund the Plan. Implicit retiree costs covered by active health payments can be counted as plan contributions. The Savannah Airport Commission has the authority to establish and amend the obligations of the Commission and plan members to contribute to the Plan.

The Savannah Airport Commission is recommended to contribute the Annual Required Contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 75. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal costs each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years. The current ARC rate is 1.04% of annual covered payroll.

Net OPEB Liability

The Commission's net OPEB liability 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 December 31, 2019.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

Savannah Hilton Head International Airport Retiree Medical Plan (cont.)

Changes in the Net OPEB Liability

Changes in the Commission's net OPEB liability were as follows:

		Total OPEB Liability [a]	Plan Fiduciary Net Position [b]	Net OPEB Liability [a] – [b]
Balances at December 31, 2020	\$	9,337,797	\$ -	\$ 9,337,797
Changes for the year:				
Service cost		518,598	-	518,598
Interest		268,414	-	268,414
Difference between expected and actual experience		16,488	-	16,488
Contributions – employer		-	120,603	(120,603)
Change of assumptions		1,084,858	-	1,084,858
Benefit payments		(120,603)	(120,603)	-
Net changes		1,767,755	-	1,767,755
Balances at December 31, 2021	\$	11,105,552	\$ -	\$ 11,105,552

Actuarial Methods and Assumptions

The total OPEB liability in the December 31, 2019, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	3.00%
Salary increases	Specific rates by age, varying from 4.78% to 3.13%, including inflation.
Discount rate	2.12%
Healthcare costs trend rates	
Medical	Pre-65: 8.25% in 2020 graded to 4.50% by 0.25% per year. Medicare: 6.25% in 2020 graded to 4.50% by 0.25% per year.
Mortality rates	Pub-2010 Headcount weighted mortality table for general public employer, annuitant and non-annuitant, sex distinct with improvement scale MP-2020.

Many of the demographic assumptions used in this valuation (including mortality, disability, turnover, retirement, percent married and relative ages of spouses) are set to be consistent with those used in the City of Savannah Employees' Retirement Plan's Actuarial Valuation and Review. The remaining demographic assumptions, such as enrollment elections, were based on the experience of the OPEB Plan.

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

Savannah Hilton Head International Airport Retiree Medical Plan (cont.)

Actuarial Methods and Assumptions (cont.)

Projections of benefits for financial reporting purposes are based on the substantive plan (the Plan as understood by the employer and Plan members) 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.

The long-term expected rate of return on OPEB plan investments, target allocations, and projected arithmetic real rates of return for each major asset class were not available as the Plan is not currently funded.

Discount Rate

The discount rate used to measure the total OPEB liability was 2.12%. The projection of cash flows used to determine the discount rate assumed that there will be no Employer contributions made. Based on those assumptions, the Plan's fiduciary net position was not projected to be sufficient to make all projected future benefit payments of current Plan participants. For projected benefits that are covered by projected assets, the long-term expected rate was used to discount the projected benefits. From the year that benefit payments were not projected to be covered by the projected assets (the "depletion date"), projected benefits were discounted at a discount rate reflecting a 20-year AA/Aa tax-exempt municipal bond yield. A single equivalent discount rate that yields the same present value of benefits is calculated. This discount rate is used to determine the total OPEB liability. The discount rate used as of December 31, 2019, was 2.74%

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

The following presents the net OPEB liability of the Commission, calculated using a discount rate 1 percentage point lower (1.12%) or 1 percentage point higher (3.12%) than the current discount rate:

	1% Decrease (1.12%)	Discount Rate (2.12%)	1% Increase (3.12%)
Net OPEB liability	\$ 13,687,053	\$ 11,105,552	\$ 9,141,206

Sensitivity of the Net OPEB Liability to Changes in Healthcare Cost Trend Rates

The following presents the net OPEB liability of the Commission, calculated using medical trend rates 1 percentage point lower (7.25%) or 1 percentage point higher (9.25%) than the current healthcare cost trend rate:

The following presents the Commission's proportionate share of the net OPEB liability, as well as what the Commission's proportionate share of the net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower (7.25% decreasing to 3.50% by 0.25% per year) or 1 percentage point higher (9.25% decreasing to 5.50% by 0.25% per year) than the current healthcare cost trend rates:

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

Savannah Hilton Head International Airport Retiree Medical Plan (cont.)

Sensitivity of the Net OPEB Liability to Changes in Healthcare Cost Trend Rates (cont.)

	1% Decrease (7.25% graded by 0.25% per year)	Healthcare Cost Trend Rates (8.25% decreasing by 0.25% per year)	1% Increase (9.25% graded by 0.25% per year)
Net OPEB liability	<u>\$ 8,760,355</u>	<u>\$ 11,105,552</u>	<u>\$ 14,301,184</u>

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2021, the Commission recognized OPEB expense of \$1,043,814. At December 31, 2021, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 13,852	\$ 13,726
Net difference between expected and actual investment earnings	-	-
Changes in assumptions	3,030,650	-
Total	\$ 3,044,502	\$ 13,726

For the year ended December 31, 2020, the Commission recognized OPEB expense of \$3,480,433. At December 31, 2020, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 15,039
Net difference between expected and actual investment earnings	-	-
Changes in assumptions	2,321,876	-
Total	\$ 2,321,876	\$ 15,039

Savannah Airport Commission

Notes to Financial Statements

13. Post-Employment Benefits Other than Pensions (OPEB) (cont.)

Savannah Hilton Head International Airport Retiree Medical Plan (cont.)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB (cont.)

Amounts reported as deferred outflows of resources and deferred inflow of resources related to OPEB will be recognized in OPEB expense as follows (note that employer contributions subsequent to the measurement date will reduce the net OPEB liability and, therefore, will not be included in future OPEB expense):

<i>Year ended December 31,</i>	<i>Outflows/(Inflows)</i>	
2022	\$	289,438
2023		289,438
2024		289,438
2025		289,438
2026		289,438
Thereafter		1,583,586
Total	\$	3,030,776

14. CARES Act Grant Agreements

In April of 2020, under the US Department of Transportation Federal Aviation Administration, the Commission received a CARES Act Airport Grant. Based on the terms of the agreement, the Commission is entitled to received up to \$26,824,077 in total support on a cost-reimbursement arrangement over a period of 4 years from the date the agreement is signed. During the years ended December 31, 2021 and 2020, the Commission expensed \$17,238,863 and \$9,585,214 respectively, of allowable reimbursable costs under the arrangement. The Commission received reimbursement grant payments for all amounts. As of the balance sheet date, the Commission has used all available reimbursable funds under the grant agreement.

In April of 2021, the Commission received grant awards under the Airport Coronavirus Relief Grant Program (ACRGP) of \$5,300,792 in total support in cost-reimbursement arrangements over a period of 4 years from the date the agreements were signed. No amounts from these awards were expended during the year ended December 31, 2021.

In November of 2021, the Commission received a grant award under the Airport Rescue Grant (ARPA) of \$11,693,915 in total support on a cost-reimbursement arrangement over a period of 4 years from the date the agreement is signed. No amounts from this award were expended during the year ended December 31, 2021.

In December of 2021, the Commission received a grant award under the Concessions Rent Relief Airport Rescue Grant Agreement of \$1,251,941 in total support on a cost-reimbursement arrangement over a period of 4 years from the date the agreement is signed. No amounts from this award were expended during the year ended December 31, 2021.

15. COVID-19 Considerations

The full impact of the COVID-19 outbreak continues to evolve as of the date of this report. As such, it is uncertain as to the full magnitude that the pandemic will have on the Commission's financial condition, liquidity, and future results of operations. Management is actively monitoring the impact of the global situation on its financial condition, liquidity, operations, suppliers, industry, and workforce. Given the daily evolution of the COVID-19 outbreak and the global responses to curb its spread, the Commission is not able to estimate the effects of the COVID-19 outbreak on its results of operations, financial condition, or liquidity for the remainder of 2022.

Savannah Airport Commission

Financial Section

- **Required Supplementary Information**
 - **Schedule of the Commission's Proportionate Share of the Net Pension Liability**
 - **Schedule of Contributions**
 - **Schedule of the Commission's Changes in Net OPEB Liability**
 - **Schedule of Investment Returns**
 - **Schedule of Employer Contributions – City of Savannah OPEB**
 - **Schedule of Changes in Net OPEB Liability**
 - **Schedule of Employer Contributions – SAC OPEB**



Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission
Required Supplementary Information
City of Savannah Employees' Retirement Plan
Schedule of the Commission's Proportionate Share of the Net Pension Liability

Fiscal Year Ended December 31,	Proportion of the Net Pension Liability	Proportionate Share of Net Pension Liability	Covered Payroll⁽¹⁾	Net Pension Liability as a % of Covered Payroll	Plan Fiduciary Net Position as a percentage of the Total Pension Liability
2015	7.66%	\$ 8,226,511	\$ 7,748,488	106.17%	75.32%
2016	8.71%	\$ 9,556,610	\$ 8,600,853	111.11%	75.92%
2017	8.68%	\$ 7,495,251	\$ 9,238,292	81.13%	81.75%
2018	9.10%	\$ 12,361,102	\$ 9,832,973	125.71%	72.76%
2019	10.07%	\$ 9,341,643	\$ 9,462,409	98.72%	81.93%
2020	8.31%	\$ 5,715,542	\$ 9,509,542	60.10%	87.20%

Note: This information is not readily available for 10 years.

⁽¹⁾ Covered payroll represents compensation earnable and pensionable compensation. Only compensation earnable and pensionable compensation that would possibly go into the determination of the retirement benefits are included.

Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission
Required Supplementary Information
City of Savannah Employees' Retirement Plan
Schedule of Contributions

Fiscal Year Ended December 31,	Actuarially Determined Contributions	Contributions Recognized by the Plan	Contribution Deficiency (Excess)	Covered Payroll (1)	Contributions Recognized by the Plan as a % of Covered Payroll
2018	\$ 940,290	\$ 940,290	\$ -	\$ 9,832,973	9.56%
2019	\$ 1,071,737	\$ 1,071,737	\$ -	\$ 9,462,409	11.33%
2020	\$ 934,631	\$ 934,631	\$ -	\$ 9,509,542	9.83%

Note: This information is not readily available for 10 years.

(1) Covered payroll represents compensation earnable and pensionable compensation. Only compensation earnable and pensionable compensation that would possibly go into the determination of the retirement benefits are included.

Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission Required Supplementary Information City of Savannah Other Post Employment Benefit Plan Schedule of the Commission's Changes in Net OPEB Liability			
	<u>2021</u>	<u>2020</u>	<u>2019</u>
Total OPEB Liability			
Interest	\$ 34,132	\$ 56,303	\$ 62,941
Differences between expected and actual experience	(489,683)	86,721	(144,751)
Changes of assumptions	(13,445)	(168,685)	(271,576)
Benefit payments, including refunds of member contributions	(101,882)	(101,882)	(104,233)
Net change in Total OPEB Liability	(570,878)	(127,543)	(457,619)
Total OPEB Liability - beginning	1,296,648	1,424,191	1,881,810
(a) Total OPEB Liability - ending	725,770	1,296,648	1,424,191
Plan fiduciary net position			
Contributions - employer	101,882	101,882	104,233
Benefit payments, including refunds of member contributions	(101,882)	(101,882)	(104,233)
Net change in plan fiduciary net position	-	-	-
Plan fiduciary net position - beginning	-	-	-
(b) Plan Fiduciary Net Position - ending	-	-	-
(c) Net OPEB Liability - ending (a) - (b)	\$ 725,770	\$ 1,296,648	\$ 1,424,191
Plan fiduciary net position as a percentage of the Total OPEB Liability	0%	0%	0%
Covered employee payroll¹	\$ -	\$ -	\$ -
Plan Net OPEB Liability as percentage of covered employee payroll	N/A	N/A	N/A

Note: This information is not readily available for 10 years.

Notes to Schedule:

Benefit changes: None

(1) Covered employee payroll represents compensation earnable and pensionable compensation.

Change of assumptions:

- Per capita health costs and prescription drug trend rates were updated to reflect experience and future expectations.
- The discount rate effective December 31, 2020 for the unfunded groups was lowered to 2.12%.
- The participation rate for spouses was lowered from 70% to 60%
- On July 15, 2020 the Board of Trustees voted to change the following assumptions as part of the experience study for the five-year period, from January 1, 2015 - December 31, 2019:
 - ◆ Inflation and payroll growth lowered from 3.00% to 2.75%.
 - ◆ Salary scale changed to service-based rates; 5.50% for the first 5 years, 3.50% thereafter.
 - ◆ RP-2014 mortality tables changed to Pri-2012 amount-weighted mortality tables.
 - ◆ Mortality improvement changed to generational projections with 60% of Scale SSA-2020, instead of projected generationally with a modified version of Scale MP-2014.
 - ◆ Turnover rates kept separate age-based rates for General and Uniform employees, but removed the additional rates during first five years of service; rates zero out at each group's Normal Retirement Age.
 - ◆ Disability rates changed from separate age-based rates to one set of age-based rates for all employees; rates set to 44% of previous General rates.
 - ◆ Retirement rate schedules for General and Uniformed Employees have each been updated, but it is still assumed that there is 100% retirement at age 75 for General Employees and 100% retirement at age 65 for Uniform employees."

Savannah Airport Commission

Required Supplementary Information

**Savannah Airport Commission
Required Supplementary Information
City of Savannah Other Post Employment Benefit Plan
Schedule of Investment Returns***

Year Ended December 31,	Annual Money-weighted Rate of Return
2017	16.20%
2018	-3.20%
2019	21.40%
2020	16.10%

* This information is presented for the City of Savannah Other Post Employment Benefit Plan as a whole, for which the Commission is a participant.

Note: This information is not readily available for 10 years.

Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission Required Supplementary Information City of Savannah Other Post Employment Benefit Plan Schedule of Employer Contributions

Year Ended December 31,	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/ (Excess)	Covered Employee Payroll	Annual Money- weighted Rate of Return
2016	\$ 115,423	\$ 109,340	\$ 6,083	\$ -	N/A
2017	\$ 99,569	\$ 107,955	\$ (8,386)	\$ -	N/A
2018	\$ 104,233	\$ 104,233	\$ -	\$ -	N/A
2019	\$ 101,882	\$ 101,882	\$ -	\$ -	N/A
2020	\$ 101,882	\$ 101,882	\$ -	\$ -	N/A

Note: This information is not readily available for 10 years.

Notes to Schedule:

Methods and assumptions used to establish "actuarially determined contribution" rates:

<i>Valuation date</i>	December 31, 2019
<i>Measurement date</i>	December 31, 2020
<i>Actuarial cost method</i>	Projected Unit Cost Method
<i>Asset valuation method</i>	Market Value
<i>"Remaining amortization period"</i>	17 years remain as of December 31, 2019
<i>Amortization method</i>	30 years closed, level percent of pay

Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission Required Supplementary Information Savannah Hilton Head International Airport Retiree Medical Plan Schedule of Changes in Net OPEB Liability		
	2021	2020
Total OPEB Liability		
Service Cost	\$ 518,598	\$ 369,326
Interest	268,414	262,274
Differences between expected and actual experience	16,488	(17,665)
Changes of assumptions	1,084,858	2,727,444
Benefit payments, including refunds of member contributions	(120,603)	(62,417)
Net change in Total OPEB Liability	1,767,755	3,278,962
Total OPEB Liability - beginning	9,337,797	6,058,835
(a) Total OPEB Liability - ending	11,105,552	9,337,797
Plan fiduciary net position		
Contributions - employer	120,603	62,417
Benefit payments, including refunds of member contributions	(120,603)	(62,417)
Net change in plan fiduciary net position	-	-
Plan fiduciary net position - beginning	-	-
(b) Plan Fiduciary Net Position - ending	-	-
(c) Net OPEB Liability - ending (a) - (b)	\$ 11,105,552	\$ 9,337,797
Plan fiduciary net position as a percentage of the Total OPEB Liability	0%	0%
Covered employee payroll	\$ 11,603,764	\$ 12,021,685
Plan Net OPEB Liability as percentage of covered employee payroll	95.71%	77.67%

Note: This information is not readily available for 10 years.

Notes to Schedule:

Benefit changes: None

Change of assumptions:

- Mortality improvement scale update to MP 2019

-Discount rate lowered from 2.74% to 2.12% reflecting changes in the bond rate environment

Savannah Airport Commission

Required Supplementary Information

Savannah Airport Commission
Required Supplementary Information
Savannah Hilton Head International Airport Retiree Medical Plan
Schedule of Employer Contributions

Year Ended December 31,	Service Cost (End of Year)	Amortization of Unfunded Liability	Determined Employer Contributions (ADC)	Employer Contribution	Contribution Deficiency/(Excess)	Covered Employee Payroll	Contributi on as a % of Covered Payroll	ADC as a % of Covered Payroll
2019	\$ 384,468	\$ 452,466	\$ 836,934	\$ (62,417)	\$ 774,517	\$ 12,021,685	0.52%	6.96%
2020	\$ 532,808	\$ 674,060	\$ 1,206,868	\$ (120,603)	\$ 1,086,265	\$ 11,603,764	1.04%	10.40%

Note: This information is not readily available for 10 years.

Notes to Schedule:

Methods and assumptions used to establish "actuarially determined contribution" rates:

<i>Valuation date</i>	December 31, 2018 projected to December 31, 2020
<i>Measurement date</i>	December 31, 2020
<i>Actuarial cost method</i>	Entry Age Normal (level percent of compensation)
<i>Amortization for contribution</i>	Level percent, closed
<i>Asset valuation method</i>	N/A; plan is not pre-funded

Savannah Airport Commission

Financial Section

- **Other Supplementary Information**
 - **Schedules of Net Airfield Operations**
 - **Schedules of Net Terminal Operations**
 - **Schedules of Net Airport Business Center Operations**
 - **Schedules of Net Public Safety and Federal Inspection Station (FIS) Facility Operations**
 - **Schedules of Net Commercial Aviation Operations**
 - **Schedules of Net Apron and Parking Operations**
 - **Schedules of Net Non-Aviation Operations**
 - **Schedules of Administrative Expenses**



Savannah Airport Commission

Schedule of Net Airfield Operations

<i>Years ended December 31,</i>	2021	2020
Airfield income		
Landing fees	\$ 4,928,526	\$ 3,263,429
Fuel flow fees	166,442	138,296
Usage charges	179,062	191,196
Fuel farm fees	381,635	223,042
	5,655,665	3,815,963
Airfield expenses		
General	421,775	705,394
Buildings	13,872	5,019
Grounds	443,113	464,186
Equipment	116,704	168,506
Runway	101,833	40,856
Janitorial	459	231
Fuel farm expenses	381,319	428,386
Utilities	67,574	64,721
In-kind rents	2,000,000	-
Total expense excluding depreciation	3,546,649	1,877,299
Depreciation	3,704,758	3,829,110
Total expenses	7,251,407	5,706,409
Net airfield loss	\$ (1,595,742)	\$ (1,890,446)

See independent auditor's report.

Savannah Airport Commission

Schedule of Net Terminal Operations

<i>Years ended December 31,</i>	2021	2020
Terminal income		
Car rentals	\$ 6,680,615	\$ 2,882,963
Airlines	6,471,779	6,778,830
Ground transportation	470,150	226,331
Gift shop	916,338	429,186
Restaurant	691,074	319,259
Space rental	468,817	376,665
Advertising	395,172	221,320
Telephone	27,569	26,929
Vending	35,270	30,147
Mini mall	7,088	6,328
Business center	33,000	33,000
Miscellaneous	1,296	18,716
Common charge/ticket checkers	632,869	705,272
	16,831,037	12,054,946
Terminal expenses		
General	2,938,112	4,425,388
Buildings	2,142,269	2,270,167
Grounds	32,703	44,425
Janitorial	946,294	1,029,769
Equipment	320,335	306,847
Utilities	840,768	784,345
Advertising	101,529	95,818
Passport club	82,581	98,232
Visitors center	429,380	601,086
Ticket checkers/shuttle driver	1,241,459	1,480,940
Ground trans starters	235,504	201,133
Ops center	120,547	136,706
Total expense excluding depreciation	9,431,481	11,474,856
Depreciation	4,710,497	4,806,231
Total expenses	14,141,978	16,281,087
Net terminal income/(loss)	\$ 2,689,059	\$ (4,226,141)

Savannah Airport Commission

Schedule of Net Airport Business Center Operations

<i>Years ended December 31,</i>	2021	2020
Airport business center expenses		
General	\$ 11	\$ 41
Buildings	-	1,906
Utilities	10,086	9,272
Janitorial	-	121
Total expense excluding depreciation	10,097	11,340
Depreciation	243	1,662
Total expense	10,340	13,002
Net airport business center loss	\$ (10,340)	\$ (13,002)
	<i>See independent auditor's report.</i>	

Savannah Airport Commission

Schedules of Net Public Safety and Federal Inspection Station (FIS) Operations

<i>Years ended December 31,</i>	2021	2020
Public safety expenses		
General	\$ 3,016,734	\$ 4,003,512
Buildings	7,583	12,876
Equipment	21,702	31,406
Total expense excluding depreciation	3,046,019	4,047,794
Depreciation	231,266	249,066
Total expense	3,277,285	4,296,860
Net public safety loss	\$ (3,277,285)	\$ (4,296,860)
FIS facility expenses		
Buildings	\$ 4,977	\$ 1,988
Utilities	47,994	37,625
General	28,021	9,888
Total expense excluding depreciation	80,992	49,501
Depreciation	502,888	168,912
Total expense	583,880	218,413
Net FIS facility loss	\$ (583,880)	\$ (218,413)

See independent auditor's report.

Savannah Airport Commission

Schedules of Net Commercial Aviation Operations

<i>Years ended December 31,</i>	2021	2020
Commercial aviation income		
Fixed base operators	\$ 611,213	\$ 550,605
Air cargo building	312,026	312,026
Land lease	1,825,193	1,839,416
Airline freight facility	90,337	123,734
AvGas	62,533	42,501
	2,901,302	2,868,282
Commercial aviation expenses		
General	14,183	83,478
Buildings	426	5,036
Utilities	86,727	82,513
Ground support	16,491	2,850
Grounds	-	431
Fuel farm	41,915	30,478
Total expense excluding depreciation	159,742	204,786
Depreciation	377,816	379,929
Total expense	537,558	584,715
Net commercial aviation income	\$ 2,363,744	\$ 2,283,567

See independent auditor's report.

Savannah Airport Commission

Schedules of Net Apron and Parking Operations

<i>Years ended December 31,</i>	2021	2020
Apron income		
Airline fixed payments	\$ 81,675	\$ 69,044
Apron expenses		
General	150	8,787
Maintenance	3,484	2,796
Utilities	9,266	4,472
Total expense excluding depreciation	12,900	16,055
Depreciation	891,112	579,379
Total expense	904,012	595,434
Net apron loss	\$ (822,337)	\$ (526,390)
Parking income		
Parking	\$ 7,163,517	\$ 3,433,443
Parking expenses		
General	1,600,511	1,702,939
Buildings	46,650	79,275
Equipment	1,193	458
Grounds	10,112	4,478
Utilities	133,761	132,914
Total expense excluding depreciation	1,792,227	1,920,064
Depreciation	1,818,048	1,739,915
Total expense	3,610,275	3,659,979
Net parking income/(loss)	\$ 3,553,242	\$ (226,536)

See independent auditor's report.

Savannah Airport Commission

Schedules of Net Non-Aviation Operations

<i>Years ended December 31,</i>	2021	2020
Non-aviation income		
Land leases	\$ 1,178,682	\$ 1,111,613
Space rental	108,446	96,670
Motel	1,789,833	1,055,844
Industrial park	4,800	4,800
Food and beverage	34,584	21,622
Miscellaneous	2,700	700
	3,119,045	2,291,249
Non-aviation expenses		
General	205,134	546,829
Buildings	4,978	7,837
Grounds	582,527	634,744
Equipment	85,877	80,435
Utilities	110,487	111,955
Total expense excluding depreciation	989,003	1,381,800
Depreciation	994,707	877,785
Total expense	1,983,710	2,259,585
Net non-aviation income	\$ 1,135,335	\$ 31,664

See independent auditor's report.

Savannah Airport Commission

Schedules of Administrative Expenses

<i>Years ended December 31,</i>	2021	2020
Salaries	\$ 2,810,300	\$ 2,891,901
Employee benefits	987,781	3,011,836
Contract labor	1,323	-
Marketing	4,845,612	2,747,694
Professional fees	747,860	1,178,722
Miscellaneous	506,979	315,429
Dues, travel, and meetings	364,877	345,028
Office supplies and postage	486,938	787,200
Telephone	90,008	95,513
Insurance	324,396	332,959
Equipment rental and service contracts	149,913	145,768
Printing and advertising	1,552	190
Total expense excluding depreciation	11,317,539	11,852,240
Depreciation	143,329	131,683
Total expense	\$ 11,460,868	\$ 11,983,923

See independent auditor's report.

Savannah Airport Commission

Statistical Section (Unaudited)

- Total Annual Revenues, Expenses, and Changes in Net Position
- Major Employers in Primary Air Trade Area
- Revenue Bond Coverage
- Ratios of Outstanding Debt
- Demographic Statistics
- Industry Specific Trend Data
- Airline Landed Weights
- Enplaned Passengers
- Aircraft Operations
- Airlines Serving the Savannah/Hilton Head International Area
- Principal Customers
- Miscellaneous Statistical Information



Savannah Airport Commission

Statistical Section (Unaudited)

This part of the Savannah Airport Commission's annual comprehensive financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and supplementary information says about the Commission's overall financial health.

Financial Trends

These schedules contain trend information to help the reader understand how the Commission's financial performance and well-being have changed over time.

Revenue Capacity

These schedules contain information to help the reader assess the government's most significant local revenue sources.

Debt Capacity

These schedules present information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future.

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place.

Operating Information

These schedules contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs.

Savannah Airport Commission

Total Annual Revenues, Expenses, and Changes in Net Position

<i>Years ended December 31,</i>	2012	2013*	2014	2015	2016
Operating revenues					
Airfield	\$ 2,979,410	\$ 3,104,566	\$ 3,257,492	\$ 3,430,523	\$ 4,092,314
Terminal	11,022,200	11,449,988	11,965,612	12,378,721	13,225,485
Airport business center	251,498	228,817	212,094	146,878	4,200
Commercial aviation	1,540,736	2,103,115	2,216,288	2,229,309	2,239,342
Apron	55,080	55,048	54,381	60,231	59,651
Parking	5,090,084	5,260,004	6,018,305	6,508,913	7,023,629
Non-aviation	2,357,093	2,472,968	2,713,210	3,106,677	3,241,826
Foreign trade zone	46,637	-	-	-	-
Total operating revenues	23,342,738	24,674,506	26,437,382	27,861,252	29,886,447
Operating expenses					
Airfield	1,560,643	1,631,526	1,905,637	2,146,532	2,332,494
Terminal	8,525,450	8,499,325	9,094,306	9,449,322	10,696,443
Airport business center	234,919	274,554	140,603	85,877	63,253
Commercial aviation	175,258	237,942	261,441	158,716	258,360
Apron	27,931	27,066	24,547	26,691	14,664
Parking	1,382,186	1,452,052	1,369,561	1,337,464	1,535,639
Non-aviation	770,901	689,325	1,110,988	1,028,223	1,167,691
Public safety	-	-	-	-	-
Foreign trade zone	112,931	-	-	-	-
FIS facility	-	-	-	-	-
Administrative expenses	4,614,001	4,827,543	5,751,582	7,664,600	7,221,902
Depreciation	9,812,599	10,306,897	9,969,695	11,202,854	11,329,228
Total operating expenses	27,216,819	27,946,230	29,628,360	33,100,279	34,619,674
Operating loss	(3,874,081)	(3,271,724)	(3,190,978)	(5,239,027)	(4,733,227)
Non-operating revenues (expenses)					
Passenger facility charges	3,115,125	3,073,621	3,640,888	3,902,443	4,208,795
Customer facility charges	530,901	548,616	611,273	658,964	694,209
General aviation charges	69,395	77,196	79,130	87,267	88,364
Savannah aviation village fund charges	22,000	10,500	-	-	-
In-kind rents	-	-	-	-	-
Interest revenue	553,716	487,125	319,351	404,423	499,415
Interest expense	(536,837)	(442,838)	(345,038)	(260,600)	(125,349)
Bond issuance cost amortization	(163,225)	-	-	-	-
Bond premium amortization	248,182	248,182	248,182	136,380	136,380
Loss on bond refunding	(149,932)	(149,932)	(149,932)	(50,524)	(28,837)
Net increase (decrease) in the fair value of investments	(23,667)	(121,987)	(45,893)	23,651	51,447
Recovery of bad debt	1,294	-	-	-	-
Gain (loss) on disposal of capital assets	(10,251)	84,596	11,297	8,664	59,481
Total non-operating revenues	3,656,701	3,815,079	4,369,258	4,910,668	5,583,905
Income (loss) before capital contributions	(217,380)	543,355	1,178,280	(328,359)	850,678
Capital contributions	10,478,528	5,580,020	5,932,857	4,021,586	859,175
Net position adjustments	-	-	-	-	-
Increase in net position	\$ 10,261,148	\$ 6,123,375	\$ 7,111,137	\$ 3,693,227	\$ 1,709,853
Net assets at year-end composed of					
Net investment in capital assets	\$ 164,079,072	\$ 163,915,951	\$ 161,352,944	\$ 157,729,262	\$ 159,208,931
Restricted	9,181,408	10,193,462	9,715,727	11,058,622	3,349,869
Unrestricted	24,175,496	29,009,263	39,161,142	37,309,773	45,248,710
Total net assets	\$ 197,435,976	\$ 203,118,676	\$ 210,229,813	\$ 206,097,657	\$ 207,807,510

*2013 and 2017 have been restated

Savannah Airport Commission

Total Annual Revenues, Expenses, and Changes in Net Position

<i>Years ended December 31,</i>	2017*	2018	2019	2020	2021
Operating revenues					
Airfield	\$ 4,741,605	\$ 5,703,136	\$ 6,752,741	\$ 3,815,963	\$ 5,655,665
Terminal	14,097,691	15,248,112	16,088,023	12,054,946	16,831,037
Airport business center	5,000	-	-	-	-
Commercial aviation	2,342,588	2,406,820	2,544,916	2,868,282	2,901,302
Apron	70,879	71,773	69,791	69,044	81,675
Parking	7,704,652	8,534,367	9,172,911	3,433,443	7,163,517
Non-aviation	3,028,981	3,336,134	3,067,443	2,291,249	3,119,045
Foreign trade zone	-	-	-	-	-
Total operating revenues	31,991,396	35,300,342	37,695,825	24,532,927	35,752,241
Operating expenses					
Airfield	2,219,609	2,162,008	1,805,729	1,877,299	3,546,649
Terminal	10,654,133	11,463,914	10,608,462	11,474,462	9,431,481
Airport business center	74,964	113,294	10,519	11,299	10,097
Commercial aviation	149,683	165,349	188,206	204,782	159,742
Apron	7,121	3,969	1,829	16,055	12,900
Parking	1,453,209	1,653,726	1,835,278	1,920,064	1,792,227
Non-aviation	1,079,432	1,144,642	1,219,215	1,381,800	989,003
Public safety	-	-	3,887,071	4,047,798	3,046,019
Foreign trade zone	-	-	-	-	-
FIS facility	-	-	4,310	49,501	80,992
Administrative expenses	7,373,924	8,566,816	11,051,772	11,852,237	11,317,539
Depreciation	11,878,166	12,703,635	12,773,208	12,763,672	13,374,664
Total operating expenses	34,890,241	37,977,353	43,385,599	45,599,404	43,761,313
Operating loss	(2,898,845)	(2,677,011)	(5,689,774)	(21,066,477)	(8,009,072)
Non-operating revenues (expenses)					
Passenger facility charges	4,863,617	5,549,069	5,920,188	2,538,410	5,384,186
Customer facility charges	732,738	2,613,350	3,711,308	1,934,392	2,810,375
General aviation charges	100,030	89,080	90,679	82,373	85,460
Savannah aviation village fund charges	-	-	-	-	-
In-kind rents	-	-	-	-	2,000,000
Interest revenue	903,020	1,127,197	1,542,767	942,438	254,534
Interest expense	-	-	-	-	-
Bond issuance cost amortization	-	-	-	-	-
Bond premium amortization	-	-	-	-	-
Loss on bond refunding	6,401	-	-	-	-
Net increase (decrease) in the fair value of investments	(178,827)	(132,721)	387,923	111,697	(323,404)
Recovery of bad debt	-	-	-	-	-
Gain (loss) on disposal of capital assets	-	(100,973)	(22,978)	(4,348,776)	104,628
Total non-operating revenues	6,426,979	9,145,002	11,629,887	1,260,534	10,315,779
Income (loss) before capital contributions	3,528,134	6,467,991	5,940,113	(19,805,943)	2,306,707
Capital contributions	5,686,825	5,423,362	10,408,120	14,128,106	14,128,106
Net position adjustments	-	-	-	-	-
Increase in net position	\$ 9,214,959	\$ 11,891,353	\$ 16,348,233	\$ (5,677,837)	\$ 16,434,813
Net assets at year-end composed of:					
Net investment in capital assets	\$ 160,040,146	\$ 161,956,390	\$ 168,961,459	\$ 157,014,546	\$ 154,467,008
Restricted	3,406,924	10,957,693	19,061,440	21,121,495	27,936,083
Unrestricted	54,558,021	56,982,361	58,221,778	62,430,799	80,983,326
Total net assets	\$ 218,005,091	\$ 229,896,444	\$ 246,244,677	\$ 240,566,840	\$ 263,386,417

*2013 and 2017 have been restated

Savannah Airport Commission

Major Employers in Primary Air Trade Area Current Year and Ten Years Ago

Employer	2021	2011
	Employees	Employees
Gulfstream Aerospace Corporation	11,391	6,000
Savannah-Chatham County Board of Education	5,700	4,600
St. Joseph's Candler	4,071	3,170
Walmart	3,802	2,935
Ft. Stewart/Hunter Army Airfield	3,299	4,719
Memorial University Medical Center	3,000	4,643
Publix	2,952	*
McDonalds	2,915	*
Georgia Southern University	2,901	*
Kroger	2,860	*
City of Savannah	*	2,500
Savannah College of Art and Design	*	1,750
Chatham County	*	1,500
Georgia-Pacific Savannah River Mill	*	1,200

Source: The Savannah Area Chamber of Commerce and The Savannah Economic Development Authority.

*Employer was not considered top ten major employers in respective year.

Savannah Airport Commission

Revenue Bond Coverage Last Ten Calendar Years (Thousands of Dollars)

Year	Gross Revenue	Total Expenses (Excluding Depreciation & Interest)	Net Revenue Available for Debt Service	Current Revenue Bond Debt Service			
				Principal	Interest	Total	Coverage
2012	\$24,768	\$17,728	\$7,040	\$2,350	\$537	\$2,887	2.44
2013*	\$26,131	\$17,789	\$8,342	\$2,445	\$443	\$2,888	2.89
2014	\$27,707	\$19,809	\$7,898	\$2,390	\$345	\$2,735	2.89
2015	\$29,181	\$21,948	\$7,233	\$2,705	\$261	\$2,966	2.44
2016	\$31,416	\$23,319	\$8,097	\$2,845	\$125	\$2,970	2.73
2017*	\$33,734	\$23,191	\$10,543	\$0	\$0	\$0	0.00
2018	\$39,130	\$25,507	\$13,623	\$0	\$0	\$0	0.00
2019	\$43,429	\$30,635	\$12,794	\$0	\$0	\$0	0.00
2020	\$27,604	\$37,185	\$-9,581	\$0	\$0	\$0	0.00
2021	\$41,007	\$30,710	\$10,297	\$0	\$0	\$0	0.00

*2013 and 2017 have been restated

Gross revenue excludes passenger facility charges included in non-operating revenue and capital contributions of \$25,897,056 in 2021 and \$16,666,516 in 2020.

Savannah Airport Commission

Ratios of Outstanding Debt

<i>Years ended December 31,</i>	2012	2013*	2014
Principal	\$2,350,000	\$2,445,000	\$2,390,000
Interest	536,838	442,838	345,038
Total debt service	\$2,886,838	\$2,887,838	\$2,735,038
Total expenses	28,100,731	28,660,987	30,169,223
Ratio of debt service to total expenses	10%	10%	9%
Debt service per enplaned passenger			
Net debt service	\$2,886,838	\$2,887,838	\$2,735,038
Enplaned passengers	814,496	823,494	963,385
Debt service per enplaned passenger	\$3.54	\$3.51	\$2.84
Debt limit per enplaned passenger			
Debt limit	No limit	No limit	No limit
Enplaned passengers	814,496	823,494	963,385
Debt limit per enplaned passenger	N/A	N/A	N/A
Outstanding debt per enplaned passenger			
Revenue bonds	\$11,154,124	\$8,460,942	\$5,822,760
Notes payable	-	-	-
Total outstanding debt	\$11,154,124	\$8,460,942	\$5,822,760
Outstanding debt per enplaned passenger	\$14	\$10	\$6

* 2013 and 2017 have been restated

Savannah Airport Commission

Ratios of Outstanding Debt (cont.)

<i>Years ended December 31,</i>	2015	2016	2017*	2018
Principal	\$2,705,000	\$2,845,000	\$0	\$0
Interest	260,600	125,350	0	0
Total debt service	\$2,965,600	\$2,970,350	\$0	\$0
Total expenses	33,411,404	34,773,860	35,069,068	38,211,047
Ratio of debt service to total expenses	9%	9%	0%	0%
Debt service per enplaned passenger				
Net debt service	\$2,965,600	\$2,970,350	\$0	\$0
Enplaned passengers	1,017,065	1,089,222	1,229,083	1,395,040
Debt service per enplaned passenger	\$2.92	\$2.73	\$0.00	\$0.00
Debt limit per enplaned passenger				
Debt limit	No limit	No limit	No limit	No limit
Enplaned passengers	1,017,067	1,089,222	1,229,083	1,395,040
Debt limit per enplaned passenger	N/A	N/A	N/A	N/A
Outstanding debt per enplaned passenger				
Revenue bonds	\$2,981,380	\$0	\$0	\$0
Notes payable	-	-	-	-
Total outstanding debt	\$2,981,380	\$0	\$0	\$0
Outstanding debt per enplaned passenger	\$3	\$0	\$0	\$0

* 2013 and 2017 have been restated

Savannah Airport Commission

Ratios of Outstanding Debt (cont.)

<i>Years ended December 31,</i>	2019	2020	2021
Principal	\$0	\$0	\$0
Interest	0	0	0
Total debt service	\$0	\$0	\$0
Total expenses	43,408,577	49,948,180	44,084,717
Ratio of debt service to total expenses	0%	0%	0%
Debt service per enplaned passenger			
Net debt service	\$0	\$0	\$0
Enplaned passengers	1,502,974	598,096	1,393,720
Debt service per enplaned passenger	\$0.00	\$0.00	\$0.00
Debt limit per enplaned passenger			
Debt limit	No limit	No limit	No limit
Enplaned passengers	1,502,974	598,096	1,393,720
Debt limit per enplaned passenger	N/A	N/A	N/A
Outstanding debt per enplaned passenger			
Revenue bonds	\$0	\$0	\$0
Notes payable	-	-	-
Total outstanding debt	\$0	\$0	\$0
Outstanding debt per enplaned passenger	\$0	\$0	\$0

* 2013 and 2017 have been restated

Savannah Airport Commission

Demographic Statistics Last Ten Calendar Years

Year	Population (1)	Chatham County Per Capita Income (1)	Personal Income (000's) (1)	School Enrollment (2)	Unemployment Rate (3)
2012	276,434	\$ 41,480	\$ 11,263,750	36,794	7.40
2013	280,359	\$ 41,804	\$ 11,556,179	37,487	6.20
2014	278,434	\$ 41,859	\$ 11,655,003	38,375	5.50
2015	283,379	\$ 40,872	\$ 11,582,152	37,059	5.50
2016	286,956	\$ 42,115	\$ 12,085,072	38,033	5.00
2017	289,082	\$ 43,076	\$ 12,452,599	37,335	4.00
2018	290,501	\$ 44,313	\$ 12,872,910	37,393	3.40
2019	289,195	\$ 47,563	\$ 13,754,879	37,433	2.70
2020	289,430	\$ 48,294	\$ 13,977,718	36,395	5.80
2021	289,463	\$ 51,805	\$ 14,995,510	35,946	2.30

Savannah Airport Commission

Industry Specific Trend Data Last Ten Calendar Years

Year	Enplanements	Deplanements	Total Passengers	Available Seats	Load Factor
2012	814,496	797,504	1,612,000	1,034,307	79%
2013	823,494	818,594	1,642,088	1,041,740	79%
2014	963,385	953,176	1,916,561	1,172,334	82%
2015	1,017,065	1,010,197	2,027,262	1,214,145	84%
2016	1,089,222	1,101,184	2,190,406	1,333,669	82%
2017	1,229,083	1,234,358	2,463,441	1,501,797	82%
2018	1,395,040	1,404,486	2,799,526	1,768,310	79%
2019	1,502,974	1,518,103	3,021,077	1,903,143	79%
2020	598,096	601,899	1,199,995	1,026,397	58%
2021	1,393,720	1,387,189	2,780,909	1,837,415	75%

Savannah Airport Commission

Airlines Landed Weight (1,000 lbs.) 2012 - 2021

Airline	2021	Percent of Total 2021	2020	Percent of Total 2020
Delta Airlines	304,396	16.65%	264,789	25.08%
Southwest	241,506	13.21%	-	-
PSA (American)	219,590	12.01%	221,881	21.01%
Allegiant Airlines	163,963	8.97%	124,606	11.80%
Republic (United)	153,281	8.38%	27,007	2.56%
Endeavor (Delta)	152,340	8.33%	28,667	2.71%
American Airlines	148,070	8.10%	62,407	5.91%
JetBlue	103,159	5.64%	85,609	8.11%
Mesa (United)	57,776	3.16%	49,213	4.66%
Republic (American)	51,706	2.83%	22,188	2.10%
Envoy Air (American)	50,298	2.75%	25,105	2.38%
United Airlines	37,542	2.05%	2,806	0.27%
Sky West (United)	27,693	1.51%	15,606	1.48%
Frontier	12,360	0.68%	6,958	0.66%
Air Wisconsin (United)	10,669	0.58%	13,019	1.23%
Piedmont (American)	7,275	0.40%	-	-
Silver	6,659	0.36%	-	-
CommutAir (United)	4,141	0.23%	11,728	1.11%
Sky West (American)	3,551	0.19%	4,355	0.41%
Sun Country	2,341	0.13%	-	-
GoJet (United)	1,708	0.09%	-	-
Republic (Delta)	1,563	0.09%	4,683	0.44%
Express Jet (United)	-	-	10,043	0.95%
Sky West (Delta)	-	-	7,515	0.71%
Air Canada	-	-	676	0.06%
GoJet (Delta)	-	-	-	-
Trans States (United)	-	-	-	-
Express Jet (Delta)	-	-	-	-
Mesa (American)	-	-	-	-
Trans States (American)	-	-	-	-
Air Wisconsin (American)	-	-	-	-
Shuttle America (United)	-	-	-	-
Shuttle America (Delta)	-	-	-	-
Express Jet (American)	-	-	-	-
Compass (Delta)	-	-	-	-
Chautauqua (American)	-	-	-	-
Pinnacle (Delta)	-	-	-	-
Continental	-	-	-	-
Comair (Delta)	-	-	-	-
US Airways Express	-	-	-	-
Chautauqua (Delta)	-	-	-	-
Total Scheduled	1,761,587	96.34%	988,861	93.65%
Total Non-Scheduled	7,140	0.39%	6,024	0.57%
Cargo Carriers				
Federal Express	50,322	2.75%	51,318	4.86%
Air Cargo Carriers	6,883	0.38%	7,131	0.68%
Suburban Air Freight	2,429	0.13%	2,451	0.23%
Sky Way Enterprises	52	0.01%	104	0.01%
Martinaire, Inc.	27	-	9	-
Mountain Air Cargo	-	-	-	-
Wiggins Airways	-	-	-	-
Total Cargo	59,713	3.26%	61,013	5.78%
Grand Total	1,828,440	100.00%	1,055,898	100.00%

Savannah Airport Commission

Airlines Landed Weight (1,000 lbs.) 2012 - 2021

	2019	2018	2017	2016
Airline				
Delta Airlines	470,470	478,767	449,293	437,725
Southwest	-	-	-	-
PSA (American)	277,644	260,756	206,144	215,003
Allegiant Airlines	173,044	138,366	101,503	69,803
Republic (United)	28,496	9,219	8,742	11,963
Endeavor (Delta)	93,031	135,516	82,856	55,621
American Airlines	212,358	150,412	64,716	4,877
JetBlue	167,519	159,557	152,751	144,815
Mesa (United)	61,919	32,886	38,198	33,969
Republic (American)	17,379	23,375	12,744	17,056
Envoy Air (American)	32,327	14,732	37,289	47,312
United Airlines	58,006	124,268	79,087	6,926
Sky West (United)	12,824	11,160	12,336	7,033
Frontier	26,305	17,201	-	-
Air Wisconsin (United)	35,626	43,193	9,259	-
Piedmont (American)	-	5,750	8,933	859
Silver	-	-	-	-
CommutAir (United)	16,781	10,231	13,352	13,360
Sky West (American)	13,065	-	-	-
Sun Country	4,096	5,458	6,091	7,987
GoJet (United)	1,139	67	6,432	2,077
Republic (Delta)	875	2,260	1,628	-
Express Jet (United)	41,987	32,795	47,792	79,769
Sky West (Delta)	61,276	1,275	150	-
Air Canada	10,030	11,248	8,436	-
GoJet (Delta)	67	2,570	13,282	40,063
Trans States (United)	-	11,219	4,250	6,431
Express Jet (Delta)	-	3,835	44,852	40,219
Mesa (American)	-	3,492	-	6,093
Trans States (American)	-	1,911	13,481	-
Air Wisconsin (American)	-	-	19,787	22,936
Shuttle America (United)	-	-	1,808	578
Shuttle America (Delta)	-	-	-	9,822
Express Jet (American)	-	-	-	-
Compass (Delta)	-	-	-	-
Chautauqua (American)	-	-	-	-
Pinnacle (Delta)	-	-	-	-
Continental	-	-	-	-
Comair (Delta)	-	-	-	-
US Airways Express	-	-	-	-
Chautauqua (Delta)	-	-	-	-
Total Scheduled	1,816,264	1,691,519	1,445,192	1,282,297
Total Non-Scheduled	8,963	6,101	5,719	3,154
Cargo Carriers				
Federal Express	51,282	54,054	51,678	52,074
Air Cargo Carriers	6,868	7,026	7,009	6,369
Suburban Air Freight	2,210	2,443	3,458	3,912
Sky Way Enterprises	-	-	592	679
Martinaire, Inc.	18	70	35	36
Mountain Air Cargo	26	34	-	-
Wiggins Airways	-	-	-	13
Total Cargo	60,404	63,627	62,772	63,083
Grand Total	1,885,631	1,761,247	1,513,683	1,348,534

Savannah Airport Commission

Airlines Landed Weight (1,000 lbs.) 2012 - 2021

	2015	2014	2013	2012
Airline				
Delta Airlines	437,487	409,511	414,153	415,927
Southwest	-	-	-	-
PSA (American)	213,920	85,836	86,597	88,326
Allegiant Airlines	17,665	-	-	-
Republic (United)	-	-	-	-
Endeavor (Delta)	48,590	42,732	-	-
American Airlines	260	-	-	-
JetBlue	137,908	119,116	-	-
Mesa (United)	24,522	11,725	8,943	12,596
Republic (American)	3,551	19,480	32,429	47,239
Envoy Air (American)	25,242	45,709	46,596	48,425
United Airlines	-	-	-	-
Sky West (United)	2,641	-	67	-
Frontier	-	-	-	-
Air Wisconsin (United)	-	-	-	-
Piedmont (American)	993	888	420	204
Silver	-	-	-	-
CommutAir (United)	-	-	-	-
Sky West (American)	-	-	-	-
Sun Country	5,180	-	-	-
GoJet (United)	-	-	-	-
Republic (Delta)	-	-	-	-
Express Jet (United)	97,412	134,643	131,057	110,595
Sky West (Delta)	-	-	-	-
Air Canada	-	-	-	-
GoJet (Delta)	41,760	30,485	18,425	9,581
Trans States (United)	20,781	-	-	4,469
Express Jet (Delta)	42,596	55,660	28,034	26,794
Mesa (American)	19,831	114,541	124,798	87,675
Trans States (American)	-	-	-	-
Air Wisconsin (American)	18,894	35,908	35,767	28,576
Shuttle America (United)	-	-	-	-
Shuttle America (Delta)	819	1,023	20,462	19,759
Express Jet (American)	6,157	-	-	-
Compass (Delta)	-	7,171	28,251	11,557
Chautauqua (American)	-	-	3,277	8,032
Pinnacle (Delta)	-	-	769	5,276
Continental	-	-	-	36,107
Comair (Delta)	-	-	-	8,910
US Airways Express	-	-	-	753
Chautauqua (Delta)	-	-	-	298
Total Scheduled	1,166,209	1,114,428	980,045	971,099
Total Non-Scheduled	5,367	5,654	2,195	4,812
Cargo Carriers				
Federal Express	54,648	54,252	51,440	42,563
Air Cargo Carriers	6,198	6,426	6,606	4,238
Suburban Air Freight	3,667	3,548	3,487	2,450
Sky Way Enterprises	-	-	-	-
Martinaire, Inc.	80	113	51	8,876
Mountain Air Cargo	-	-	-	-
Wiggins Airways	263	76	-	988
Total Cargo	64,856	64,415	61,584	59,115
Grand Total	1,236,432	1,184,497	1,043,824	1,035,026

Savannah Airport Commission

Enplaned Passengers 2012 - 2021

	2021	Percent of Total 2021	2020	Percent of Total 2020
Airline				
Delta Airlines	256,387	18.40%	156,209	26.12%
Southwest	189,940	13.63%	-	-
PSA (American)	177,266	12.72%	138,727	23.19%
Republic (United)	122,234	8.77%	15,303	2.56%
American Airlines	120,482	8.64%	40,165	6.72%
Endeavor (Delta)	113,301	8.13%	15,082	2.52%
Allegiant Airlines	113,175	8.12%	75,380	12.60%
JetBlue	83,994	6.03%	44,878	7.50%
Mesa (United)	43,910	3.15%	26,972	4.51%
Republic (American)	40,094	2.88%	12,992	2.17%
Envoy Air (American)	38,691	2.78%	19,710	3.30%
United Airlines	29,237	2.10%	1,413	0.24%
Sky West (United)	22,832	1.64%	8,040	1.34%
Frontier	9,417	0.68%	3,646	0.61%
Air Wisconsin (United)	8,393	0.60%	9,901	1.66%
Piedmont (American)	7,803	0.56%	-	-
Silver	4,788	0.34%	-	-
CommutAir (United)	3,853	0.28%	9,562	1.60%
Sky West (American)	2,874	0.21%	2,566	0.43%
Sun Country	2,174	0.16%	-	-
GoJet (United)	1,234	0.09%	-	-
Republic (Delta)	496	0.04%	2,556	0.43%
Express Jet (United)	-	-	9,166	1.53%
Sky West (Delta)	-	-	3,542	0.59%
Air Canada	-	-	412	0.07%
GoJet (Delta)	-	-	-	-
Trans States (United)	-	-	-	-
Mesa (American)	-	-	-	-
Express Jet (Delta)	-	-	-	-
Trans States (American)	-	-	-	-
Air Wisconsin (American)	-	-	-	-
Shuttle America (United)	-	-	-	-
Shuttle America (Delta)	-	-	-	-
Express Jet (American)	-	-	-	-
Compass (Delta)	-	-	-	-
Chautauqua (American)	-	-	-	-
Pinnacle (Delta)	-	-	-	-
Continental	-	-	-	-
Comair (Delta)	-	-	-	-
Chautauqua (Delta)	-	-	-	-
Total	1,392,575	99.92%	596,222	99.69%
Non-Scheduled	1,145	0.08%	1,874	0.31%
Grand Total	1,393,720	100.00%	598,096	100.00%

Savannah Airport Commission

Enplaned Passengers 2012 - 2021

	2019	2018	2017	2016
Airline				
Delta Airlines	408,860	398,783	383,335	370,076
Southwest	-	-	-	-
PSA (American)	213,739	206,121	174,532	180,459
Republic (United)	22,354	8,012	6,858	10,579
American Airlines	153,759	118,537	48,337	996
Endeavor (Delta)	73,814	104,076	64,004	42,395
Allegiant Airlines	151,089	124,108	94,360	63,171
JetBlue	147,585	135,325	135,313	128,576
Mesa (United)	49,826	25,728	32,005	30,135
Republic (American)	12,689	17,156	9,855	14,318
Envoy Air (American)	29,851	14,449	32,021	42,107
United Airlines	44,701	93,840	63,883	6,522
Sky West (United)	11,206	9,448	10,786	6,147
Frontier	27,083	16,817	-	-
Air Wisconsin (United)	31,443	38,151	8,732	-
Piedmont (American)	-	5,435	8,328	587
Silver	-	-	-	-
CommutAir (United)	16,117	8,872	12,721	12,676
Sky West (American)	9,459	-	-	-
Sun Country	3,341	3,953	4,053	3,431
GoJet (United)	876	68	4,783	1,586
Republic (Delta)	67	1,697	1,035	-
Express Jet (United)	40,024	30,880	46,174	78,771
Sky West (Delta)	44,008	885	151	-
Air Canada	8,805	9,910	7,419	-
GoJet (Delta)	73	2,059	10,633	29,864
Trans States (United)	-	10,494	3,792	6,382
Mesa (American)	-	3,490	-	4,880
Express Jet (Delta)	-	3,145	34,419	26,022
Trans States (American)	-	1,921	12,523	-
Air Wisconsin (American)	-	-	16,248	20,545
Shuttle America (United)	-	-	1,142	425
Shuttle America (Delta)	-	-	-	7,883
Express Jet (American)	-	-	-	-
Compass (Delta)	-	-	-	-
Chautauqua (American)	-	-	-	-
Pinnacle (Delta)	-	-	-	-
Continental	-	-	-	-
Comair (Delta)	-	-	-	-
Chautauqua (Delta)	-	-	-	-
Total	1,500,769	1,393,360	1,227,442	1,088,533
Non-Scheduled	2,205	1,680	1,641	689
Grand Total	1,502,974	1,395,040	1,229,083	1,089,222

Savannah Airport Commission

Enplaned Passengers 2012 - 2021

	2015	2014	2013	2012
Airline				
Delta Airlines	386,595	367,560	346,474	346,857
Southwest	-	-	-	-
PSA (American)	183,150	74,807	73,237	73,303
Republic (United)	-	-	-	-
American Airlines	28	-	-	-
Endeavor (Delta)	36,185	27,980	-	-
Allegiant Airlines	17,568	-	-	-
JetBlue	121,577	104,402	-	-
Mesa (United)	20,547	7,902	7,629	8,593
Republic (American)	3,107	17,260	28,020	40,099
Envoy Air (American)	25,127	44,151	45,769	46,386
United Airlines	-	-	-	-
Sky West (United)	2,267	-	-	-
Frontier	-	-	-	-
Air Wisconsin (United)	-	-	-	-
Piedmont (American)	52	134	100	-
Silver	-	-	-	-
CommutAir (United)	-	-	-	-
Sky West (American)	-	-	-	-
Sun Country	2,274	-	-	-
GoJet (United)	-	-	-	-
Republic (Delta)	-	-	-	-
Express Jet (United)	96,384	126,028	119,552	95,592
Sky West (Delta)	-	-	-	-
Air Canada	-	-	-	-
GoJet (Delta)	29,355	22,510	13,488	7,122
Trans States (United)	20,203	-	-	3,528
Mesa (American)	16,612	98,421	96,914	72,159
Express Jet (Delta)	31,480	36,152	23,438	21,896
Trans States (American)	-	-	-	-
Air Wisconsin (American)	17,468	30,351	29,982	26,740
Shuttle America (United)	-	-	-	-
Shuttle America (Delta)	671	818	14,549	13,891
Express Jet (American)	5,304	-	-	-
Compass (Delta)	-	4,089	20,866	8,823
Chautauqua (American)	-	-	1,921	5,819
Pinnacle (Delta)	-	-	644	4,151
Continental	-	-	-	30,573
Comair (Delta)	-	-	-	7,263
Chautauqua (Delta)	-	-	-	258
Total	1,015,954	962,565	822,583	813,053
Non-Scheduled	1,113	820	911	1,443
Grand Total	1,017,067	963,385	823,494	814,496

Savannah Airport Commission

Aircraft Operations 2021 - 2021

Year	Airlines	Cargo	General Aviation	Military	Total
2012	15,150	21,532	45,259	8,385	90,326
2013	15,332	20,554	41,778	7,294	84,958
2014	18,121	20,543	38,648	7,778	85,090
2015	20,042	19,101	40,486	9,062	88,691
2016	23,597	19,405	42,132	7,546	92,680
2017	24,878	20,273	41,503	8,173	94,827
2018	28,226	20,160	40,752	7,685	96,823
2019	31,082	18,583	50,489	7,610	107,764
2020	19,750	12,920	51,821	7,803	92,294
2021	35,172	13,958	57,379	6,148	112,657

Annual Compounded Growth

2012-2021	9.81%	-4.70%	2.67%	-3.39%	2.49%
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Source: FAA

Number of years: 10

Savannah Airport Commission

Airlines Serving the Savannah/Hilton Head International Airport

PRIMARY CARRIERS

Allegiant
American
Delta
Frontier
JetBlue
Silver
Southwest
Sun Country
United

AFFILIATE CARRIERS

Air Wisconsin d/b/a United
CommutAir d/b/a United
Endeavor d/b/a Delta
Envoy d/b/a American
GoJet d/b/a United
Mesa d/b/a/ United
Piedmont d/b/a American
PSA d/b/a American
Republic d/b/a American
Republic d/b/a Delta
Republic d/b/a United
SkyWest d/b/a American
SkyWest d/b/a United

ALL CARGO CARRIERS

Air Cargo Carriers
Federal Express
Martinaire Aviation
Sky Way Enterprises
Suburban Air Freight

Savannah Airport Commission

Principal Customers

Customer Name	Revenue from Customers 2021	% of Total Revenue 2021	Revenues from Customers 2020	% of Total Revenue 2020
Parking	\$ 7,037,604	20.44%	\$ 3,434,560	15.15%
Delta Airlines	\$ 3,370,445	9.79%	\$ 3,351,253	14.79%
American Airlines	\$ 2,900,995	8.42%	\$ 2,939,459	12.97%
ALAMO/NATIONAL (F/K/A Vanguard)	\$ 2,238,081	6.50%	\$ 1,285,291	5.67%
Gulfstream	\$ 1,947,552	5.66%	\$ 1,925,210	8.49%
Budget Car Rental	\$ 1,791,643	5.20%	\$ 709,961	3.13%
Avis Rent A Car	\$ 1,672,725	4.86%	\$ 676,807	2.99%
Hertz Rent A Car	\$ 1,535,954	4.46%	\$ 1,133,411	5.00%
Enterprise	\$ 1,502,464	4.36%	\$ 827,620	3.65%
United Airlines	\$ 1,265,158	3.67%	\$ 988,784	4.36%
Allegiant Airlines	\$ 968,538	2.81%	\$ 1,042,261	4.60%
Paradies	\$ 964,857	2.80%	\$ 478,324	2.11%
Jetblue	\$ 891,248	2.59%	\$ 881,767	3.89%
Host, Inc	\$ 777,559	2.26%	\$ 390,763	1.72%
Psa Airlines	\$ 702,684	2.04%	\$ 710,018	3.13%
Thrifty	\$ 688,422	2.00%	\$ 254,327	1.12%
Republic Airlines - United	\$ 490,495	1.42%	-	-
Endeavor Airlines - Delta	\$ 488,764	1.42%	-	-
Signature Flight Support	\$ 414,531	1.20%	\$ 396,475	1.75%
Federal Express	\$ 404,946	1.18%	\$ 407,291	1.80%
Dollar Rent A Car	\$ 369,488	1.07%	\$ 187,364	0.83%
TSA	\$ 272,161	0.79%	\$ 270,425	1.19%
Liberty Air Ventures	\$ 246,005	0.71%	\$ 215,919	0.95%
Uber	\$ 245,610	0.71%	-	-
Hilton Garden Inn	\$ 189,194	0.55%	-	-
Frontier Airlines	\$ 185,396	0.54%	-	-
Mesa-United	\$ 183,733	0.53%	\$ 157,484	0.69%
Hampton Inn	\$ 182,115	0.53%	-	-
Doubletree	\$ 181,196	0.53%	-	-
Republic Airlines - American	\$ 165,461	0.48%	-	-
Envoy Air - American	\$ 162,125	0.48%	-	-
Chatham Co. Mosq Control	-	-	-	-
US Airways	-	-	-	-
ASA - United	-	-	-	-
Mesa-US Airways	-	-	-	-
Goodwill Industries	-	-	-	-
American Eagle	-	-	-	-
Express Jet - United	-	-	-	-
Continental Express	-	-	-	-
Total	\$ 34,437,149	100.00%	\$ 22,664,774	100.00%

Savannah Airport Commission

Principal Customers

Customer Name	2019	2018	2017	2016
Parking	\$ 9,173,199	\$ 8,534,367	\$ 7,704,748	\$ 7,024,263
Delta Airlines	\$ 4,423,570	\$ 4,479,404	\$ 4,357,879	\$ 4,366,076
American Airlines	\$ 2,782,111	\$ 2,508,982	\$ 1,964,732	\$ 1,344,446
ALAMO/NATIONAL (F/K/A Vanguard)	\$ 2,582,579	\$ 2,079,736	\$ 1,464,041	\$ 1,349,645
Gulfstream	\$ 1,674,553	\$ 1,663,104	\$ 1,617,650	\$ 1,636,155
Budget Car Rental	\$ 1,077,362	\$ 931,241	\$ 611,873	\$ 541,795
Avis Rent A Car	\$ 1,070,120	\$ 894,638	\$ 672,371	\$ 661,366
Hertz Rent A Car	\$ 2,317,366	\$ 2,004,051	\$ 1,323,888	\$ 1,197,321
Enterprise	\$ 1,319,832	\$ 1,240,476	\$ 892,747	\$ 764,941
United Airlines	\$ 1,222,653	\$ 1,464,993	\$ 1,292,175	\$ 1,009,661
Allegiant Airlines	-	-	-	-
Paradies	\$ 993,234	\$ 894,035	\$ 895,408	\$ 776,391
Jetblue	\$ 1,252,191	\$ 1,216,452	\$ 1,250,191	\$ 1,062,944
Host, Inc	\$ 1,101,793	\$ 1,027,429	\$ 824,900	\$ 787,693
PSA Airlines	\$ 860,696	\$ 782,562	\$ 597,812	\$ 602,004
Thrifty	\$ 470,100	\$ 385,296	\$ 346,053	\$ 362,843
Republic Airlines - United	-	-	-	-
Endeavor Airlines - Delta	\$ 291,432	\$ 410,281	\$ 248,415	-
Signature Flight Support	\$ 391,203	\$ 382,880	\$ 483,592	\$ 513,339
Federal Express	\$ 402,251	\$ 404,851	\$ 319,481	\$ 260,810
Dollar Rent A Car	\$ 261,995	\$ 220,218	-	\$ 219,894
TSA	\$ 264,427	\$ 337,230	\$ 692,354	\$ 252,156
Liberty Air Ventures	\$ 201,196	-	-	-
Uber	\$ 337,410	\$ 245,177	-	-
Hilton Garden Inn	\$ 201,206	-	-	-
Frontier Airlines	-	-	-	-
Mesa-United	-	-	-	-
Hampton Inn	-	-	-	-
Doubletree	-	-	-	-
Republic Airlines - American	-	-	-	-
Envoy Air - American	-	-	-	-
Chatham Co. Mosq Control	-	\$ 345,230	\$ 394,080	\$ 391,388
US Airways	-	-	-	\$ 504,942
ASA - United	-	-	-	-
Mesa-Us Airways	-	-	-	-
Goodwill Industries	-	-	-	-
American Eagle	-	-	-	-
Express Jet - United	-	-	-	-
Continental Express	-	-	-	-
Total	\$ 34,672,479	\$ 32,452,633	\$ 27,954,390	\$ 25,630,073

Savannah Airport Commission

Principal Customers

Customer Name	2015	2014	2013	2012
Parking	\$ 6,508,041	\$ 6,017,762	\$ 5,260,004	\$ 5,090,084
Delta Airlines	\$ 4,409,800	\$ 4,269,161	\$ 4,321,510	\$ 4,137,592
American Airlines	\$ 1,396,281	\$ 1,444,405	-	-
ALAMO/NATIONAL (F/K/A Vanguard)	\$ 1,272,924	\$ 969,881	\$ 767,753	\$ 803,237
Gulfstream	\$ 1,558,964	\$ 1,603,327	\$ 1,333,438	\$ 809,977
Budget Car Rental	\$ 574,587	\$ 650,412	\$ 534,221	\$ 533,998
Avis Rent A Car	\$ 611,229	\$ 621,366	\$ 556,467	\$ 579,394
Hertz Rent A Car	\$ 1,170,657	\$ 1,205,561	\$ 1,071,008	\$ 1,019,274
Enterprise	\$ 706,456	\$ 648,022	\$ 633,847	\$ 576,510
United Airlines	\$ 985,201	\$ 1,090,830	\$ 1,208,256	\$ 537,657
Allegiant Airlines	-	-	-	-
Paradies	\$ 663,623	\$ 679,311	\$ 547,145	\$ 566,346
Jetblue	-	-	-	-
Host, Inc	\$ 707,620	\$ 611,152	\$ 511,211	\$ 483,713
PSA Airlines	\$ 577,580	\$ 223,369	\$ 217,013	\$ 212,482
Thrifty	\$ 327,884	\$ 363,853	\$ 289,152	\$ 274,995
Republic Airlines - United	-	-	-	-
Endeavor Airlines - Delta	-	-	-	-
Signature Flight Support	\$ 552,978	\$ 497,662	\$ 668,386	\$ 698,769
Federal Express	\$ 249,259	\$ 256,063	\$ 462,028	\$ 431,745
Dollar Rent A Car	\$ 209,125	\$ 223,342	-	-
TSA	\$ 255,975	\$ 245,247	\$ 245,674	\$ 231,165
Liberty Air Ventures	-	-	-	-
Uber	-	-	-	-
Hilton Garden Inn	-	-	-	-
Frontier Airlines	-	-	-	-
Mesa-United	-	-	-	\$ 398,304
Hampton Inn	-	-	-	-
Doubletree	-	-	-	-
Republic Airlines - American	-	-	-	-
Envoy Air - American	-	-	-	-
Chatham Co. Mosq Control	\$ 388,696	\$ 386,004	\$ 383,312	\$ 380,620
US Airways	\$ 510,020	\$ 710,666	\$ 1,738,024	\$ 1,594,722
ASA - United	\$ 263,020	\$ 349,290	-	-
Mesa-Us Airways	-	\$ 297,798	\$ 311,991	\$ 210,414
Goodwill Industries	-	\$ 211,446	\$ 214,926	\$ 234,534
American Eagle	-	-	\$ 749,316	\$ 721,951
Express Jet - United	-	-	\$ 328,357	\$ 337,242
Continental Express	-	-	-	\$ 434,778
Total	\$ 23,899,920	\$ 23,575,930	\$ 22,353,039	\$ 21,299,503

Savannah Airport Commission

Miscellaneous Statistical Information

	2012	2013	2014
Date of Incorporation - 1949			
Number of Employees	175	172	184
Terminal Building	381,979 SF	381,979 SF	381,979 SF
Land Owner	3,638 acres	3,638 acres	3,638 acres
Airport Business Center	112,000 SF	112,000 SF	112,000 SF
Runways:			
Runway 10/28	9,351 ft x 150 ft	9,351 ft x 150 ft	9,351 ft x 150 ft
Runway 19/1	7,002 ft x 150 ft	7,002 ft x 150 ft	7,002 ft x 150 ft
Total Gates	15	15	15
Terminal Gates in Use	8	8	9
Number of Airlines Serviced	21	17	16
Number of Rental Car Agencies on Property	7	7	8
Number of Taxi/Limousine Companies Servicing Airport	72	79	80
Number of Concessionaires in Terminal Building	17	17	17
Number of Public Parking Spaces	3,954	3,954	3,914

Savannah Airport Commission

Miscellaneous Statistical Information

	2015	2016	2017	2018
Date of Incorporation - 1949				
Number of Employees	196	201	204	205
Terminal Building	381,979 SF	381,979 SF	381,979 SF	381,979 SF
Land Owner	3,638 acres	3,638 acres	3,638 acres	3,638 acres
Airport Business Center	112,000 SF	112,000 SF	112,000 SF	11,748 SF
Runways:				
Runway 10/28	9,351 ft x 150 ft	9,351 ft x 150 ft	9,351 ft x 150 ft	9,351 ft x 150 ft
Runway 19/1	7,002 ft x 150 ft	7,002 ft x 150 ft	7,002 ft x 150 ft	7,002 ft x 150 ft
Total Gates	15	15	15	15
Terminal Gates in Use	10	11	12	12
Number of Airlines Serviced	21	24	27	27
Number of Rental Car Agencies on Property	8	8	8	8
Number of Taxi/Limousine Companies Servicing Airport	76	76	71	70
Number of Concessionaires in Terminal Building	17	18	19	20
Number of Public Parking Spaces	3,924	3,924	3,924	3,924

Savannah Airport Commission

Miscellaneous Statistical Information

	2019	2020	2021
Date of Incorporation - 1949			
Number of Employees	218	198	218
Terminal Building	381,979 SF	381,979 SF	381,979 SF
Land Owner	3,638 acres	3,638 acres	3,638 acres
Airport Business Center	11,748 SF	11,748 SF	11,748 SF
Runways:			
Runway 10/28	9,351 ft x 150 ft	9,351 ft x 150 ft	9,351 ft x 150 ft
Runway 19/1	7,002 ft x 150 ft	7,002 ft x 150 ft	7,002 ft x 150 ft
Total Gates	15	15	15
Terminal Gates in Use	12	12	15
Number of Airlines Serviced	23	21	27
Number of Rental Car Agencies on Property	8	8	8
Number of Taxi/Limousine Companies Servicing Airport	63	67	64
Number of Concessionaires in Terminal Building	21	20	20
Number of Public Parking Spaces	3,924	3,924	4,979

Savannah Airport Commission

Compliance Section

- 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*.
- Independent auditor's report on compliance for each major program and on internal control over compliance required by the Uniform Guidance.
- Independent auditor's report on compliance with requirements applicable to the passenger facility charge program and on internal control over 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***

The Commissioners
Savannah Airport Commission

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Savannah Airport Commission (the Commission), as of and for the years ended December 31, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated June 27, 2022.

Report on Internal Control over Financial Reporting

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

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

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

Report on Compliance and Other Matters

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

H-1

Purpose of This Report

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

Hancock Arthur & Co., LLP

Savannah, Georgia
June 27, 2022



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

The Commissioners
Savannah Airport Commission

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Savannah Airport Commission's (the Commission) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Commission's major federal programs for the year ended December 31, 2021. The Commission's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Commission complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2021.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of each major federal program as a whole.

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Hancock Ashmun & Co., LLP

Savannah, Georgia
June 27, 2022

SAVANNAH
HILTON HEAD
INTERNATIONAL



Savannah Airport Commission

Schedule of Expenditures of Federal Awards

December 31, 2021

Federal Grantor/ Pass-Through Grantor/ Program Title	Federal CFDA Number	Pass-Through Grantor Numbers	Amount of Federal Expenditures
Capital contributions			
Federal Department of Transportation			
Federal Aviation Administration			
COVID-19 – Airport Improvement Program	20.106*	N/A	\$ 17,238,863
Airport Improvement Program	20.106*	N/A	3,256,471
			20,495,334
Federal Department of Defense			
United States Property and Fiscal Office for Georgia			
Military Construction, National Guard	12.400	N/A	17,536
			\$ 20,512,870

*Major program as defined by United States Office of Management and the Uniform Guidance.
See notes to schedule of expenditures of federal awards.

Savannah Airport Commission

Notes to Schedule of Expenditures of Federal Awards

1. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards presents the activity of all federal award programs of the Commission. The Commission's reporting entity is defined in Note 1 to the Commission's basic financial statements. 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). All federal awards received directly from federal agencies as well as federal financial assistance passed through other government agencies are included on the schedule.

2. Summary of Significant Accounting Policies

The accompanying Schedule of Expenditures of Federal Awards is presented using the accrual basis of accounting, which is described in Note 1 to the Commission's basic financial statements. The Commission accounts for this federal financial assistance as non-operating revenue.

3. Indirect Cost Rate

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

4. Relationship to Financial Statements

Federal program award revenues are reported as non-operating revenue in the Commission's basic financial statements as capital contributions in the amount of \$20,512,870.

5. Relationship to Federal Financial Reports

Amounts reported in the accompanying schedule agree with amounts reported in the related federal financial reports.

Savannah Airport Commission

Schedule of Findings and Questioned Costs

Year ended December 31, 2021

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued Unmodified

Internal control over financial reporting

Material weakness identified? _____ yes X no

Significant deficiency identified not considered to be material weaknesses? _____ yes X none reported

Noncompliance material to financial statements noted? _____ yes X no

Federal Awards

Internal control over major programs

Material weakness identified? _____ yes X no

Significant deficiency identified not considered to be material weakness? _____ yes X none reported

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

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance, Section .510(a)? _____ yes X no

Identification of major programs

<u>CFDA Number</u>	<u>Name of Federal Programs</u>
20.106	Federal Aviation Administration - Airport Improvement Program

Dollar threshold used to distinguish between Type A and Type B programs \$750,000

Auditee qualified as low-risk auditee? X yes _____ no

Savannah Airport Commission

Schedule of Findings and Questioned Costs (cont.)

Passenger Facility Charges (PFC) Program

Internal control over financial reporting

Material weakness identified?

_____ yes X no

Significant deficiency identified not considered
to be material weaknesses?

_____ yes X none reported

Type of auditors' report issued on compliance for PFC
program:

Unmodified

Any audit findings disclosed?

_____ yes X no

Section II - Financial Statement Findings

None reported

Section III - Federal Award Findings

None reported

Section IV – PFC Program Findings and Questioned Costs

No matters were reportable.



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO THE PASSENGER FACILITY CHARGE PROGRAM AND ON INTERNAL
CONTROL OVER COMPLIANCE**

The Commissioners
Savannah Airport Commission

Report on Compliance for Passenger Facility Charge Program

Opinion on Passenger Facility Charge Program

We have audited Savannah Airport Commission's (the Commission) compliance with the types of compliance requirements described in the Passenger Facility Charge Audit Guide for Public Agencies (the Guide), issued by the Federal Aviation Administration, that could have a direct and material effect on the Commission's passenger facility charge program for the year ended December 31, 2021.

In our opinion, the Commission complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program for the year ended December 31, 2021.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Passenger Facility Charge Audit Guide for Public Agencies, issued by the Federal Aviation Administration. Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's passenger facility charge program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the passenger facility charge program as a whole.

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Hancock Attkin & Co., LLP

Savannah, Georgia
June 27, 2022

Savannah Airport Commission

Schedule of Passenger Facility Charges

	For the quarter ended				For the year ended December 31, 2021	Cumulative as of December 31, 2021
	March 31, 2021	June 31, 2021	September 31, 2021	December 31, 2021		
PFC Income						
PFC Revenue	\$ 582,588	\$ 1,445,954	\$ 1,765,572	\$ 1,452,313	\$ 5,246,427	\$ 94,998,051
Interest	529	304	347	390	1,570	845,636
Total PFC income	\$ 583,116	\$ 1,446,258	\$ 1,765,919	\$ 1,452,703	\$ 5,247,997	\$ 95,843,687
Expenditures by project						
GILBERT SOUTHERN - APRON	-	-	-	-	-	316,549
DUNN CONST. IN #3,6,7, 10-17	-	-	-	-	-	780,771
PALMETTO PILE DRIVING	-	-	-	-	-	221,395
MONTGOMERY ELEVATORS INV. #1-6, 10-11	-	-	-	-	-	394,000
CONSULTANT/PROFESSIONAL FEES	-	-	-	-	-	581,242
FEDERAL SIGN INVOICE #1	-	-	-	-	-	27,995
HIGGERSON INVOICE #26	-	-	-	-	-	298,474
BANK OF NY-DEBT SVC 92 BONDS/2001 Bond Ref./2011 Bond Ref.	-	-	-	-	-	42,939,056
HELIPAD	-	-	-	-	-	60,177
HNTB AIP 20	-	-	-	-	-	34,633
BALLENGER AIP 21	-	-	-	-	-	167,577
HEAD INC. INV#1-11 AIP 24	-	-	-	-	-	515,235
NORTH/SOUTH PERIMETER FENCE - AIP24	-	-	-	-	-	4,429
NORTH/SOUTH PERIMETER FENCE - NON AIP	-	-	-	-	-	195,905
PHOENIX CONST (SAC REIMB) AIP26 T/W E	-	-	-	-	-	244,628
FAA AIP26 T/W E CABLES	-	-	-	-	-	1,735
J.M.MILES AIP27 FIRE STATION INV#1-15	-	-	-	-	-	92,547
WILBUR SMITH AIP 27 FIRE STATION	-	-	-	-	-	2,283
RICONDO&ASSOC PFC APPLICATION	-	-	-	-	-	12,849
RC CONSTR INV#1-3 AIP29 T/W C	-	-	-	-	-	47,020
GREINER (SAC REIMB) AIP29 T/W C	-	-	-	-	-	3,506
SAC REIMB LABOR-AIP 29 T/W C	-	-	-	-	-	12,631
S&ME AIP29 R/W 18/36	-	-	-	-	-	181
RC CONSTR INV#1-7 AIP29 R/W 18/36	-	-	-	-	-	102,619
GREINER (SAC REIMB) AIP29 R/W 18/36	-	-	-	-	-	6,695
AAAE (SAC REIMB) AIP29 R/W 18/36 (ANTN)	-	-	-	-	-	484
SAC REIMB-LABOR/TESTING AIP29 R/W 18/36	-	-	-	-	-	2,742
GREINER AIP30 GA TWY #3	-	-	-	-	-	6,222
S&ME AIP30 GA TWY #3	-	-	-	-	-	11
ADEL STEEL AIP30 GA TWY #3	-	-	-	-	-	50,000

Savannah Airport Commission

Schedule of Passenger Facility Charges

	For the quarter ended				For the year ended December 31, 2021	Cumulative as of December 31, 2021
	March 31, 2021	June 31, 2021	September 31, 2021	December 31, 2021		
RB BAKER AIP30 GA TWY #3 INV 1-8	-	-	-	-	-	49,026
SAC REIMB-LABOR/ADMIN AIP30 GA TWY #3	-	-	-	-	-	1,625
TWY A-SAC REIMB-LABOR	-	-	-	-	-	3,712
TWY A-AIP30-GREINER	-	-	-	-	-	16,777
TWY A-AIP33-URS CORP(GREINER)	-	-	-	-	-	1,814
TWY A-AIP 33 -TRIANGLE INV#1-13	-	-	-	-	-	346,833
TWY A-AIP 33-S&ME	-	-	-	-	-	2,000
SWEEPER	-	-	-	-	-	100,000
AIRFIELD LIGHT CONTROL	-	-	-	-	-	229,540
TERMINAL APRON-AIP 33-TRIANGLE INV#4-10	-	-	-	-	-	144,424
TERMINAL APRON-AIP 33-URS	-	-	-	-	-	652
TERMINAL APRON-AIP 33-S&ME	-	-	-	-	-	987
TERMINAL APRON-AIP 33-SAC REIMB	-	-	-	-	-	64,839
BUILDOUT GATE 9 & 10-SAC REIMB	-	-	-	-	-	532,393
GA TWY #2-TRIANGLE INV#8-10	-	-	-	-	-	110,405
GA TWY #2-URS	-	-	-	-	-	2,390
GA TWY #2-S&ME	-	-	-	-	-	1,180
GA TWY #2-SAC REIMB	-	-	-	-	-	178,382
LOADING BRIDGES (PURCHASE 6 FMC)	-	-	-	-	-	829,960
LOADING BRIDGES FMC (REIMB SAC)	-	-	-	-	-	1,003,162
RICONDO & ASSOC. - PFC APPLICATION #4- REIMB SAC	-	-	-	-	-	25,972
T/W "F" AIP 34 - SHAMROCK	-	-	-	-	-	158,501
T/W "F" AIP 34 - URS	-	-	-	-	-	1,786
T/W "F" AIP 34 - S & ME	-	-	-	-	-	1,188
T/W "F" AIP 34 - REIMB SAC	-	-	-	-	-	7,699
AIR CARGO APRON AIP 34 - SHAMROCK	-	-	-	-	-	83,354
AIR CARGO APRON AIP 34 - URS	-	-	-	-	-	595
AIR CARGO APRON AIP 34 - S & ME	-	-	-	-	-	396
AIR CARGO APRON AIP 34 - REIMB SAC	-	-	-	-	-	1,905
PAPI AIP 34 - SHAMROCK	-	-	-	-	-	8,266
RICONDO & ASSOC. - PFC APPLICATION #5- REIMB SAC	-	-	-	-	-	16,000
AAAAE INTERACTIVE TRAINING - REIMB. SAC (APPL. #5)	-	-	-	-	-	38,000
FINGERPRINT MACHINE - REIMB. SAC (APPL. #5)	-	-	-	-	-	2,272

Savannah Airport Commission

Schedule of Passenger Facility Charges

	For the quarter ended				For the year ended December 31, 2021	Cumulative as of December 31, 2021
	March 31, 2021	June 31, 2021	September 31, 2021	December 31, 2021		
SO. BAGGAGE CAROUSEL - REIMB. SAC (APPL. #5)	-	-	-	-	-	245,519
VALET BAG LIFTS - REIMB. SAC (APPL. #5)	-	-	-	-	-	237,714
AMMO BUNKER AIP 36 - OGEECHEE RIVER MITIGATION	-	-	-	-	-	23,920
AMMO BUNKER AIP 36 - R. B. BAKER	-	-	-	-	-	230,105
AMMO BUNKER AIP 36 - REIMB. SAC	-	-	-	-	-	23,720
AMMO BUNKER AIP 36 - MACTEC	-	-	-	-	-	32
SW QUAD ACCESS ROAD AIP 36 - R. B. BAKER	-	-	-	-	-	172,117
SW QUAD ACCESS ROAD AIP 36 - REIMB SAC	-	-	-	-	-	32,210
SW QUAD ACCESS ROAD AIP 36 - URS	-	-	-	-	-	990
ESCALATOR #1A (APPL. #4)	-	-	-	-	-	148,818
ESCALATOR #1A (APPL. #4) REIMB SAC	-	-	-	-	-	4,227
PURCHASE/RENOVATE LOADING BRIDGES (APPL. #5)	-	-	-	-	-	909,988
PURCHASE/RENOVATE LOADING BRIDGES REIMB SAC	-	-	-	-	-	26
FLIGHT INFORMATION DISPLAY SYSTEM (APPL. #5)	-	-	-	-	-	764,073
DESIGN & CONSTRUCT GA TAXIWAYS (APPL. #5)	-	-	-	-	-	134,240
RELOCATE AIRFIELD LIGHTING CONTROLS- ATCT AIP 38 -SAC REIMB	-	-	-	-	-	10,988
GENERAL AVIATION CONNECTOR TAXIWAYS (AIP 39+40)-R.B.BAKER	-	-	-	-	-	3,938
GENERAL AVIATION CONNECTOR TAXIWAYS (AIP 39+40)-URS	-	-	-	-	-	250
GENERAL AVIATION CONNECTOR TAXIWAYS (AIP 39+40)-SAC REIMB.	-	-	-	-	-	70,950
RUNWAY SAFETY AREA IMPR. (AIP 39)-R.B BAKER (APPL #6)	-	-	-	-	-	703
RUNWAY SAFETY AREA IMPR. (AIP 39)-SAC REIMB. (APPL #6)	-	-	-	-	-	6,015
AIRFIELD LIGHTING IMPR.-VAULT (PHASE1&2)-BAKER (AIP39&40)	-	-	-	-	-	692
AIRFIELD LIGHTING IMPR.-VAULT (PHASE1&2)-CHOATE (AIP39&40)	-	-	-	-	-	8,100

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AIRFIELD LIGHTING IMPR.-VAULT (PHASE1&2)- SAC REIMB PFC OVERPD CHOATE.(AIP39&40)	-	-	-	-	-	(1,303)
AIRFIELD LIGHTING IMPR.-VAULT (PHASE1&2)-SAC REIMB	-	-	-	-	-	188,180
TERMINAL EXPANSION (AIP 40)- RUTH & DUN. (APPL #6)	-	-	-	-	-	3,825
TERMINAL EXPANSION (AIP 40)-SAC REIMB. (APPL #6)	-	-	-	-	-	294,406
TERMINAL EXPANSION (AIP 40)-CHOATE (APPL #6)	-	-	-	-	-	926,095
TERMINAL EXPANSION (AIP 40)-GRIFFIN (APPL #6)	-	-	-	-	-	1,037
TERMINAL EXPANSION (AIP 40)- BMW ARCHITE (APPL #6)	-	-	-	-	-	718
TERMINAL EXPANSION (AIP 40)-SAC REIMB. FOR BMW ARCHITE (APPL #6)	-	-	-	-	-	896
TERMINAL EXPANSION (AIP 40)-URS (APPL #6)	-	-	-	-	-	25,631
TERMINAL EXPANSION (AIP 40)-BLDG & EARTH (APPL #6)	-	-	-	-	-	2,728
TERMINAL EXPANSION (AIP 40)-ALLTEL SYSTEM GROUP (APPL #6)	-	-	-	-	-	7,355
TERMINAL EXPANSION (AIP 40)-SKINNER NURSERIES (APPL #6)	-	-	-	-	-	350
TERMINAL EXPANSION (AIP 40) HOME DEPO (PLANTS) (APPL #6)	-	-	-	-	-	464
APRON EXPANSION (AIP 40)-SAC REIMB. (APPL #6)	-	-	-	-	-	157,087
APRON EXPANSION (AIP 40)-URS (APPL #6)	-	-	-	-	-	1,619
APRON EXPANSION (AIP 40)-RC CONSTRUCTION (APPL #6)	-	-	-	-	-	486,384
LOADING BRIDGES (6) AND BAG LIFTS (4) (APPL #6) FMC	-	-	-	-	-	1,990,247
LOADING BRIDGES (6) AND BAG LIFTS (4) (APPL #6) REIMB SAC	-	-	-	-	-	36,562
REPLACE ARFF BRIDGE (AIP39)-R.B BAKER (APPL #6)	-	-	-	-	-	1,671
REPLACE ARFF BRIDGE (AIP39)-SAC REIMB. (APPL #6)	-	-	-	-	-	14,649

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RUNWAY REDESIGNATION-URS	-	-	-	-	-	663
RUNWAY REDESIGNATION- RC CONSTRUCTION	-	-	-	-	-	29,264
RUNWAY REDESIGNATION- REIMB SAC	-	-	-	-	-	36,160
RELOCATE RUNWAY 36 LOCALIZER-URS	-	-	-	-	-	543
RELOCATE RUNWAY 36 LOCALIZER-AUBREY SILVEY	-	-	-	-	-	6,088
RELOCATE RUNWAY 36 LOCALIZER-SAC REIMB	-	-	-	-	-	28,579
SECURITY ENHANCEMENTS-SAC REIMB. (APPL #6)	-	-	-	-	-	72,915
SECURITY ENHANCEMENTS-JOHNSON (APPL #6)	-	-	-	-	-	12,746
SECURITY ENHANCEMENTS-URS (APPL #6)	-	-	-	-	-	204
PFC IMPLEMENTATION AND ADMIN.-SAC REIMB (APPL #6)	-	-	-	-	-	55,834
TAXIWAY E MILLING (AIP 40)-EAGLE GROOVING (APPL #6)	-	-	-	-	-	2,945
TAXIWAY E MILLING (AIP 40)- URS (APPL #6)	-	-	-	-	-	248
TAXIWAY E MILLING (AIP 40)-SAC REIMB. (APPL #6)	-	-	-	-	-	3,674
REHABILITATE RUNWAY SHOULDERS-RC CONSTRUCTION-(APPL #7)	-	-	-	-	-	40
REHABILITATE RUNWAY SHOULDERS-REIMB SAC-(APPL #7)	-	-	-	-	-	21,685
CONSTRUCT TAXIWAY- SW QUAD- REIMB SAC (APPL #7)	-	-	-	-	-	45,995
ALP UPDATE-(APPL #7)-URS	-	-	-	-	-	155,419
ALP UPDATE-(APPL #7)-REIMB SAC URS	-	-	-	-	-	5,646
TAXIWAY B EXTENSION (APPL#7)- URS	-	-	-	-	-	3,264
TAXIWAY B EXTENSION (APPL#7)- HARBOR	-	-	-	-	-	112,777
TAXIWAY B EXTENSION (APPL#7)- SAC CK 13511 REIMB PFC FUND -HARBOR & REIMB SAC	-	-	-	-	-	(6,822)
TAXIWAY B EXTENSION (APPL#7)- REIMB SAC	-	-	-	-	-	94,670
TAXIWAY C-2 (APPL#7)- HARBOR	-	-	-	-	-	214,356
TAXIWAY C-2 (APPL#7)- SAC CK 13511 REIMB PFC FUND -HARBOR & REIMB SAC	-	-	-	-	-	24,370

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UPDATE MAIN COMM SYSTEM(APPL#7)- MOTOROLA	-	-	-	-	-	223,703
PFC IMPLEMENTATION AND ADMIN.-SAC REIMB (APPL #7)	-	-	-	-	-	47,520
PRE COOL 9- JET BRIDGES-MISC CITY OF SAV ADVERTISE	-	-	-	-	-	497
PRE COOL 9- JET BRIDGES-REIMB. SAC	-	-	-	-	-	109,722
BIO SCRYPT 15 BOARDING BRIDGES DOORS- JOHNSON CONTROL	-	-	-	-	-	144,760
BIO SCRYPT 15 BOARDING BRIDGES DOORS- URS	-	-	-	-	-	3,154
BIO SCRYPT 15 BOARDING BRIDGES DOORS- REIMB SAC	-	-	-	-	-	4,742
RUNWAY 18/36 EXTENSION-REIMB. SAC URS DESIGN COST	-	-	-	-	-	74,111
NAVAIDS-URS (APP #7)	-	-	-	-	-	30,464
NAVAIDS-FAA (APP #7)	-	-	-	-	-	201,921
NAVAIDS- REIMB SAC (APP #7)	-	-	-	-	-	205,392
AIRPORT MASTER PLAN (PFC #7)- URS	-	-	-	-	-	51,292
AIRPORT MASTER PLAN (PFC #7)- SAC REIMB PFC	-	-	-	-	-	(20,042)
ASPHALT PAVEMENT REPLACE -RUNWAY 19/1 -REIMB SAC (PFC #8)	-	-	-	-	-	69,379
CONSTRUCT TAXIWAY A-REIMB SAC (APP#8)	-	-	-	-	-	169,812
REHABILITATE T/W B2, NORTH END OF T/W B, T/W C, T/W E1-REIMB SAC (APP#8)	-	-	-	-	-	18,476
GA CONNECTOR T/W SITE DEVELOPMENT NORTH OF TERMINAL RK CONTRACTING	-	-	-	-	-	270,348
GA CONNECTOR T/W SITE DEVELOPMENT NORTH OF TERMINAL REIMB SAC	-	-	-	-	-	217,423
GA CONNECTOR T/W SITE DEVELOPMENT NORTH OF TERMINAL-ECS	-	-	-	-	-	27
TERMINAL WALKWAYS-REIMB SAC-APP #8	-	-	-	-	-	23,589
TERMINAL WALKWAYS-MILLER-APP(#8)	-	-	-	-	-	6,485
GA TAXIWAY 4 & 5-REIMB SAC (APP#8)	-	-	-	-	-	18,639
PFC APPLICATION #8 IMPLEMENTATION & ADMIN-REIMB SAC	-	-	-	-	-	27,921

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EA NORTH DEVELOPMENT-APPLICATION #8- REIMB SAC	-	-	-	-	-	18,982
SURFACE PAINTED HOLDING POSITION SIGNS-REIMB SAC-APP # 8	-	-	-	-	-	185,020
CCTV SYSTEM REPLACEMENT-REIMB SAC APP #8	-	-	-	-	-	61,421
CCTV SYSTEM REPLACEMENT-COASTAL DIGITAL	-	-	-	-	-	33
CCTV SYSTEM REPLACEMENT-URS& I SYSTEM CORP	-	-	-	-	-	861,066
PC AIR HOSE UPGRADES-TWIST IN	-	-	-	-	-	186,480
PC AIR HOSE UPGRADES-TWIST IN-REIMB SAC	-	-	-	-	-	23,520
PA SYSTEM REPLACEMENT-ALLTEL SYSTEM GRP, INC	-	-	-	-	-	278,002
PA SYSTEM REPLACEMENT - REIMB SAC	-	-	-	-	-	(2,122)
TWO VALET BAG BELTS SYSTEMS-R.J DESIGN	-	-	-	-	-	61,000
AOA SURVEY -URS	-	-	-	-	-	62,500
AOA SURVERY - REIMB SAC	-	-	-	-	-	(12,500)
TREE REMOVAL R/W 10 APPROACH-REIMB SAC	-	-	-	-	-	155,862
T/W A -NAD -MCLENDON/URS CONSTR	-	-	-	-	-	453,739
T/W A EXTENSION NORTH - CONSTRUCTION - REIMB SAC	-	-	-	-	-	1,500,000
T/W H -NAD -MCLENDON/URS CONSTR	-	-	-	-	-	607,928
GULFSTREAM -MCLENDON/URS CONSTR	-	-	-	-	-	3,263
ELECT VAULT -MCLENDON/URS CONSTR	-	-	-	-	-	4,050
ELECTRICAL VAULT - REIMB SAC	-	-	-	-	-	16,150
SITE MITIGATIONS (NAD)	-	-	-	-	-	60,000
REALIGN & CONSTRUCT GULFSTREAM RD - CONSTRUCTION - REIMB SAC	-	-	-	-	-	55,033
REALIGN & CONSTRUCT GULFSTREAM RD - DESIGN - REIMB PFC	-	-	-	-	-	(3,263)
PFC IMPLEMENTATION AND ADMIN.-SAC REIMB (APPL #8&9)	-	-	-	-	-	39,600
LIGHTING 10/28 RUNWAY	-	-	-	-	-	41,257
TERMINAL CURBSIDE CANOPY EXPANSION	-	-	-	-	-	1,407,899
RELOCATE AIRFIELD MAINTENANCE ROAD	-	-	-	-	-	42,978

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RUNWAY 1 PERIMETER ROAD	-	-	-	-	-	62,557
TAXIWAY C LIGHT REPLACEMENT	-	-	-	-	-	32,718
SEAL COAT RUNWAY 10-28 ASPHALT AND APRON SHOULDERS	-	-	-	-	-	29,187
RUNWAY 28 RSA IMPROVEMENTS AND ROAD RELOCATIONS	-	-	-	-	-	127,066
IN-LINE BAGGAGE SYSTEM	-	-	-	-	-	7,379,031
GROOVE RUNWAY 1-19	-	-	-	-	-	22,054
PFC 10 APPLICATION COSTS	-	-	-	-	-	23,100
ADD 2 AOA GATES	-	-	-	-	-	26,954
RUNWAY 28 SAFETY AREA IMPROVEMENTS	-	-	-	-	-	33,431
REPLACEMENT OF BOARDING BRIDGES AT GATES 7 & 11	-	-	-	-	-	1,333,333
RECONSTRUCT TAXILANE GA-3	-	-	-	-	-	122,995
RECONSTRUCT TAXIWAY E-1	-	-	-	-	-	130,555
RUNWAY LIGHTING UPGRADES	-	-	-	-	-	58,824
AIRFIELD SIGNAGE UPGRADES	-	-	-	-	-	58,841
JUMBO GA FIS FACILITY	-	-	-	-	-	700,073
PFC 11 APPLICATION COSTS	-	-	-	-	-	34,291
TERMINAL APRON EXPANSION	-	-	-	-	-	761,053
TERMINAL CONCOURSE AND SECURITY CHECKPOINT EXPANSION	-	-	-	-	-	1,316,119
AUTOMATED BAGGAGE HANDLING SYSTEM PHASE II	-	-	-	-	-	245,591
Total expenditures	-	-	-	-	-	79,683,831
Income	583,117	1,446,258	1,765,919	1,452,703	5,247,997	16,159,856
Beginning balance	10,911,859	11,494,976	12,941,234	14,707,153	10,911,859	-
Ending balance	\$ 11,494,976	\$ 12,941,234	\$ 14,707,153	\$ 16,159,856	\$ 16,159,856	\$ 16,159,856



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