JOHN WAYNE AIRPORT
(An Enterprise Fund of
the County of Orange, California)

Financial Statements
and Independent Auditor's Reports

For the Year Ended June 30, 2024

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JOHN WAYNE AIRPORT
Financial Statements

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Independent Auditor's Report

To the Board of Supervisors
County of Orange, California

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of John Wayne Airport (Airport), an enterprise fund of the County of Orange, California (County) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Airport, as of June 30, 2024, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Airport, an enterprise fund of the County, and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2024, the changes in its financial position, or, where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

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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.

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport'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.

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, 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.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 24, 2025, on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is 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 Airport'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 Airport's internal control over financial reporting and compliance.

Eide Bailly LLP

Laguna Hills, California
February 24, 2025

JOHN WAYNE AIRPORT
Management's Discussion and Analysis (Unaudited)
For the Year Ended June 30, 2024
(To the Nearest Thousand)

As management of John Wayne Airport, Orange County (Airport), we offer readers of the Airport's financial statements this narrative overview and analysis of the financial activities of the Airport for the year ended June 30, 2024. We encourage readers to consider the information presented here in conjunction with the information furnished in the Airport's financial statements.

Financial Highlights

- The Airport's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by $974,842 (net position) at June 30, 2024. Of this amount, $362,207 (unrestricted net position) may be used to meet the ongoing obligations of the Airport, $51,334 (restricted net position) was externally restricted for specific purposes, and $561,301 was the net investment in capital assets.
- Total net position increased by $71,583 or 7.9% for the year ended June 30, 2024. This increase consists of operating income of $21,436, contributions and transfers of $1,647, and nonoperating revenues of $48,500.

Overview of the Financial Statements

The Airport is a department of the County of Orange (County) and uses an enterprise fund to account for its operations.

The Airport's financial statements are divided into two components:

- Financial statements: Statement of Net Position; Statement of Revenues, Expenses, and Change in Net Position; Statement of Cash Flows.
- Notes to Financial Statements.

The financial statements are prepared using the accrual basis of accounting and the economic resources measurement focus, in accordance with accounting principles generally accepted in the United States of America.

- Statement of Net Position is the statement of financial position for the Airport. Airport assets and liabilities, both financial and capital, short-term and long-term, and deferred outflows and inflows, are presented in this statement. Current assets and liabilities are reasonably expected to be realized or liquidated within one year.
- Statement of Revenues, Expenses, and Change in Net Position is the statement of operations for the Airport. All Airport revenues and expenses during the year are presented in this statement, regardless of when cash is received or paid.
- Statement of Cash Flows is the financial statement classifying the Airport's cash and cash equivalent receipts (inflows) and payments (outflows) resulting from operating, noncapital financing, capital and related financing, or investing activities.

- Notes to Financial Statements provide additional information that is necessary to acquire a full understanding of the data provided in the financial statements.

Refer to Note 1 to the financial statements, Reporting Entity and Summary of Significant Accounting Policies, for additional information.

Financial Analysis

Net position may serve as a useful indicator of the Airport's financial position. At June 30, 2024, the Airport's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by $974,842.

Net Position:

	2024	2023	2024 vs 2023 $ Change	2024 vs 2023 % Change
ASSETS				
Current and other assets	$ 559,271	$ 495,035	$ 64,236	13.0 %
Capital assets	564,490	574,189	(9,699)	(1.7) %
TOTAL ASSETS	1,123,761	1,069,224	54,537	5.1 %
TOTAL DEFERRED OUTFLOWS OF RESOURCES	9,127	11,410	(2,283)	(20.0) %
LIABILITIES				
Current liabilities	28,883	35,740	(6,857)	(19.2) %
Noncurrent liabilities	41,705	45,817	(4,112)	(9.0) %
TOTAL LIABILITIES	70,588	81,557	(10,969)	(13.4) %
TOTAL DEFERRED INFLOWS OF RESOURCES	87,458	95,818	(8,360)	(8.7) %
NET POSITION				
Net investment in capital assets	561,301	570,576	(9,275)	(1.6) %
Restricted net position	51,334	30,663	20,671	67.4 %
Unrestricted net position	362,207	302,020	60,187	19.9 %
TOTAL NET POSITION	$ 974,842	$ 903,259	$ 71,583	7.9 %

At June 30, 2024, the largest component of the Airport's net position ($561,301 or 57.6% of total net position) was its net investment in capital assets (e.g., land, structures and improvements, equipment, infrastructure, construction in progress, intangible assets, lease equipment and subscription-based information technology arrangements (SBITA), less any related outstanding debt used to acquire these assets and debt-related deferred outflows and inflows of resources. The Airport uses these capital assets to provide services to its passengers and visitors. Accordingly, these assets are not available for future spending. Although the Airport's investment in capital assets is reported net of related debt, it should be noted that the resources used to repay the debt must be provided from operating activities or other sources, since the capital assets cannot be liquidated to fulfill these liabilities.

At June 30, 2024, an additional component of the Airport's net position ($51,334 or 5.3% of total net position) represents resources that are subject to external usage restrictions such as Passenger Facility Charges (PFC). The remaining net position balance of $362,207 (37.1% of total net position) is unrestricted and may be used to meet the Airport's ongoing obligations.

Comparison between the years ended June 30, 2024 and 2023:

The Airport's total assets increased by $54,537 or 5.1%. Current and other assets increased by $64,236 or 13.0%, primarily due to an increase in pooled cash and investments with Treasurer and restricted pooled cash and investments with Treasurer, partially offset by a decrease in due from other governmental agencies and leases receivable. Capital assets decreased by $9,699 or 1.7%.

The Airport's total liabilities decreased by $10,969 or 13.4%. Current liabilities decreased by $6,857 or 19.2%, primarily due to a decrease in unearned revenue, partially offset by an increase in retainage payable. Noncurrent liabilities decreased by $4,112 or 9.0%, primarily due to a decrease in net pension liability and net Other Postemployment Benefit (OPEB) liability.

The total deferred outflows of resources decreased by $2,283 or 20.0%, primarily due to a decrease in deferred outflows of resources related to pension.

The total deferred inflows of resources decreased by $8,360 or 8.7%, primarily due to a decrease in deferred inflows of resources related to leases.

JOHN WAYNE AIRPORT
Management's Discussion and Analysis (Unaudited)
For the Year Ended June 30, 2024
(To the Nearest Thousand)

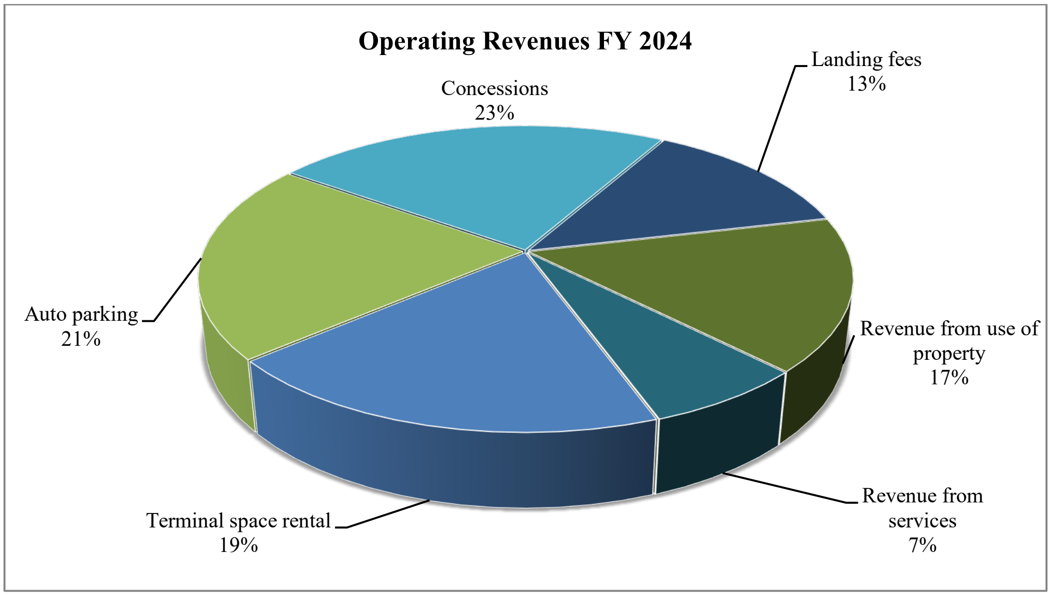
During the year ended June 30, 2024, the Airport's net position increased by $71,583 or 7.9%.

Revenues, Expenses, and Change in Net Position:

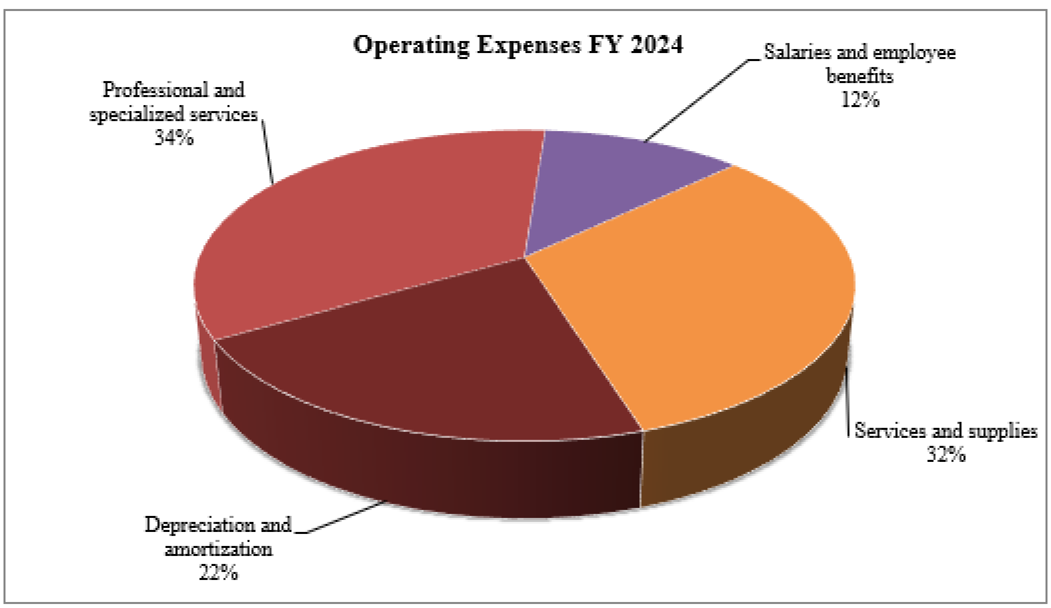
	2024	2023	2024 vs 2023 $ Change	2024 vs 2023 % Change
OPERATING REVENUES				
Terminal space rental	$ 33,639	$ 30,163	$ 3,476	11.5 %
Auto parking	37,027	38,006	(979)	(2.6) %
Concessions	40,734	40,386	348	0.9 %
Landing fees	22,908	20,053	2,855	14.2 %
Revenue from use of property	28,418	23,487	4,931	21.0 %
Revenue from services	11,961	9,963	1,998	20.1 %
Aircraft tiedown fees	25	25	--	0.0 %
Total operating revenues	174,712	162,083	12,629	7.8 %
OPERATING EXPENSES				
Professional and specialized services	52,854	52,730	124	0.2 %
Salaries and employee benefits	17,919	18,042	(123)	(0.7) %
Services and supplies	49,297	45,661	3,636	8.0 %
Taxes and other fees	208	192	16	8.3 %
Depreciation and amortization	32,998	34,220	(1,222)	(3.6) %
Total operating expenses	153,276	150,845	2,431	1.6 %
Operating income	21,436	11,238	10,198	90.7 %
NONOPERATING REVENUES (EXPENSES)				
Interest income	25,297	12,260	13,037	106.3 %
Net decrease in the fair value of investments	(1,974)	(3,736)	1,762	(47.2) %
Interest expense	(1)	(487)	486	(99.8) %
Fines and penalties	255	410	(155)	(37.8) %
Gain (loss) on disposition of capital assets, net	99	(2,096)	2,195	(104.7) %
Loss on debt defeasance	--	(1,189)	1,189	(100.0) %
Intergovernmental revenues	3,046	48,359	(45,313)	(93.7) %
Other revenue (expense), net	197	(2,581)	2,778	(107.6) %
PFC revenue	21,581	22,876	(1,295)	(5.7) %
Total nonoperating revenues	48,500	73,816	(25,316)	(34.3) %
INCOME BEFORE CONTRIBUTIONS AND TRANSFERS	69,936	85,054	(15,118)	(17.8) %
Capital contributions	41	--	41	100.0 %
Capital grant contributions	1,565	225	1,340	595.6 %
Transfers from (to) County of Orange	41	(12)	53	(441.7) %
CHANGE IN NET POSITION	71,583	85,267	(13,684)	(16.0) %
TOTAL NET POSITION, BEGINNING OF YEAR	903,259	817,992	85,267	10.4 %
TOTAL NET POSITION, END OF YEAR	$ 974,842	$ 903,259	$ 71,583	7.9 %

Comparison between the years ended June 30, 2024 and 2023:

The Airport's operating revenues increased by $12,629 or 7.8%, primarily due to an increase in terminal space rental, landing fees, and revenue from use of property.



The Airport's operating expenses increased by $2,431 or 1.6%, primarily due to an increase in services and supplies and taxes and other fees, partially offset by a decrease in depreciation and amortization.



For the year ended June 30, 2024, the Airport's nonoperating revenues decreased by $25,316 or 34.3%, primarily due to a decrease in intergovernmental revenues, partially offset by an increase in interest income, net decrease in the fair value of investment, gain on disposition of capital assets, net, and other revenue, net. Contributions and transfers increased by $1,434 or 673.2%, primarily due to an increase in capital grant contributions.

Capital Assets

The Airport's capital assets as of June 30, 2024, amounted to $564,490, net of accumulated depreciation and amortization. The investment in capital assets includes land, construction in progress, structures and improvements, equipment, infrastructure (runways, taxiways and aprons), intangible assets, lease equipment and SBITA. The total change in capital assets for the year ended June 30, 2024, was a decrease of $9,699 or 1.7%.

Capital Assets (Net of Accumulated Depreciation and Amortization):

	2024	2023	2024 vs 2023 $ Change	2024 vs 2023 % Change
CAPITAL ASSETS				
Land	$ 15,678	$ 15,678	$ --	0.0 %
Construction in progress	53,009	35,704	17,305	48.5 %
Structures and improvements	457,781	481,187	(23,406)	(4.9) %
Equipment	8,881	8,304	577	6.9 %
Infrastructure	28,003	31,896	(3,893)	(12.2) %
Intangible assets	1,131	1,396	(265)	(19.0) %
Lease equipment	--	10	(10)	(100.0) %
SBITA	7	14	(7)	(50.0) %
TOTAL CAPITAL ASSETS	$ 564,490	$ 574,189	$ (9,699)	(1.7) %

Additional information on the Airport's capital assets can be found in Note 9 to the financial statements, Changes in Capital Assets.

At June 30, 2024, the Airport was committed under major contracts for improvement projects, a Taxiways A-D-E reconstruction project, Power Generation and facility security projects, a rental car reconfiguration project, elevator/escalator modernization and refurbishment project, and equipment and vehicles purchases in the amount of $65,958. Refer to Note 8 to the financial statements, Commitments, for more information.

Other Potentially Significant Matters

Airport Capital Improvement Program and Financial Planning:

On June 4, 2024, the Orange County Board of Supervisors approved John Wayne Airport's 2024 Capital Improvement Program (CIP) with an estimated cost of $609,893. The CIP was developed to establish project priority and ensure adequate resources are available over the next three years.

The CIP includes the following major projects:

- Airfield Runway 2L-20R Rehabilitation: The project consists of the rehabilitation of Runway 2L-20R along with portions of the connector taxiways, including associated shoulders, blast pads, and safety area at the south end.

- Airport Power Generation and Distribution Upgrades: This project consists of refeeding of the 12 kV distribution and the replacement of the medium voltage switchgear, five substations, enhancements to the Central Utility Plant (CUP), and upgrade of the remaining aging electrical equipment and systems in the terminal complex and remote buildings on Airport property.

- Baggage Handling System (BHS) Improvements to Terminals A and B: This project will replace the existing inbound and outbound BHS in Terminals A and B.

- Common Use Passenger Processing System (CUPPS) Upgrades: The project will replace the existing CUPPS in all terminals, which includes computer systems, software, kiosks, servers, flight displays information systems, and screens at the ticket lobbies and gates.

- Facility Accessibility Improvements: The project consists of accessibility improvements and remodeling of 12 restrooms in Terminals A and B, and will address the Americans with Disability Act (ADA) standards, building codes, and deficiencies along the path of travel from the roadways to the Terminal. The project will also install at least one universal changing station in our Terminal B family restroom and install two nursing pods, and other accessibility improvements to the terminal complex.

- Facility Security Improvements: The project consists of terminal and airfield security improvements, which include replacing the existing aging analog security cameras with modern enhanced digital security cameras that will allow for enhanced features and capabilities within the terminal, airside, and landside areas.

- Main Street Parking Lot Improvement and Electric Vehicle (EV) Charging Implementation: The project consists of the installation of EV charging stations for airport shuttle buses and the modification of vehicular pathways and aisles, including the ingress and egress points at Main Street Parking Lot.

- Taxiways A, D, and E Reconstruction: The project consists of the reconstruction and realignment of Taxiways A, D, and E, including the relocation of the vehicle service road adjacent to Taxiway A to ensure that the service road meets the required safety clearances.

- Taxiway B Widening Service Road Realignment: The project consists of the relocation and realignment of the existing vehicle service road that runs parallel and adjacent to Taxiway B to maintain the required safety clearances.

- Taxiway B Widening West Infield Restricted Access Road Relocation: The project consists of the relocation of the existing west infield restricted access road to a location that is outside of the runway safety area of Runway 2L-20R.

- Terminal Covered Walkway Replacement: The project consists of the repair and replacement of the terminal-covered walkways.

- Vertical Conveyance Systems Improvements: The project will replace the existing original escalators and elevators in the terminal complex and parking structures.

COVID-19 Related Federal Assistance:

American Rescue Plan Act (ARPA)

On March 11, 2021, the President signed the American Rescue Plan Act of 2021, which provides $8 billion in economic relief to airports to prevent, prepare for, and respond to the COVID-19 pandemic. On August 17, 2021, John Wayne Airport received the general grant award of $33,582 for airport operating expenses and debt service payments. On January 11, 2022, the Airport received the ARPA concession relief grant award of $4,415. The Airport claimed the entire concessions rent relief of $4,415 for the year ended June 30, 2023. The Airport claimed operating expenses and debt service payments of $30,485 for the year ended June 30, 2023, and claimed the remaining $3,097 for the year ended June 30, 2024. The Airport has fully exhausted all its COVID-19 related grant funds.

Request for Information

For questions and additional information provided in the report, please refer to the Airport's website at https://www.ocair.com.

JOHN WAYNE AIRPORT
Statement of Net Position
June 30, 2024
(To the Nearest Thousand)

ASSETS		
Current assets:		
Pooled cash and investments with Treasurer (Note 2)	$	396,272
Imprest cash (Note 2)		14
Accounts receivable		6,637
Pollution remediation obligation recoveries (Note 11)		256
Interest receivable		5,377
Leases receivable (Note 6)		15,190
Due from other governmental agencies		720
Prepaid expenses		1,751
Restricted pooled cash and investments held for others (Note 2)		739
Restricted pooled cash and investments with Treasurer (Note 2)		48,326
Restricted Passenger Facility Charges (PFC) receivable		3,008
Deposits in lieu of cash		6,932
Total current assets		485,222
Noncurrent assets:		
Leases receivable (Note 6)		74,049
Capital assets (Note 9):		
Land		15,678
Construction in progress		53,009
Structures and improvements		937,889
Equipment		20,314
Infrastructure - runways, taxiways and aprons		240,224
Intangible assets		4,565
Lease equipment (Note 6)		34
SBITA asset (Note 12)		20
Less: accumulated depreciation/amortization		(707,243)
Total capital assets, net		564,490
Total noncurrent assets		638,539
TOTAL ASSETS		1,123,761
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources related to pension (Note 3)		8,891
Deferred outflows of resources related to OPEB (Note 4)		236
TOTAL DEFERRED OUTFLOWS OF RESOURCES		9,127

See accompanying notes to financial statements.

JOHN WAYNE AIRPORT
Statement of Net Position (Continued)
June 30, 2024
(To the Nearest Thousand)

LIABILITIES		
Current liabilities:		
Accounts payable	$	10,987
Retainage payable		665
Salaries and employee benefits payable		786
Unearned revenue		4,748
Due to County of Orange (Note 7)		2,794
Due to other governmental agencies		229
Compensated employee absences (Note 5)		907
SBITA liability (Notes 5 and 12)		7
Intangible asset obligations payable (Note 5)		89
Deposits from others		7,671
Total current liabilities		28,883
Noncurrent liabilities:		
Pollution remediation obligation (Notes 5 and 11)		994
Compensated employee absences (Note 5)		293
Net pension liability (Note 3)		38,730
Net OPEB liability (Note 4)		1,688
Total noncurrent liabilities		41,705
TOTAL LIABILITIES		70,588
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows of resources related to pension (Note 3)		1,146
Deferred inflows of resources related to OPEB (Note 4)		573
Deferred inflows of resources related to leases (Note 6)		85,739
TOTAL DEFERRED INFLOWS OF RESOURCES		87,458
NET POSITION		
Net investment in capital assets		561,301
Restricted for PFC (Note 1)		51,334
Unrestricted		362,207
TOTAL NET POSITION	$	974,842

See accompanying notes to financial statements.

JOHN WAYNE AIRPORT
Statement of Revenues, Expenses, and Change in Net Position
For the Year Ended June 30, 2024
(To the Nearest Thousand)

OPERATING REVENUES	
Terminal space rental	$ 33,639
Auto parking	37,027
Concessions	40,734
Landing fees	22,908
Revenue from use of property	28,418
Revenue from services	11,961
Aircraft tiedown fees	25
Total operating revenues	174,712
OPERATING EXPENSES	
Professional and specialized services	52,854
Salaries and employee benefits	17,919
Services and supplies	49,297
Taxes and other fees	208
Depreciation and amortization (Note 9)	32,998
Total operating expenses	153,276
Operating income	21,436
NONOPERATING REVENUES (EXPENSES)	
Interest income	25,297
Net decrease in the fair value of investments	(1,974)
Interest expense	(1)
Fines and penalties	255
Gain on disposition of capital assets, net	99
Intergovernmental revenues	3,046
Other revenue, net	197
PFC revenue (Note 1)	21,581
Total nonoperating revenues	48,500
INCOME BEFORE CONTRIBUTIONS AND TRANSFERS	69,936
Capital contributions	41
Capital grant contributions	1,565
Transfers from County of Orange	41
CHANGE IN NET POSITION	71,583
TOTAL NET POSITION, BEGINNING OF YEAR	903,259
TOTAL NET POSITION, END OF YEAR	$ 974,842

See accompanying notes to financial statements.

JOHN WAYNE AIRPORT

Statement of Cash Flows
For the Year Ended June 30, 2024
(To the Nearest Thousand)

CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers	$	147,734
Payments to suppliers for goods and services		(102,095)
Payments to employees		(19,636)
Receipts from County of Orange		419
Payments for taxes and other fees		(208)
Other receipts		733
Net cash provided by operating activities		26,947
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating transfers in		41
Intergovernmental revenues		10,808
Net cash provided by noncapital financing activities		10,849
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets		(23,376)
Proceeds from capital grant contributions		1,058
Principal paid on financed purchase liability		(331)
Principal paid on leases		(16)
Principal paid on subscription		(6)
Interest paid on subscription		(1)
Proceeds from sale of capital assets		140
Receipts from PFC		21,972
Receipts for leases receivable		15,341
Interest on leases receivable		2,876
Net cash provided by capital and related financing activities		17,657
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest on investments		21,865
Net change in the fair value of investments		(1,974)
Net cash provided by investing activities		19,891
NET INCREASE IN CASH AND CASH EQUIVALENTS		75,344
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR		370,007
CASH AND CASH EQUIVALENTS, END OF YEAR	$	445,351

See accompanying notes to financial statements.

JOHN WAYNE AIRPORT

Statement of Cash Flows (Continued)
For the Year Ended June 30, 2024
(To the Nearest Thousand)

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating income	$	21,436
ADJUSTMENTS TO RECONCILE OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:		
Depreciation and amortization		32,998
Recognition of lease income		(18,217)
Fines and penalties		255
Other revenue		205
(INCREASES) DECREASES IN:		
Receivables, net		7,216
Due from County of Orange		14
Due from other governmental agencies		159
Prepaid expenses		(231)
Deposits in lieu of cash		(264)
Deferred outflows of resources related to pension		2,072
Deferred outflows of resources related to OPEB		211
INCREASES (DECREASES) IN:		
Accounts payable		298
Retainage payable		(11)
Salaries and employee benefits payable		55
Unearned revenue		(7,314)
Due to County of Orange		405
Due to other governmental agencies		141
Compensated employee absences		61
Deposits from others		(185)
Net pension liability		(3,473)
Net OPEB liability		(524)
Deferred inflows of resources related to pension		(317)
Deferred inflows of resources related to OPEB		198
Deferred inflows of resources related to leases		(8,241)
Net cash provided by operating activities	$	26,947
RECONCILIATION OF CASH AND CASH EQUIVALENTS TO STATEMENT OF NET POSITION		
Pooled cash and investments with Treasurer	$	396,272
Imprest cash		14
Restricted pooled cash and investments held for others		739
Restricted pooled cash and investments with Treasurer		48,326
TOTAL CASH AND CASH EQUIVALENTS	$	445,351
NONCASH INVESTING, CAPITAL, AND FINANCING ACTIVITIES		
Acquisition of capital assets with accounts payable	$	2,436
Acquisition of capital assets with retainage payable		658
Accrued capital grant contribution receivable		728
Loss (gain) on disposition of capital assets		(99)
Capital contributions		41

See accompanying notes to financial statements.

Note 1 – Reporting Entity and Summary of Significant Accounting Policies

Description of Reporting Entity

The Orange County Airport began operations in 1941. Commercial jet service at an expanded airport with a new terminal, larger operations area and extended runway began in 1967. In 1979, the Orange County Airport was renamed John Wayne Airport, Orange County (Airport).

The Airport is operated as a department of the County of Orange, California (County), and is accounted for as a self-supporting enterprise fund in the basic financial statements of the County. The financial statements presented herein represent the financial position, changes in financial position, and cash flows of the Airport only and are not intended to present the financial position, changes in financial position or where applicable, the cash flows of the County in conformity with accounting principles generally accepted in the United States of America (GAAP).

A variety of federal, state and local laws, agreements and regulations govern operations at the Airport. The Federal Aviation Administration (FAA) has jurisdiction over flying operations generally, including personnel, aircraft, ground facilities and other technical matters, as well as certain environmental matters. Pursuant to the Airport and Airway Improvement Act of 1982 and other statutes, the County is constrained from transferring Airport revenues to its General Fund; this restriction is embodied in the federal grant agreements entered into by the County. Additionally, federal law governs the reasonableness of fees that may be charged for use of Airport facilities, further governs Airport noise and capacity limits, and imposes certain other restrictions on the County and Airport operations.

In 1985, a Settlement Agreement (Agreement) was reached between the County, the City of Newport Beach and two community groups on a new 20-year Airport Master Plan (Plan). This Plan provided for a new, enclosed passenger terminal with 14 passenger loading bridges, baggage system, parking structures, airfield improvements and other Airport enhancements. In addition, strict noise and capacity regulations were imposed on the Airport’s flight operations. Additional flight operations were permitted under the Plan and the cap on total passengers served was raised to 8.4 million annual passengers (MAP).

Financed by $242,440 of revenue bonds, construction on the new terminal and other Airport facilities began in 1987. In September 1990, the Thomas F. Riley Terminal opened to the public.

In 2003 and 2014, the four signatories extended the Agreement and approved a series of amendments that allowed for additional facilities and operational capacity, while continuing to provide environmental protections for the local community. These amendments enhanced the operational capacity at the Airport by increasing the number of passengers to 10.3 MAP through 2010, to 10.8 MAP through 2020, to 11.8 MAP through 2025, and to 12.2 MAP or 12.5 MAP through 2030 depending on the actual service level from 2021 to 2025 and meeting certain mitigation measures. These amendments will maintain the Airport’s curfew through 2035 and increase the number of passenger loading bridges from 14 to 20. Beginning January 2021 through December 31, 2030, there shall be no limit on the number of passenger loading bridges.

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Description of Reporting Entity (Continued)

The Airport derives revenues primarily from terminal space rental, auto parking, concessions, landing fees, and revenue from use of property. The Airport's major expenses include professional and specialized services for security, fire protection, and parking management, salaries and employee benefits, and other services and supplies such as maintenance, insurance, and utilities.

Basis of Presentation - Fund Accounting

The Airport operates as an enterprise fund. Enterprise funds account for operations that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that cost of providing services to the general public on a continuing basis be financed or recovered primarily through service charges.

Basis of Accounting and Estimates

The Airport prepares its financial statements on the flow of economic resources measurement focus and uses the accrual basis of accounting, whereby revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of related cash flows. The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

Enterprise funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with an enterprise fund's principal ongoing operations.

The principal operating revenues of the Airport's enterprise fund are charges to customers for use of property and for services provided. Operating expenses include the cost of services, administrative expenses, and depreciation and amortization on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Capital Assets

Capital assets including infrastructure assets, purchased or constructed by the Airport are capitalized at cost, while donated capital assets are recorded at acquisition value when received. Assets are capitalized when the original unit cost is equal to or greater than the County's capitalization threshold of $5 for equipment, $150 for structures and improvements, $150 for intangible assets except $5 for commercially acquired software, $150 for infrastructure, and $0 for land. Depreciation and amortization are calculated on a straight-line basis over the estimated useful lives of the related assets, which range from 2 to 40 years for equipment and intangible assets and 5 to 60 years for infrastructure and structures and improvements. No depreciation or

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Capital Assets (Continued)

amortization is provided on construction in progress until the project is completed and the asset is placed in service.

Leases

According to Governmental Accounting Standards Board (GASB) Statement No. 87, a lease is defined as a contract that transfers the right to use another entity's asset for a specific period of time in an exchange or exchange-like transaction. Under these contracts, the Airport recognizes a lease liability and a lease asset (intangible right-to-use asset) at the commencement of the lease term. The lease liability is measured at the present value of payments expected to be made during the lease term (less any lease incentives). The lease asset is measured at the amount of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs.

Likewise, the Airport leases its real property, structure and improvements to others, which include noncancellable leases with air carriers and concessionaires. The lease threshold for capitalization is $10 for equipment, $0 for structures and improvements, $0 for land, and $10 for SBITAs. Under these contracts, the Airport as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods. Lease receivables are subsequently reduced over the life of the lease as cash is received in the applicable reporting period. The Airport also has regulated leases, not subject to the provisions of GASB Statement No. 87. For regulated leases, no lease receivable or deferred inflows of resources are reflected in the financial statements.

An amendment to a lease contract is considered a lease modification, unless the lessee's right to use the underlying asset decreases, in which case it is considered a partial or full lease termination. A lease termination is accounted for by reducing the carrying values of the lease liability and lease asset by a lessee, or the lease receivable and deferred inflows of resources by the lessor, with any difference being recognized as a gain or loss.

The future lease payments are discounted using the interest rate implicit in the lease contract. If the interest rate is not available, the Airport uses its incremental borrowing rate determined by the County Executive Office. The lease term is determined by the sum of the noncancelable periods, plus renewal options when they are reasonably certain of being exercised or early termination options when they are reasonably certain of not being exercised.

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Deposits in Lieu of Cash

The Airport requires security deposits from airport lease agreement operators and renters. These security deposits are comprised primarily of negotiable instruments and are held in a safe with the Airport.

Cash Equivalents

For purposes of the statement of cash flows, cash equivalents are defined as short-term, highly liquid investments, which are readily convertible to cash or mature within 90 days of the original purchase.

Cash and Investments

Pooled cash and investments with Treasurer and pooled cash and investments held for others are funds that the Airport has on deposit with the Orange County Treasurer (Treasurer). These funds are invested in accordance with the Investment Policy Statement (IPS) approved by the County Board of Supervisors (Board). The Treasurer allocates interest earned on the pooled cash and investments in the County Investment Pool (Pool) to the Airport monthly based on average daily balances on deposit with the Treasurer.

Self Insurance

Liability, property and business interruption insurance is purchased by the County to provide insurance coverage for the Airport for a total insurable value amount of $1,401,871. The related insurance premium is recorded as an Airport expense. The Airport also participates in the County's self-insured programs for general and automobile liability insurance, workers' compensation, group health indemnified insurance plans, group salary continuance plan, group dental plan, and unemployment benefits plan. The Airport records its portion of the related self-insurance premiums charged by the County as an expense. The related liabilities are accrued by the County's self-insurance internal service fund based on estimated future amounts to be paid on known claims and incurred but not reported claims, including loss adjustment expenses.

Pension

The Airport recognizes a net pension liability to reflect its proportionate share of the County's net pension liability.

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension, and pension expense, information about the fiduciary net position of the Airport's share of the County's cost-sharing defined benefit retirement plans administered by the Orange County Employees Retirement System (OCERS) and the Extra-Help

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Pension (Continued)

Defined Benefit Plan and additions to/deductions from OCERS and the Extra-Help Defined Benefit Plan fiduciary net position have been determined on the same basis as they are reported by OCERS and the Extra-Help Defined Benefit Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Other Postemployment Benefit

The Airport recognizes a net Other Postemployment Benefit (OPEB) liability to reflect its proportionate share of the County's net OPEB liability.

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Airport's share of the County's Retiree Medical Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Retiree Medical Plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Deferred Outflows/Inflows of Resources

When applicable, the statement of net position reports a separate section for deferred outflows of resources and deferred inflows of resources. Deferred outflows of resources is a consumption of net assets that is applicable to a future period and, therefore, will not be recognized as an expense until that time. A deferred inflow of resources represent an acquisition of net assets that is applicable to a future period and, therefore, will not be recognized as a revenue until that time. For deferred inflows of resources where the Airport is the lessor and is reported in the Statement of Net Position, the deferred inflow of resources are recognized as an inflow of resources (revenue), on the straight-line basis over the term of the lease.

The deferred outflows/inflows of resources, included in the Statement of Net Position, relate to the deferred outflows/inflows of resources related to pension and OPEB, and deferred inflow of resources related to leases. Deferred resources related to pension and OPEB result from the net difference between projected and actual investment earnings on the plan investments, changes of assumptions and changes in proportion and differences between employer contributions and the proportionate share of contributions calculated by the actuarial study. The deferred outflows of resources related to pension and OPEB also includes employer contributions made after the measurement date and a portion of the County's prepaid retirement contribution.

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Compensated Employee Absences

Compensated employee absences (vacation, compensatory time off, performance incentive plan time off, annual leave, and sick leave) are accrued as an expense and liability when incurred.

Components of Net Position

Net investment in capital assets - This amount is derived by subtracting the outstanding debts incurred by the Airport to buy or construct capital assets, net of accumulated depreciation, shown in the Statement of Net Position. Capital assets cannot readily be sold and converted to cash.

Restricted - This category represents restrictions imposed on the use of the Airport's resources by parties outside of the government or by law through constitutional provisions or enabling legislation. As of June 30, 2024, the Airport reported restricted net position of $51,334 for Passenger Facility Charges (PFC) by the Program Guidelines.

Unrestricted - This category consists of net position that does not meet the definition of net investment in capital assets or restricted. These assets are resources of the Airport that can be used for any purpose, though they may not necessarily be liquid.

Policy Regarding Use of Restricted vs. Unrestricted Resources

When an expense is incurred for purposes for which both restricted and unrestricted resources are available, the Airport will utilize restricted resources first, and then unrestricted resources as needed.

Passenger Facility Charges

In 1990, the Aviation Safety and Capacity Expansion Act authorized the imposition of local PFC and use of resulting PFC revenue for allowable costs on FAA approved projects, including debt service.

The FAA approved the Airport's PFC application to collect $4.50 (not in thousand) per enplaned passenger effective July 1, 2006. The total approved PFC revenue to be collected was $321,351 through December 31, 2021. In March 2016, the FAA approved the Airport's PFC Amendment application. The amended total approved PFC revenue to be collected is $311,602 through December 31, 2021. In June 2021, the FAA approved the Airport's request to change the charge expiration date from January 1, 2022 to January 1, 2024. In March 2023, the FAA approved the Airport's second application to collect PFC revenue of $36,309 through October 1, 2025, totaling $347,911 of approved PFC revenue to be collected.

Note 1 – Reporting Entity and Summary of Significant Accounting Policies (Continued)

Passenger Facility Charges (Continued)

All PFC collected are restricted and are categorized as nonoperating revenues. PFC collected are maintained in an interest-bearing account administered by the Treasurer. Collected but unexpended PFC revenues are reported on the Airport's Statement of Net Position as current restricted assets and restricted pooled cash and investments with Treasurer. Related PFC receivables are also reported as current restricted assets.

During the year ended June 30, 2024, $21,581 PFC revenue was reported and $1,266 was expended on approved PFC projects.

Subscription-Based Information Technology Arrangements (SBITA)

According to GASB Statement No. 96, a SBITA is defined as a contract that transfers the right to use another entity's subscription asset for a specific period of time in an exchange or exchange-like transaction. Under these contracts, the Airport recognizes a SBITA liability and a SBITA asset (intangible right-to-use SBITA asset) at the commencement of the SBITA term. The SBITA liability is measured at the present value of payments expected to be made during the SBITA term (less any SBITA incentives). The SBITA asset is measured at the amount of the initial measurement of the SBITA liability, plus any payments made to the vendor at or before the commencement of the SBITA term and any capitalizable initial implementation costs.

An amendment to a SBITA contract is considered a SBITA modification, unless the Airport's right to use the underlying asset decreases, in which case it is considered a partial or full SBITA termination. A SBITA termination is accounted for by reducing the carrying values of the SBITA liability and SBITA asset by the Airport, with any difference being recognized as a gain or loss.

The future SBITA payments are discounted using the interest rate implicit in the SBITA contract. If the interest rate is not available, the County uses its incremental borrowing rate determined by the County Executive Office/Public Finance. The SBITA term is determined by the sum of the non-cancelable periods, plus renewal options when they are reasonably certain of being exercised or early termination options when they are reasonably certain of not being exercised.

Concentrations

A significant portion of the Airport's revenues are directly or indirectly attributed to the activity of a number of major airlines. The Airport's revenues could be materially and adversely affected should any of these major airlines discontinue operations and should the Airport be unable to replace those airlines with similar activity. The level of operations is determined based upon the relative share of enplaned passengers. The three largest airlines in terms of enplaned passengers accounted for approximately 30%, 16%, and 14% of market share during the year ended June 30, 2024.

Note 2 – Cash and Investments

The Airport follows the County's policy guidelines for pooling its cash and investments with the Treasurer. The Treasurer adheres to the IPS.

Total Airport cash and investments at fair value as of June 30, 2024, was as follows:

Cash and pooled cash and investments:		
Cash on hand	$	14
Pooled cash and investments, restricted		49,065
Pooled cash and investments		396,272
Total cash and pooled cash and investments	$	445,351

Cash

Cash represents amounts held by the Treasurer account, which was established upon the authorization of the Board shortly following the County bankruptcy.

Pooled Cash and Investments

The Treasurer maintains the Pool for the County and other non-County entities for the purpose of benefiting from economies of scale through pooled investment activities. Interest is apportioned to individual funds based generally on the average daily balances on deposit with the Treasurer.

The Airport's pooled cash and investments are combined with the County's pooled investments, and therefore, do not represent specific identifiable investments and are not discretely rated. For the credit ratings of the Pool investments, refer to the County's Annual Comprehensive Financial Report (ACFR). The ACFR is available by accessing the Auditor-Controller's website at https://ocauditor.gov.

Note 3 – Defined Benefit Pension Plan

Plan Description

All full-time employees of the Airport participate in the County's cost-sharing multiple-employer defined benefit pension plans administrated by OCERS.

OCERS provides for retirement, death, disability and cost-of-living benefits, and is subject to the provisions of the County Employees Retirement Law of 1937, California Government Code Section 31451 et. seq. (the Retirement Law). OCERS is an independent, defined-benefit retirement plan in which employees of the County participate. Under OCERS, each employee receives a defined benefit pension at retirement, that is, a specific amount per month determined in accordance with the Retirement Law, which amount is not dependent upon the amount of money credited to the employee's account at the time of retirement.

Note 3 – Defined Benefit Pension Plan (Continued)

Plan Description (Continued)

The OCERS Board of Retirement (OCERS Board) does not set the benefit amounts. OCERS administers benefits that are set by the County Board through the collective bargaining process with County employees in accordance with the Retirement Law. The OCERS Board supervises the investment of OCERS assets and the distribution of benefits to retired employees. The OCERS Board also determines the annual contributions required of the County and other participating local governmental entities to fund OCERS.

The Retirement Law requires an actuarial valuation to be performed at least once every three years. OCERS' practice has been to conduct an actuarial valuation annually as of December 31, which is the end of the OCERS fiscal year.

Effective July 1, 2005, as part of collective bargaining agreements with County employees, most General members who work for the County (approximately 14,000) became eligible for an annual annuity equal to a retirement benefit formula of 2.7% of the member's "final compensation" for each year of service rendered at age 55. In collective bargaining agreements with General members, the employee associations agreed to pay the increased retirement costs related to the difference between the prior retirement benefit formulas and the new 2.7% at age 55 formula, as well as the annual amortization of the unfunded liability created by the retroactive application of the increased benefit. Due to the passage of the Public Employees' Pension Reform Act (PEPRA) of 2013, most new employees (non-safety) hired on or after January 1, 2013 receive an annual annuity equal to a retirement benefit formula of 1.62% of the member's "final compensation" for each year of service rendered at age 65. The 1.62% at age 65 retirement formula includes a voluntary defined contribution component with an employer match.

Contributions

In accordance with various Board resolutions, the County's funding policy is to make periodic contributions to OCERS in amounts such that, when combined with employee contributions and investment income, will fully provide for member benefits by the time they retire. Covered employees are required to contribute a percentage of their annual compensation to OCERS as a condition of employment. Base employee contributions are calculated using a formula defined in the Retirement Law. In the 1997 Ventura decision of the California Supreme Court, the Court stated that for the purpose of calculating pension benefits, "final compensation" can mean not only base salaries, but also other components. The County employee contributions under current contracts are calculated on base salary, eligible premium pay, and some categories of overtime as defined in the 1997 Ventura decision.

Employer contributions are based on what is needed to properly fund the system. The Retirement Law, however, does allow employers and employees to negotiate some variation in who pays the

Note 3 – Defined Benefit Pension Plan (Continued)

Contributions (Continued)

contributions. OCERS' responsibility is to make certain the total required contribution is paid, regardless of how the employers and employees share the cost. For the year ended June 30, 2024, the employer's contribution rate as a percentage of covered payroll for general members was 37.69%. The Airport's total contribution to OCERS for the year ended June 30, 2024 was $4,090.

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

For the year ended June 30, 2024, the County reported a liability of $4,062,272 for its proportionate share of the net pension liability, of which the Airport's allocated share of the County's net pension liability totaled $38,730. The County's net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined using actuarial valuation results.

For the year ended June 30, 2024, the Airport recognized pension expense of $3,230. At June 30, 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to pension as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net Difference Between Projected and Actual Investment Earnings on Pension Plan Investments	$ 3,202	$ --
Difference Between Expected and Actual Experience	2,080	508
Changes of Assumptions	1,286	507
Changes in Proportion and Differences Between Airport Contributions and Proportionate Share of Contributions	87	131
Contributions Subsequent to Measurement Date	2,236	--
Total	$ 8,891	$ 1,146

$2,236 reported as deferred outflows of resources related to pension resulting from Airport contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2025.

Note 3 – Defined Benefit Pension Plan (Continued)

Net Pension Liability, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Amounts, provided by OCERS' actuarial study reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized as follows:

Year Ending June 30,	Amount
2025	$ 384
2026	1,648
2027	3,911
2028	(631)
2029	197
Total	$ 5,509

For additional details on the defined benefit pension plan, actuarial assumption, the net pension liability and the required supplementary information, refer to the County's Annual Comprehensive Financial Report (ACFR). The ACFR is available by accessing the Auditor-Controller's website at https://ocauditor.gov.

Note 4 – Postemployment Health Care Benefits

Plan Description

The Airport is a participant in the County's Retiree Medical Plan. The Retiree Medical Plan is a cost-sharing multiple-employer defined benefit OPEB plan, intended to assist career employees in maintaining health insurance coverage following retirement from County service. Eligible retired County employees receive a monthly grant (the Grant), which helps offset the cost of monthly County-offered health plan and/or Medicare A and/or B premiums.

In order to be eligible to receive the Grant upon retirement, the employee must have completed at least 10 years of continuous County service (although exceptions for disability retirements exist), be enrolled in a County sponsored health plan and/or Medicare, qualify as a retiree as defined by the Retiree Medical Plan, and be able to receive a monthly benefit payment from OCERS. To qualify as a retiree as defined by the Retiree Medical Plan, the employee upon retirement must be at least 50 years of age or have at least 30 years of service for a general member of OCERS.

Note 4 – Postemployment Health Care Benefits (Continued)

Plan Description (Continued)

In addition to the Grant, the Retiree Medical Plan provides a frozen lump sum payment to terminated employees not eligible for the Grant. The frozen lump sum payment is equal to 1% of the employee's final average hourly pay (as defined in the Retiree Medical Plan) multiplied by the employee's qualifying hours of service (as defined) since the Retiree Medical Plan's effective date.

As of June 16, 2023, the Grant will be frozen for existing employees, and they will not accrue additional services hours towards eligibility for the Grant. All employees with one or more years of credited service as of June 15, 2023, shall be eligible for the frozen Grant. The annual Cost of Living Adjustments (COLA) and age adjustment (+/- 7.5%) will be eliminated. New employees as of June 16, 2023, will not be eligible for the Grant.

Contributions

As an enterprise fund of the County, the Airport was required to contribute 0.59% of its payroll for the year ended June 30, 2024. The Airport's contribution was $70, which was 100% of the required contribution.

Net OPEB Liability, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2024, the County reported a liability of $209,799 for its proportionate share of the collective net OPEB liability, of which the Airport's allocated share of the County's net OPEB liability totaled $1,688. The County's collective net OPEB liability was measured as of December 31, 2023, and the total OPEB liability used to calculate the collective net OPEB liability was determined by an actuarial valuation as of June 30, 2023.

Note 4 – Postemployment Health Care Benefits (Continued)

Net OPEB Liability, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB (Continued)

For the year ended June 30, 2024, the Airport recognized OPEB expense of $87. At June 30, 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to OPEB as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net Difference Between Projected and Actual Investment Earnings on OPEB Plan Investments	$ 57	$ --
Difference Between Expected and Actual Experience	--	494
Changes of Assumptions	115	54
Changes in Proportion and Differences Between Airport Contributions and Proportionate Share of Contributions	17	25
Contributions Subsequent to Measurement Date	47	--
Total	$ 236	$ 573

$47 reported as deferred outflows of resources related to OPEB resulting from Airport contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ending June 30, 2025.

Amounts provided by the actuarial study reported as deferred inflows of resources related to OPEB will be recognized as follows:

Year Ending June 30,	Amount
2025	$ (99)
2026	(75)
2027	(20)
2028	(112)
2029	(53)
2030 +	(25)
Total	$ (384)

For additional details on the Retiree Medical Plan, actuarial assumptions, funded status of the plan, and the required supplemental information, refer to the County's ACFR. The County's ACFR is available by accessing the Auditor-Controller's website at https://ocauditor.gov.

Note 5 – Long-Term Obligations

Airport Revenue Refunding Bonds, Series 2019A and 2019B

On July 9, 2009, the Airport issued the Airport Revenue Bonds, Series 2009A and 2009B (2009A and 2009B Bonds) in the aggregate principal amount of $233,115, with an original issue net premium of $288 and interest rates ranging from 3.00% to 5.75%. The 2009A and 2009B Bonds were issued to finance a portion of the Airport Improvement Program (AIP), fund the debt service requirement for the bonds, fund capitalized interest on a portion of the bonds and pay costs relating to the issuance of the bonds. The AIP consist of numerous direct improvements to the Airport facilities such as construction of Terminal C, Parking Structure C and two commuter/regional holdrooms at the north and south ends of the extended Terminal.

On May 14, 2019, the Airport issued the Airport Revenue Refunding Bonds, Series 2019A and 2019B (2019A and 2019B Bonds) in the principal amount of $85,030, with a premium of $13,404 and an interest rate of 5.00%. The 2019A and 2019B Bonds were issued to refund and defease the 2009A and 2009B Bonds, fund a debt service reserve subaccount for the bonds, and pay certain expenses in connection with the issuance of the bonds. For the year ended June 30, 2024, the total debt service principal and interest paid were $7,095 and $2,486, respectively.

The 2019 Bonds were secured by a pledge of (1) operating revenues, net of specified operating expenses, (2) interest earnings, (3) other miscellaneous revenue and (4) available PFC revenue. In the event of default, the trustee could exercise any remedies available under the bond indentures and under state and federal law.

On February 16, 2023, the Airport executed the in-substance defeasance of the 2019A and 2019B Bonds, for the outstanding principal and interest balances of $53,260 and $7,662, respectively. The Airport defeased its bonds due to the availability of federal relief aid and Available PFC collections eligible to fund the defeasance. The Airport deposited $58,478, including $15,911 in available PFC revenues, in an irrevocable escrow fund, and the amounts were invested in State and Local Government Series (SLGS) securities to be used solely for satisfying scheduled debt service payments of the defeased debt through and including July 1, 2027. As a result, the beginning fiscal year principal balance, as of July 1, 2022, of $60,010, including the $6,180 premium, of the 2019A and 2019B Bonds, totaling $66,190, is no longer reported as a liability in the Airport's financial statements. Additionally, in accordance with GASB Statement No. 86, the Airport recognized a loss on the defeasance of $1,189 of that year. As of June 30, 2024, the outstanding balance of the defeased bonds was $50,025.

Note 5 – Long-Term Obligations (Continued)

Other Long-Term Liabilities

Other long-term liability activities for the year ended June 30, 2024, were as follows:

	Balance at July 1, 2023	Additions	Deductions	Balance at June 30, 2024	Due in 1 year
Compensated Employee Absences	$ 1,139	$ 1,542	$ (1,481)	$ 1,200	$ 907
Financed Purchase Liability	331	--	(331)	--	--
Intangible Assets Obligations Payable	178	--	(89)	89	89
Lease Liability	16	--	(16)	--	--
SBITA Liability	13	--	(6)	7	7
Pollution Remediation Obligation	994	--	--	994	--
Total	$ 2,671	$ 1,542	$ (1,923)	$ 2,290	$ 1,003

Note 6 – Leases

Lessee

The Airport entered into a noncancelable lease for equipment with a vendor as a lessee for the intangible right-to-use lease equipment. During the year ended June 30, 2024, the Airport recognized a right-to-use lease asset beginning balance of $34, amortization beginning balance of $24, and amortization of $10, for a right-to-use asset balance of $0, net of amortization at June 30, 2024.

During the year ended June 30, 2024, the discount rate is applied to new or modified leases 5%. The Airport recognized a liability beginning balance of $16 and principal lease payment of $16. The principal payment reduced the lease liability to $0 at June 30, 2024.

	Balance at July 1, 2023	Increases	Decreases	Balance at June 30, 2024
Right-to-Use Asset				
Lease Equipment	$ 34	$ --	$ --	$ 34
Less Amortization				
Lease Equipment	(24)	(10)	--	(34)
Total Lease Assets, net of amortization	$ 10	$ (10)	$ --	$ --

Note 6 – Leases (Continued)

Lessor

The Airport leases its real property and structures and improvements to others for office space, advertising and rental car concessions. During the year ended June 30, 2024, the discount rate applied to new or modified leases is 5%. The Airport recognized $14,488 principal and $2,876 in interest cash receipts. As of June 30, 2024, the leases receivable balance is $89,239, and deferred inflow balance is $85,739. Variable rental payments received by the Airport totaled $2,617 for the year ended June 30, 2024.

	Balance at July 1, 2023	Increases	Decreases	Balance at June 30, 2024
Leases Receivable				
Structures & Improvements	$ 6,608	$ 7,100	$ (1,165)	$ 12,543
Land	90,018	--	(13,323)	76,696
Total Leases Receivable	$ 96,626	$ 7,100	$ (14,488)	$ 89,239

Future minimum principal and interest revenue to be received under these leases as of June 30, 2024, are as follows:

Year Ending June 30,	Principal	Interest
2025	$ 15,190	$ 2,603
2026	15,662	2,131
2027	16,149	1,645
2028	16,086	1,145
2029	15,514	664
2030-2037	10,638	835
Total	$ 89,239	$ 9,023

Regulated Leases

In accordance with GASB No. 87, certain lease agreements, between airports and aeronautical users are subject to regulations set forth by the Federal Aviation Administration and Department of Homeland Security. A lease receivable and a deferred inflow of resources is not recognized for these leases. The Airport identifies the following regulated leases:

Commercial and Commuter Airlines and Cargo Leases

The Airport entered into five-year lease agreements with various commercial and commuter airlines and cargo carriers that commenced on January 1, 2021 and expire on December 31, 2025,

Note 6 – Leases (Continued)

Regulated Leases (Continued)

with no option to extend. Revenues from terminal rates, landing, operations, and remain overnight fees totaled $78,919 for the year ended June 30, 2024, of which $43,521, are considered variable rental payments.

Airline minimum rental revenues are based on rates adopted by the Board and are subject to change semi-annually in accordance with the related airlines' operating lease agreements. Due to the nature of the above revenues, expected future minimum payments are indeterminable.

Fixed-Base Operation Leases

The Airport entered into multi-year lease agreements with full service and limited service fixed-base operators (FBO) that commenced on January 1, 2021. The full service agreements expire on December 31, 2055, with no option to extend. The limited service agreement expires on December 31, 2050, and with certain conditions, the lessee shall have the option to extend. Revenues from ground rent, building rent, and percentage rent of various gross receipts totaled $10,689 for the year ended June 30, 2024, of which $2,365, are considered variable rental payments. The future minimum payments are shown in the following table.

Limited Use General Aviation Facility Lease

The Airport entered into a two-year agreement with a limited use general aviation operator on September 1, 2006, which included an option for an 18 year lease extension. On October 21, 2008, the lease was extended to August 31, 2026, and on December 18, 2012, the lease was extended to August 31, 2036. Revenue from ground rent totaled $516 for the year ended June 30, 2024, paid in twelve monthly installments. The future minimum payments are shown in the following table.

Hydrant Fueling Facilities Lease

The Airport entered into a 25-year hydrant fueling facilities lease agreement with a consortium of airline carriers on September 14, 1990. On September 14, 2010, the lease was extended to December 31, 2030. Revenue from rent totaled $26 for the year ended June 30, 2024, paid in twelve monthly installments. The future minimum payments are shown in the following table.

Security Services Lease

The Airport entered into a five-year agreement with the Transportation Security Administration on October 1, 2018. On October 1, 2023, the lease was extended to September 30, 2033. Revenue from rent totaled $327 for the year ended June 30, 2024, paid in twelve monthly installments.

Note 6 – Leases (Continued)

Regulated Leases (Continued)

Future minimum lease payments to be received as of June 30, 2024 are as follows:

Year Ending June 30,	Fixed-Base Operation Lease	Limited Use General Aviation Facility Lease	Hydrant Fueling Facilities Lease	Security Services Lease	Total
2025	$ 8,463	$ 525	$ 28	$ 352	$ 9,368
2026	8,463	525	28	365	9,381
2027	7,703	525	28	379	8,635
2028	7,449	525	28	394	8,396
2029	7,449	525	28	409	8,411
2030-2034	37,246	2,627	42	1,927	41,842
2035-2039	37,246	1,145	--	--	38,391
2040-2044	37,246	--	--	--	37,246
2045-2049	37,246	--	--	--	37,246
2050-2054	35,552	--	--	--	35,552
2055-2059	10,583	--	--	--	10,583
Total	$ 234,646	$ 6,397	$ 182	$ 3,826	$ 245,051

Under the agreements with the airlines, they may have exclusive use of certain space and facilities of the terminals in the Airport as summarized below:

Terminal	Airlines Using the Terminal Area Exclusively	Exclusively Used Terminal Area (SQFT)
A	Air Canada	613
A	American	11,201
A	Breeze	298
A	Delta	3,182
A	WestJet	474
B	Alaska	3,083
B	United	11,111
C	Allegiant	603
C	Frontier	605
C	Southwest	10,150
C	Spirit	810
	Total	42,130

Note 7 – Related Party Transactions

The Airport reimburses the County for the cost of providing security, project management, maintenance, insurance and other administrative services to the Airport. Amounts charged by other County departments are reported as operating expenses during the year incurred, and totaled $40,037 for the year ended June 30, 2024.

Interfund receivable/payable balances are the result of the time lag between the time goods and services are provided by other County departments to the Airport and payment from the Airport to the other funds is made.

The composition of interfund balances as of June 30, 2024, was as follows:

Due To	Due From	Amount	
General Fund	Airport	$	2,346
Internal Service Funds	Airport		421
Other Governmental Funds	Airport		27
Total Due To County of Orange		$	2,794

Note 8 – Commitments

At June 30, 2024, the Airport was committed under major contracts for the following:

Airport Power Generation & Distribution Upgrades	$	15,125
Taxiways A-D-E Reconstruction		2,761
Facility Accessibility Improvements		22,291
Rental Car Reconfiguration		5,691
Methacrylate Road Protection Coating		2,671
Elevator/Escalator Modernization and Refurbishment		13,892
JWA Facilities Security Improvements		2,294
Various Equipment and Vehicles		1,233
Total	$	65,958

Note 9 – Changes in Capital Assets

Capital asset activity, for the year ended June 30, 2024, was as follows:

	Balance at July 1, 2023	Additions	Deductions	Balance at June 30, 2024
Capital assets, not depreciated/amortized:				
Land	$ 15,678	$ --	$ --	$ 15,678
Construction in progress	35,704	21,176	$ (3,871)	$ 53,009
Total capital assets, not depreciated/amortized	51,382	21,176	(3,871)	68,687
Capital assets, depreciated/amortized:				
Structures and improvements	934,758	3,794	(663)	937,889
Equipment	19,318	2,346	(1,350)	20,314
Infrastructure	240,224	--	--	240,224
Intangible assets	4,795	--	(230)	4,565
Right-to-Use Assets:				
Lease equipment	34	--	--	34
SBITA	20	--	--	20
Total capital assets, depreciated/amortized	1,199,149	6,140	(2,243)	1,203,046
Less accumulated depreciation/amortization:				
Structures and improvements	(453,571)	(27,203)	666	(480,108)
Equipment	(11,014)	(1,702)	1,283	(11,433)
Infrastructure	(208,328)	(3,893)	--	(212,221)
Intangible assets	(3,399)	(183)	148	(3,434)
Right-to-Use Assets:				
Lease equipment	(24)	(10)	--	(34)
SBITA	(6)	(7)	--	(13)
Total accumulated depreciation/amortization	(676,342)	(32,998)	2,097	(707,243)
Total capital assets depreciated/amortized, net	522,807	(26,858)	(146)	495,803
Total capital assets, net	$ 574,189	$ (5,682)	$ (4,017)	$ 564,490

Total depreciation and amortization expense for the year ended June 30, 2024 was $32,998.

Note 10 – New Accounting Pronouncements

The following summarizes recent GASB pronouncements implemented or effective in the year ended June 30, 2024:

In April 2022, GASB issued Statement No. 99, *Omnibus 2022*. One section of this Statement was effective in the year ended June 30, 2023. The last section of the Statement relates to Statement No. 53 and establishes the classification and reporting of derivative instruments. The requirements of this Statement are effective for reporting periods beginning after June 15, 2023, which require the Airport to implement this Statement in the year ending June 30, 2024. The Airport implemented this Statement in the year ended June 30, 2024; however, this Statement did not have any impact on the Airport's financial statements.

Note 10 – New Accounting Pronouncements (Continued)

In June 2022, GASB issued Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*. This Statement requires disclosure of accounting changes and error corrections in notes to the financial statements to show consistent and comprehensive information. The requirements of this Statement are effective for reporting periods beginning after June 15, 2023, which requires the Airport to implement this Statement in the year ending June 30, 2024. The Airport implemented this Statement in the year ended June 30, 2024; however, this Statement did not have any impact on the Airport's financial statements.

The following summarizes recent GASB Pronouncements that will be implemented in future financial statements. The Airport has not determined what, if any, impact implementation of the following Statements may have on future financial statements:

In June 2022, GASB issued Statement No. 101, *Compensated Absences*. This Statement provides a unified model to use to recognize liabilities for any compensated absences and results in a better estimate of the liability for compensated absences. The requirements of this Statement are effective for reporting periods beginning after December 15, 2023, which requires the Airport to implement this Statement in the year ending June 30, 2025.

In December 2023, GASB issued Statement No. 102, *Certain Risk Disclosures*. This Statement improves the reporting requirements of disclosing a substantial risk based on the concentration or constraint of the events. The requirements of this Statement are effective for reporting periods beginning after June 15, 2024, which requires the Airport to implement this Statement in the year ending June 30, 2025.

In April 2024, GASB issued Statement No. 103, *Financial Reporting Model Improvements*. This Statement improves on the presentation of the management's discussion and analysis (MD&A) by limiting the information into five sections. The Statement provides requirements to describe unusual or infrequent items, to present the operating income (loss) and noncapital subsidies on the Propriety Fund Statement of Revenues, Expenses, and changes in Fund Net Position, and to present each major component unit in specific statements. Additionally, governments are required to present budgetary comparison using the required supplementary information (RSI). The requirements of this Statement are effective for reporting periods beginning after June 15, 2025, which requires the Airport to implement this Statement in the year ending June 30, 2026.

In September 2024, GASB issued Statement No. 104, *Disclosure of Certain Capital Assets.* This Statement requires the capital assets note disclosure to disclose particular capital assets separately, and additionally, certain intangible assets are required to be disclosed by major class. There are also certain requirements for the disclosures for capital assets held for sale, and capital assets held for sale must be evaluated each reporting period. The requirements of this Statement are effective for reporting periods beginning after June 15, 2025, which requires the Airport to implement this Statement in the year ending June 30, 2026.

Note 11 – Pollution Remediation Obligation

In 1988, the Airport was named as a responsible party in a cleanup and abatement order (CAO) issued by the Regional Water Quality Control Board (RWQCB). The CAO identified four sites on Airport property as having chemical impacts to soil and groundwater. Site investigation and remedial action activities were completed, and in 2003, the RWQCB issued No Further Action letters to the Airport for the sites except the Old Fuel Farm site. At the Old Fuel Farm, site investigation activities were completed, and on-going remedial activities include removal of residual free hydrocarbon product and monitored natural attenuation of groundwater. Annual groundwater sampling and reporting is currently conducted at the Old Fuel Farm, and the reports are prepared and submitted to the RWQCB.

In 1993, hydrocarbon-impacted soils were documented following removal of two 1,000-gallon underground storage tanks (USTs) at Former Fire Station #33. Following over-excavation and off-site disposal of hydrocarbon-impacted soils, the Orange County Health Care Agency issued a Completion of Corrective Action Letter to the Airport in 1994 related to the UST removal activities. During geotechnical assessment activities conducted at Former Fire Station #33 in 1999, soils appearing to be impacted with hydrocarbons were encountered and the soil boring logs were submitted to the RWQCB. In 2002, the RWQCB requested that the Airport assess the presence and distribution of chemical impacts to soil and groundwater. Site investigation activities were conducted between 2002 and 2006, and on-going remedial activities include monitored natural attenuation of groundwater. Currently, semi-annual groundwater sampling and reporting is conducted at Former Fire Station #33, and the reports prepared are submitted to the RWQCB.

In 2009, a new estimated pollution remediation liability was calculated based on a more active method of remediation for each of the Old Fuel Farm and Former Fire Station #33 sites. Active remediation has been delayed pending further guidance from the RWQCB, which could possibly affect the estimated pollution remediation liability, as well as cause changes to the remedial technologies used to remediate the sites. As of June 30, 2024, the Airport has a liability of $994 based on management's assessment and the results of the consultant's evaluation of potential remediation costs. The liability is not expected to decrease until active remediation begins or a closure plan is accepted by the RWQCB.

In 1995, the Airport entered into a Memorandum of Understanding (MOU) with one of its FBO lessees to address the remediation of the Old Fuel Farm. The FBO was identified as the operator of the site and the other responsible party. The lessee agreed to be obligated to pay 50% of the remediation costs associated with the Old Fuel Farm site. Reported in the Statement of Net Position as part of accounts receivable, the total expected recovery for the Old Fuel Farm site is $256 as of June 30, 2024.

Note 11 – Pollution Remediation Obligation (Continued)

The estimated pollution remediation obligation as of June 30, 2024, is:

Old Fuel Farm Site	$	785
Former Fire Station #33 Site		692
Less: Remediation Activity		(483)
Net Pollution Remediation Obligation	$	994

Note 12 - Subscription-Based Information Technology Arrangements (SBITA)

The Airport entered into a noncancelable SBITA with a vendor for the intangible right-to-use SBITA asset. The SBITA terms include the noncancelable period per the contract plus/minus any extension options or termination options the Airport is reasonably certain to exercise. The Airport recognized right-to-use SBITA asset beginning balance of $20, amortization beginning balance of $6, and amortization of $7, for a right-to-use asset balance of $7, net of amortization at June 30, 2024.

During the year ended June 30, 2024, the discount rate applied to SBITAs is 5%. Using this discount rate, the Airport recognized a SBITA liability beginning balance of $13, principal SBITA payment of $6 and interest SBITA payment of $1. The principal SBITA payment reduced the SBITA liability to $7 at June 30, 2024.

	Balance at July 1, 2023	Increases	Decreases	Balance at June 30, 2024
Right-to-Use SBITA Asset	$ 20	$ --	$ --	$ 20
Less Amortization	(6)	(7)	--	(13)
Total Right-to-Use SBITA Asset, net of amortization	$ 14	$ (7)	$ --	$ 7

The future principal and interest payments as of June 30, 2024 are as follows:

Year Ending June 30,	Principal	Interest
2025	$ 7	$ --
Total	$ 7	$ --

Note 13 – Subsequent Event

The following events occurred subsequent to June 30, 2024:

Annual Delegation of Investment Authority

As of December 31, 2024, the Board, as authorized per GCS 53607, 27000.1, 27000.3 (a)(b)(c), and 53646(a)(1), allowed the one-year delegation of authority for 2024 provided to the Treasurer to invest or reinvest funds for the County and the funds of the other depositors in the county treasury to the county treasurer to expire. On January 1, 2025, the Board became the agent of the County who serves as the fiduciary and that is subject to the prudent investor standard (GCS 27000.3(b)) except for funds deposited in the county treasury at the discretion of the local agency (county treasurer still serves as the local agency's fiduciary subject to the prudent investor standard (GCS 27000.3(b)).

Pending Litigation

On August 15, 2024, August 20, 2024, and January 16, 2025, the County initiated or amended litigation proceeds against several nonprofit entities contracted to provide meal services to elderly and disabled Orange County residents. It was discovered that the nonprofit entities failed to perform their obligation under these contracts and based upon the lack of documentation provided from the nonprofits, the County was unable to verify the funds were utilized for their intended purposes. Some of the nonprofits' stakeholders have familial relations with a Board of Supervisor member, who subsequently resigned as part of a separate settlement process. Although the aggregate amount asserted in these lawsuits is significant and the outcome of these lawsuits still pending, the resolution of these matters will not have a material effect on the financial condition or changes in financial condition of the County or the Airport. Furthermore, this disclosure is included as the Airport is a department of the County; however, the pending litigation is unrelated to the Airport or any of its operations. All required disclosures have been filed with the appropriate entities.

Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Board of Supervisors
County of Orange, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of John Wayne Airport (Airport), an enterprise fund of the County of Orange, California (County), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements and have issued our report thereon dated February 24, 2025. Our report included an emphasis of matter paragraph stating the financial statements of the Airport do not purport to, and do not, present fairly the financial position of the County as of June 30, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport'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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control.

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

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

Report on Compliance and Other Matters

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

Purpose of this Report

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

Eide Bailly LLP

Laguna Hills, California
February 24, 2025