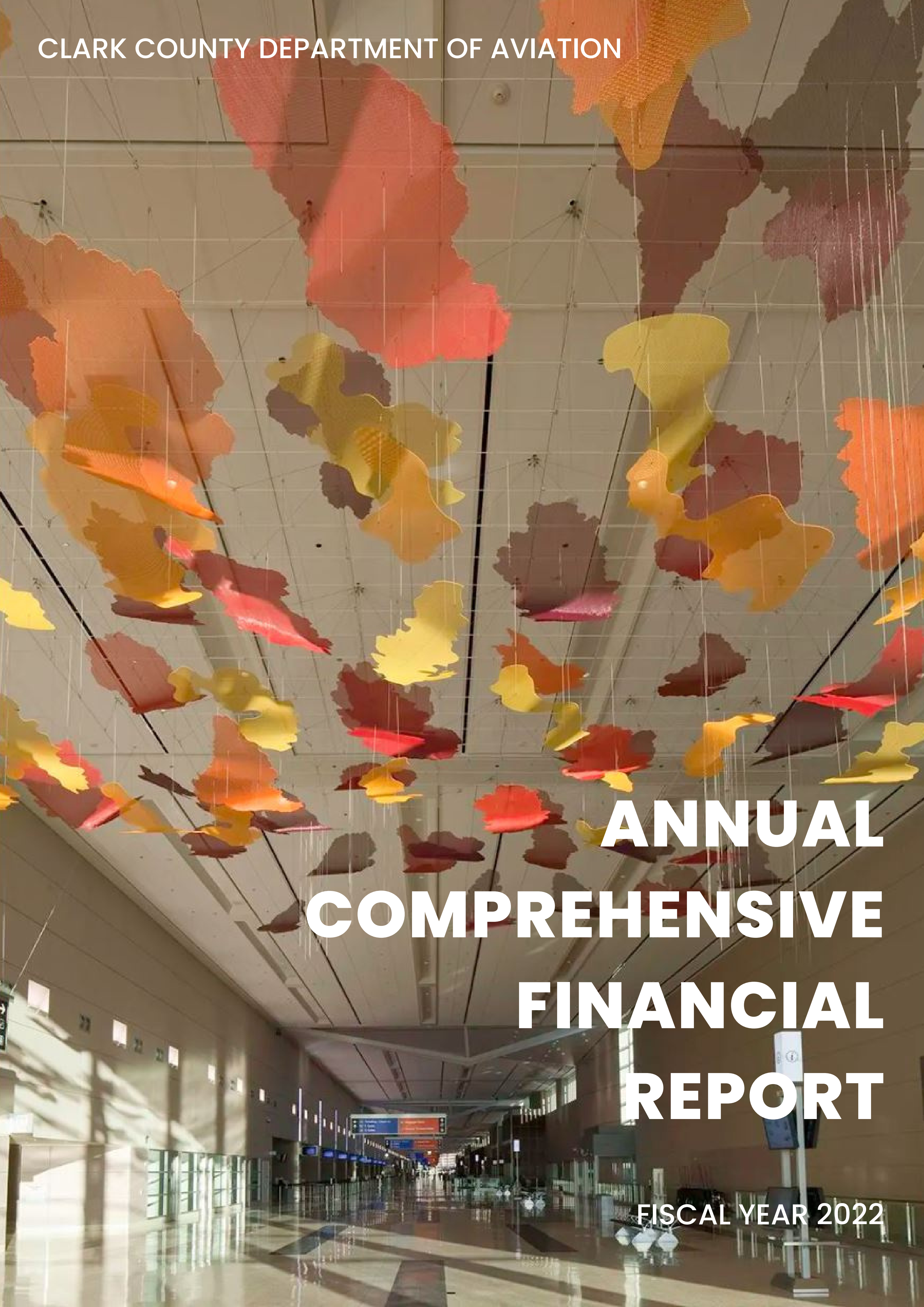
CLARK COUNTY DEPARTMENT OF AVIATION



ANNUAL COMPREHENSIVE FINANCIAL REPORT

FISCAL YEAR 2022

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Annual Comprehensive Financial Report

Clark County Department of Aviation

An Enterprise Fund of Clark County, Nevada

For the Fiscal Years Ended June 30, 2022 and 2021

Prepared by the Department of Aviation

Las Vegas, Nevada

CLARK COUNTY DEPARTMENT OF AVIATION

Clark County, Nevada

Clark County Board of Commissioners

James B. Gibson, Chair

Justin Jones, Vice Chair

Michael Naft

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Abigail Frierson, Deputy County Manager

Department of Aviation

Rosemary A. Vassiliadis, Director of Aviation

James Chrisley, Senior Director

Ralph LePore, Senior Director

Tina M. Frias, Senior Director

Joseph Piurkowski, Airport Chief Financial Officer

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Annual Comprehensive Financial Report
For the Fiscal Years Ended June 30, 2022 and 2021

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Introductory Section

Department of Aviation

ROSEMARY A. VASSILIADIS
DIRECTOR

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December 6, 2022

To the Board of County Commissioners and County Manager of Clark County, Nevada:

We are pleased to submit the Annual Comprehensive Financial Report (ACFR) of the Clark County Department of Aviation (Department) for the fiscal year ended June 30, 2022. These financial statements were audited, as required by Nevada Revised Statues §354.624, by Crowe LLP, independent certified public accountants.

The Department's management is responsible for the accuracy of the data presented in the financial statements, along with the completeness and fairness of the presentation, including all disclosures. To the best of our knowledge, and as indicated in the unmodified opinion of our independent auditors, this report fairly presents and fully discloses, in all material respects, the Department's financial position, results of operations, and cash flows in accordance with generally accepted accounting principles (GAAP) in the United States of America.

In developing and evaluating the Department's accounting system, consideration is given to the adequacy of internal controls. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute assurance, that the financial statements are free of any material misstatements. The Department's management believes the Department's internal control processes adequately safeguard assets and provide reasonable assurance that financial transactions are properly recorded.

Management's Discussion and Analysis, located in the Financial Section of the ACFR, should be read in conjunction with this Letter of Transmittal.

Reporting Entity

The Department is a single enterprise fund of Clark County, Nevada (County), and operates as a self-supporting entity. The seven-member Board of County Commissioners (Board) is responsible for governing the affairs of the Department. The Director of Aviation is appointed by the Board and reports directly to the County Manager. The Department is a self-supporting entity and is not subsidized by any tax revenues of the County.

The County owns, and the Department operates and maintains, the Harry Reid International Airport (Airport) and four general aviation airports. The Airport occupies approximately 2,800 acres and is located one mile from the Las Vegas Strip, which is the center of the Las Vegas gaming and entertainment industry. The Airport is one of the top ten busiest airports in North America in terms of passenger volume. The Department also operates the following general aviation airports: North Las Vegas Airport, Henderson Executive Airport, Jean Sports Aviation Center and Overton-Perkins Field. The North Las Vegas Airport is the second-busiest airport in the State of Nevada in terms of aircraft operations. The Henderson Executive Airport features a state-of-the-art terminal, private hangar facilities, and a Federal Aviation Administration control tower designed to meet the needs of the business aviation community.

The Jean Sports Aviation Center and Overton-Perkins Field are primarily used for recreational aviation purposes. All the airports operated and maintained by the Department are collectively referred to as the Airport System.

Clark County Board of Commissioners

James B. Gibson, Chair • Justin C. Jones, Vice Chair

Marilyn Kirkpatrick • William McCurdy II • Ross Miller • Michael Naft • Tick Segerblom

Economic Outlook

Passenger traffic at the Airport recovered swiftly in FY 2022 following the COVID-19 pandemic. During the month of June 2022, the Airport recorded a record number of enplaned passengers which totaled 2,344,686. In FY 2022, enplaned passenger counts significantly increased by 82% compared to FY 2021.

Large scale construction projects such as hotels and entertainment venues continue to progress within the Las Vegas area. The convention market and related activities and events are scheduled and returning to pre-pandemic levels. Las Vegas is scheduled to host large scale events such as the Formula 1 Las Vegas Grand Prix in November 2023 and the NFL Super Bowl in February 2024.

Financial Information

The Department's total operating revenues increased from $414.3 million in fiscal year 2021 to $510.7 million in fiscal year 2022, an increase of $96.4 million. The increase in operating revenues primarily is attributed to the increase in passenger traffic following the effects of the COVID-19 pandemic . Operating expenses for fiscal year 2022 were $224.2 million, which was $7.2 million less than prior fiscal year operating costs of $231.4 million. The reduction in operating expenses is primarily driven by the actuarial analysis performed to assist in determining the pension expense and the other post retirement benefits expense. These two expense categories saw a reduction of $29.3 million and $2.9 million, respectively, from FY 2021 to FY 2022. These decreases were offset by increases in all other categories of operating expenses driven by the increases in passenger traffic and activities in FY 2022. The Department remains committed to keeping the destination affordable to the airlines. Through these measures, the Department has kept the airline cost per enplaned passenger reasonable and consistent considering the current air travel environment. The airline cost per enplaned passenger was $6.68 for fiscal year 2022.

The Department is current on all its outstanding bond obligations and has made all scheduled debt service payments. The Department's bonds were issued to provide funding for capital assets to be acquired or constructed. As of June 30, 2022, the current bond proceeds available are anticipated to be used for airfield projects. The Department does not anticipate issuing any new debt to fund its current capital improvement plan. All outstanding bonds are secured by pledges of Airport System revenues, however, Passenger Facility Charge (PFC) bonds and Jet A bonds, are primarily secured by PFC and Jet A fuel tax revenues, respectively.

The Department's financial policies remained consistent in fiscal year 2022, in comparison to fiscal year 2021.

Award

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a *Certificate of Achievement for Excellence in Financial Reporting* to the Department for its ACFR for the fiscal year ended June 30, 2021, as well as for the fiscal year ended June 30, 2020. This was the 17th consecutive year that the Department has received this prestigious award. In order to be awarded a Certificate of Achievement, the Department must publish an easily readable and efficiency organized ACFR that meets both GAAP and applicable eligibility requirements. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA, to determine the Department's eligibility to receive a certificate for this ACFR.

Acknowledgments

The extraordinary success of the Department is a direct result of the leadership and support of the Board and the County Manager. The employees of the Department and the airlines, as well as the tenants of the Airport System, are also recognized for making a tremendous effort in promoting the success of the Airport System.

We thank the Board for its continuing support of the Department, for its efforts to conduct financial operations in a responsible and progressive manner, and for its commitment to making the Department a global leader in its industry.

The preparation of this report is the product of the dedicated service and professionalism of the staff of the Department's Finance Division. We also thank all other members of the Department's staff who contributed to the preparation of this report.

Sincerely submitted,

Rosemary A. Vassiliadis
Director of Aviation

Joseph M. Piurkowski
Airport Chief Financial Officer

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Clark County Department of Aviation

Nevada

For its Annual Comprehensive
Financial Report
for the Fiscal Year Ended

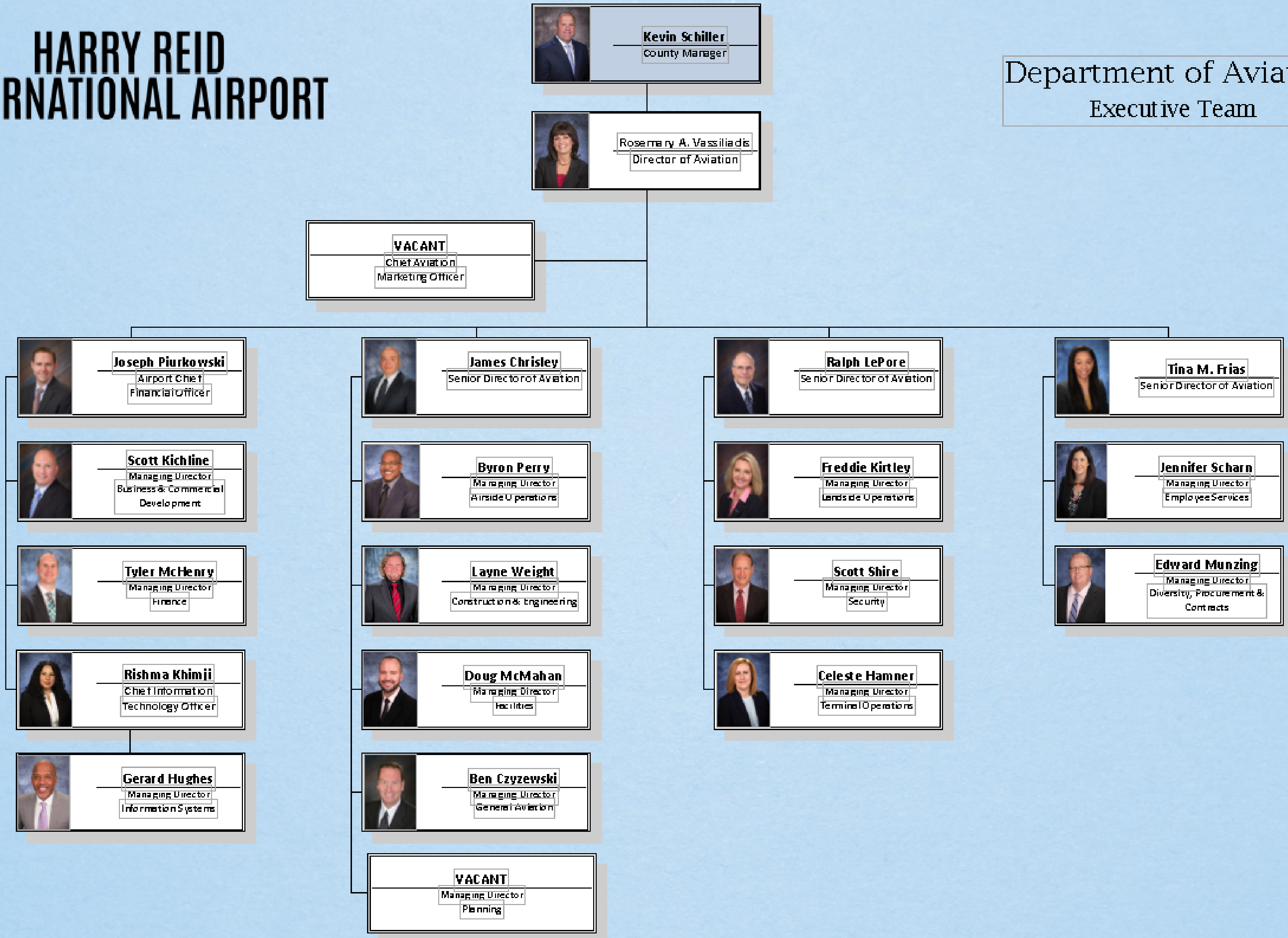
June 30, 2021

Christopher P. Morrill

Executive Director/CEO

HARRY REID INTERNATIONAL AIRPORT

Department of Aviation
Executive Team



Financial Section

INDEPENDENT AUDITOR'S REPORT

Board of County Commissioners
Clark County Department of Aviation
Las Vegas, Nevada

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Clark County Department of Aviation (the "Department"), an enterprise fund of Clark County, Nevada (the "County") as of and for the years ended June 30, 2022 and 2021 and the related notes to the 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 Department as of June 30, 2022 and 2021, and the respective changes in financial position and its cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits 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* (*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 Department, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. 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(a), the financial statements of the Department are intended to present the financial position, and the changes in financial position, and, where applicable, cash flows of only that portion of the County that is attributable to the transactions of the Department. They do not purport to, and do not, present fairly the financial position of the County, as of June 30, 2022 and 2021, and the changes in its financial position, or, where applicable, its cash flows for the years 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.

As discussed in Note 1 to the financial statements, during the year ended June 30, 2022, the Department adopted new accounting guidance, GASB Statement No. 87, *Leases*. The adoption resulted in recording a lease liability and corresponding right-of-use lease asset and lease receivables and corresponding deferred inflows of resources relating to leases. Net position as of June 30, 2021 and for the year then ended was restated by $595,000 as a result of adoption. Our opinion is not modified with respect to this matter.

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 Department'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, the schedule of proportionate share of net pension liability, schedule of defined benefit plan contributions, schedule of changes in the net other post employment benefit plan liability and related ratios, and schedule of other post employment benefit plan contributions – CCSF, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by 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 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 audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Department's basic financial statements. The schedule of airport revenue bond debt service coverage is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 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 schedule of airport revenue bond debt service coverage is 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 opinion on the basic financial statements does 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 December 6, 2022 on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Department'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 Department's internal control over financial reporting and compliance.

Crowe LLP

Crowe LLP

Costa Mesa, California
December 6, 2022

Introduction

The following is Management's Discussion and Analysis (MD&A) of the financial performance and activity of the Clark County Department of Aviation (Department). The MD&A provides an introduction to and understanding of the financial statements of the Department for the fiscal years (FYs) ended June 30, 2022 (FY 2022) and 2021 (FY 2021), with selected comparable data for the fiscal year ended June 30, 2020 (FY 2020). This section should be read in conjunction with the transmittal letter, financial statements, and notes, to gain a better understanding of the information presented in MD&A.

The Clark County Department of Aviation is a department of Clark County (County), a political subdivision of the State of Nevada. The Department, under the supervision of the Board of County Commissioners (Board) and the County Manager, is established to operate Harry Reid International Airport (Airport) and the four other general aviation facilities owned by the County (Airport System). The Airport System comprises the Airport , the eighth-busiest airport in North America by passenger volume in calendar year 2021; North Las Vegas Airport, which services general aviation activity and is the second-busiest airport in the State of Nevada by aircraft operations; Henderson Executive Airport, a premier corporate aviation facility that features a state-of-the-art terminal and private hangar facilities designed to meet the needs of the business aviation community; and Jean Sport Aviation Center and Overton-Perkins Field, which primarily are used for aviation-related recreational purposes.

The Department is a self-supporting entity that generates revenues from Airport System users to fund operating expenses and debt service requirements. Capital projects are funded by bond issuances, Passenger Facility Charges (PFCs), federal awards, and internally generated cash flows from operations. The Department is not subsidized by any tax revenues of the County.

Overview of Financial Statements

The Department's financial statements are prepared using the accrual basis of accounting; therefore, revenues are recognized when earned, and expenses are recognized when incurred.

The Statements of Net Position present information on all the Department's assets, deferred outflows of resources, liabilities, and deferred inflows of resources as of June 30, 2022 and 2021. The Statements of Revenues, Expenses, and Changes in Net Position present financial information showing how the Department's net position changed during the fiscal years ended June 30, 2022 and 2021. The Statements of Cash Flows relate the inflows and outflows of cash and cash equivalents as a result of the financial transactions that occurred during these two fiscal years, and also includes a reconciliation of operating income to net cash provided by operating activities.

Activity Highlights

Passenger traffic at the Airport recovered swiftly in FY 2022 following the COVID-19 pandemic. During the month of June 2022, the Airport recorded a record number of enplaned passengers which totaled 2,344,686. In FY 2022, enplaned passenger counts significantly increased by 82% compared to FY 2021. Passenger enplanements in FY 2022 totaled 24,025,401, compared to 13,187,187 in FY 2021, and 19,038,069 in FY 2020.

Aircraft landed weights in FY 2022 totaled 26,408,488 thousand pounds , compared to 17,839,131 thousand pounds in FY 2021 and 22,749,780 thousand pounds in FY 2020. The FY 2022 landed weights represent a 48% increase compared to FY 2021. The number of departures for domestic and international flights in FY 2022 totaled 217,136 compared to 149,370 in FY 2021 and 185,107 in FY 2020. The FY 2022 departures represent a 45% increase from FY 2021.

In October 2021, the Airport completed a renovation of Concourse C in the Terminal 1 building which included new fixtures to create additional space for passengers, updated flooring and additional amenities. The renovation costs totaled approximately $13.5 million. The Airport also reinitiated several major projects which were put on hold during the pandemic. These projects are concentrated on improving the following aspects of the Airport: security, the roadway system, the airfield, the circulation of passengers and the overall passenger experience.

Several airlines restarted their service in FY 2022 following restrictions and conditions brought on by the pandemic such as Air Canada, WestJet, Swoop, Flair, Virgin Atlantic, British Airways, Copa, KLM, Condor, Eurowings Discovery and Edelweiss. In addition, new airlines began flying routes in and out of the Airport in FY 2022 which include Avelo, Advanced Air, Southern Airways Express, and Breeze.

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) was signed into law to address repairs and maintenance needs for facilities and equipment, airport infrastructure, and air traffic facilities. The Department was awarded $45.7 million from the airport infrastructure program for federal FY 2022.

Financial Highlights

Net Position Summary

The following table summarizes assets, liabilities, deferred inflows and outflows of resources, and net position as of June 30 (in thousands):

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Assets and deferred outflows of resources:							
Current assets	$ 900,698	$ 864,737	$ 743,736	$ 35,961	4.2%	$ 121,001	16.3%
Capital assets, net	4,016,847	4,061,215	4,195,134	(44,368)	(1.1%)	(133,919)	(3.2%)
Other non-current assets	456,517	524,881	475,464	(68,364)	(13.0%)	49,417	10.4%
Total assets	5,374,062	5,450,833	5,414,334	(76,771)	(1.4%)	36,499	0.7%
Deferred outflows of resources	96,272	71,678	82,505	24,594	34.3%	(10,827)	(13.1%)
Total assets and deferred outflows of resources	$ 5,470,334	$ 5,522,511	$ 5,496,839	$ (52,177)	(0.9%)	$ 25,672	0.5%
Liabilities, deferred inflows of resources, and net position:							
Current liabilities	496,584	484,269	295,484	12,315	2.5%	188,785	63.9%
Non-current liabilities	2,869,851	3,215,716	3,586,702	(345,865)	(10.8%)	(370,986)	(10.3%)
Total liabilities	3,366,435	3,699,985	3,882,186	(333,550)	(9.0%)	(182,201)	(4.7%)
Deferred inflows of resources	217,961	140,887	87,302	77,074	54.7%	53,585	61.4%
Net position:							
Net investment in capital assets	1,169,570	951,423	937,167	218,147	22.9%	14,256	1.5%
Restricted	399,175	399,639	421,197	(464)	(0.1%)	(21,558)	(5.1%)
Unrestricted	317,193	330,577	168,987	(13,384)	(4.0%)	161,590	95.6%
Total net position	1,885,938	1,681,639	1,527,351	204,299	12.1%	154,288	10.1%
Total liabilities, deferred inflows of resources, and net position	$ 5,470,334	$ 5,522,511	$ 5,496,839	$ (52,177)	(0.9%)	$ 25,672	0.5%

Discussion of FY 2022 Net Position

Total net position for the Department as of June 30, 2022 was $1,885.9 million. This is an increase of $204.3 million from FY 2021. This can be primarily attributed to the following significant changes:

- Current assets
  - For FY 2022, current assets were $900.7 million, an increase of $36.0 million from FY 2021. The majority of this change was due to increases in investments classified as current assets, grants receivable, and other receivables, restricted. These increases were offset by decreases in cash and cash equivalents classified as current assets and accounts receivable. Investments classified as current assets increased $48.8 million from FY 2021 to FY 2022. These amounts represent investments which are restricted and available to be used for current obligations. The increase is reflective of the Department's treasury needs and timing of current obligations. Grant receivable increased $10.7 million from FY 2021 to FY 2022 which was attributable to the Department's timing of receivables from the Rescue Act grants. Other receivables, restricted increased $6.0 million from FY 2021 to FY 2022, with the majority of the change being due to the timing of the subsidy payments received related to the Department's Build America Bonds (BABs); see Note 8, "Long-Term Debt" for further detail regarding the BABs. Cash and cash equivalents decreased $26.7 million from FY 2021 to FY 2022. These decreases were driven by two land purchases the Department entered into in November and December of 2021 in the amounts of $55.0 million and $60.3 million, respectively. The acquired land is located adjacent to the Airport for future development. Total Accounts receivable, net decreased $1.7 million from FY 2021 to FY 2022. Decreases in receivables are attributable to reduction in Passenger Facility Charge receivable at year-end in FY 2022 compared to FY 2021.
- Other non-current assets
  - For FY 2022, other non-current assets were $456.5 million, a decrease of $68.4 million, from $524.9 million in FY 2021. The change is largely due to decreases in cash and cash equivalents classified as non-current assets, investments classified as non-current assets, and lease receivable classified as non-current assets. These decreases were offset by increases in the net other post employment benefits asset balance and derivative instruments - interest rate swaps. Cash and cash equivalents classified as non-current assets decreased $54.0 million from FY 2021 to FY 2022 which is primarily driven by the Department's treasury requirements for restricted cash associated with non-current obligations. Investments classified as non-current decreased $17.5 million. These investments represent investments which are restricted and available to be used for non-current obligations. The decrease is reflective of the Department's treasury needs and timing of non-current obligations. Lease receivable classified as non-current assets increased $13.2 million. The lease receivable represents the present value of lease payments expected to be received until the end of the lease term, and the net of lease revenue received and interest revenue is reduced from the lease receivable (Refer to Note 1 for additional information regarding the implementation of GASB 87). These decreases were offset by increases in the net other

post employment benefits and the interest rate swap derivative instruments. Interest rate swap derivative instruments increased $6.0 million from FY 2021 to FY 2022, resulting from the change in fair value of these instruments. The Department recorded a net other post employment benefits asset in FY 2022 of $24.7 million which was actuarially determined, an increase of $10.4 million from FY 2021.

- Capital assets
  - For FY 2022, capital assets, net of accumulated depreciation, were $4,016.8 million, a decrease of $44.4 million, from $4,061.2 million in FY 2021. This decrease was primarily due to depreciation and amortization of $196.7 million. Offsetting these expenses were capital expenditures of $152.3 million. Significant capital expenditures included the acquisition of land, the reconstruction of holding pad 8 and the north tear drop, and airport security cameras. Refer to Note 7, “Changes in Capital Assets,” for further detail.
- Current liabilities
  - For FY 2022, current liabilities were $496.6 million, an increase of $12.3 million, from $484.3 million in FY 2021. This change primarily relates to increases in rents received in advance and the current portion of accounts payable, accrued interest, offset by decreases in current portion of long term debt and other accrued expenses. Accounts payable increased $41.6 million from FY 2021 to FY 2022, driven by the timing of payments to vendors. Rents received in advance increased $7.0 million from FY 2021 to FY 2022, these increases were driven by the timing of payments received. Accrued interest increased $2.1 million from FY 2021 to FY 2022, largely due to the increase in interest rates during FY 2022. Other accrued expenses decreased $5.8 million from FY 2021 to FY 2022 mainly driven by the timing of the accrued payroll expense. The current portion of long term debt decreased $32.6 million from FY 2021 to FY 2022. This decrease is primarily driven by the termination of 2008 Series A-2, 2008 Series B-2, 2019 Series C, Series 2008 D-1, and 2017 Series D in FY 2022. Refer to Note 8 for additional information related to long-term debt activity.
- Non-current liabilities
  - Non-current liabilities in FY 2022 were $2,869.9 million, a decrease of $345.9 million, from $3,215.7 million in FY 2021. This change is primarily due to decreases in the non-current portion of long-term debt, net pension liability, non-current portion of lease liabilities, and derivative instruments - interest rate swaps. These decreases were offset by increases in the other non-current liabilities and total other post employment benefits liability. The non-current portion of long-term debt decreased $245.3 million, from FY 2021 to FY 2022, in accordance with the scheduled debt payments, amortization of bond premiums and discount, and the Series 2008 D-2 A general obligation bonds are classified as current due to the expiration of the related letter of credit. The Department intends to renew this letter of credit

before its expiration. Non-current portion of lease liability decreased $2.3 million. The lease payable represents the present value of lease payments expected to be paid until the end of the lease term, and the net of lease expense paid and interest expense is reduced from the lease payable. Net pension liability decreased $77.4 million which was driven by changes in the actuarilly determined assumptions used in measuring the liability; such changes are discussed in detail in Note 5. Further contributing to the overall decrease was a $27.0 million decrease in derivative instruments - interest rate swaps, which was driven by changes in the fair value of the interest rate swap portfolio. Offsetting these decreases was the other non-current liabilities increase of $3.6 million from FY 2021 to FY 2022, which is driven by the Department recording its estimates of employee compensated absences. Total other post employment benefits liability increased $2.6 million, which was driven by changes in the actuarially determined assumptions used in measuring the liability; such changes are discussed in detail in Note 6.

Discussion of FY 2021 Net Position

Total net position for the Department as of June 30, 2021 was $1,681.6 million. This is an increase of $154.3 million from FY 2020. This can be primarily attributed to the following significant changes:

- Current assets
  - For FY 2021, current assets were $862.3 million, an increase of $121.0 million from FY 2020. The majority of this change was due to increases in cash and cash equivalents as current assets and in accounts receivable. These increases were offset by decreases investments classified as current assets, grants receivable and other receivables. Cash and cash equivalents increased $188.6 million from FY 2020 to FY 2021. These increases were driven by completed land sales in FY 2021 as well as grant reimbursements received during the fiscal year. Accounts receivable, net increased $21.7 million from FY 2020 to FY 2021. Increases in receivables are attributable to increased passenger traffic and overall business activity in FY 2021 as compared to FY 2020. Lease receivable, current, increased $13.4 million from FY 2020 to FY 2021 after implementation of GASB 87. The lease receivable represents the present value of lease payments expected to be received until the end of the lease term, and the net of lease revenue received and interest revenue is reduced from the lease receivable. These increases were offset by decreases in investments classified as current assets of $66.7 million from FY 2020 to FY 2021. These decreases are driven by the treasury requirements for restricted investments needed to be available for current obligations. Grant receivable decreases $23.5 million from FY 2020 to FY 2021 which was driven by the timing of CARES Act receivables from year-end FY 2020 to FY 2021. Interest receivable decreased

$1.9 million, with the majority of the change being due to the decrease in overall interest rates. Other receivables decreased $3.9 million from FY 2020 to FY 2021, driven by the timing of Build America Bonds (BABs) subsidy payments which the Department had recorded a $5.1 million receivable at year-end FY 2020. These amounts within other receivables were offset by an increase of Jet-A Tax revenue receivable of $1.2 million from FY 2020 to FY 2021. Also, in FY 2020, the Department recorded a $6.3 million subsidy received from other County funds. No such subsidy was received in FY 2021.

- Other non-current assets
  - For FY 2021, other non-current assets were $524.9 million, a increase of $49.4 million, from $475.5 million in FY 2020. The change is largely due to increases in investments classified as non-current assets as well as increases in the net other post employment benefits asset balance and lease receivable. These increases were offset by decreases in cash and cash equivalents classified as non-current assets. Investments classified as non-current assets increased $41.7 million. These investments represent investments which are restricted and available to be used for non-current obligations. Interest rate swap derivative instruments increased $0.9 million from FY 2020 to FY 2021, resulting from the change in fair value of these instruments. Lease receivable increased by $34.2 million from FY 2020 to FY 2021, refer to Note 1 for additional information related to the implementation of GASB 87. The Department recorded a net other post employment benefits asset in FY 2021 of $14.3 million in accordance with accounting standards. No such asset was recorded in FY 2020. Cash and cash equivalents classified as non-current assets decreased $41.6 million from FY 2020 to FY 2021 which is primarily driven by the Department's treasury requirements for restricted cash associated with non-current obligations.
- Capital assets
  - For FY 2021, capital assets, net of accumulated depreciation, were $4,060.2 million, a decrease of $133.9 million, from $4,195.1 million in FY 2020. This decrease was primarily due to depreciation and amortization of $194.8 million combined with asset disposals and impairments of $14.2 million. These were offset by capital expenditures of $46.3 million. Significant capital expenditures included the continued modernization of the Terminal 1 C Concourse, boarding bridge refurbishments and apron repair and upgrades. Refer to Note 7, “Changes in Capital Assets,” for further detail. In FY 2021, the Department recorded a right of use asset - leased building of $28.7 million related to the implementation of GASB 87. Refer to Note 1 for additional information related to the implementation of GASB 87.
- Current liabilities
  - For FY 2021, current liabilities were $484.3 million, a increase of $188.8 million, from $295.5 million in FY 2020. This change primarily relates to increases in the current portion of long term debt, accounts

payable and other current liabilities and rents received in advance, offset by decreases in accrued interest and other accrued expenses. The current portion of long term debt increased $160.9 million from FY 2020 to FY 2021. This increase is driven by the reclassification of the Series 2008 A-2 and Series 2008 B-2 bonds to current for their early redemption on July 1, 2021. Also, Series 2008 D-1 bonds are classified as current for their early redemption in FY 2022. Series 2008 C-1 bonds are also classified as current, however, the Department did extend the termination date of the associated credit facility or find a replacement credit facility before June 2022. Accounts payable and other current liabilities increased $39.1 million from FY 2020 to FY 2021, driven by the timing of payments to vendors as well as the Department's efforts to decrease spending in the fourth quarter of FY 2020. Rents received in advance increased $4.2 million from FY 2020 to FY 2021, these increases were driven by the timing of payments received. Other accrued expenses increased $0.9 million driven by the recording of current lease liability in the amount of $1.8 million in FY 2021 (Refer to Note 1 for additional information related to the GASB 87 implementation), and offset a $1.1 million difference in the accrued payroll from FY 2020 to FY 2021 mainly driven by the timing of the accrued payroll expense between at year-end. These increases were offset by decreases in accrued interest which decreased $16.4 million from FY 2020 to FY 2021, largely due to the full redemption of the Series 2010 F-2 bonds as well as the refunding of several series of bonds during FY 2020. Refer to Note 8 for additional information related to long-term debt activity.

- Non-current liabilities
  - Non-current liabilities in FY 2021 were $3,215.7 million, a decrease of $371.0 million, from $3,586.7 million FY 2020. This change is primarily due to decreases in the non-current portion of long-term debt, as well as decreases in derivative instruments - interest rate swaps and lease payable. These decreases were offset by activities in the net pension liability. The non-current portion of long-term debt decreased $375.1 million, from FY 2020 to FY 2021, in accordance with the scheduled debt payments as well as the full redemption of the Series 2011 B-1 Bonds and Series 2010 F-2 PFC Bonds, in November 2019. The Series 2008 C-1 bonds were classified as current, however, the Department did extend the termination date of the associated credit facility before June 2022. Further contributing to the overall decrease was an $25.5 million decrease in derivative instruments - interest rate swaps, which was driven by changes in the fair value of the interest rate swap portfolio. Offsetting these decreases, the Department recorded a lease liability of $24.8 million in conjunction with the implementation of GASB 87 (Refer to Note 1 for additional details). Additionally, the net pension liability increased $5.6 million from FY 2020 to FY 2021, which is driven by changes in various pension actuarial assumptions; such changes are discussed in detail in Note 5.

Operating Revenue

The following table summarizes total operating revenue for the fiscal years ended June 30 (in thousands):

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Terminal building and use fees	135,890	$ 178,150	$ 188,664	$ (42,260)	(23.7%)	$ (10,514)	(5.6%)
Landing fees and other aircraft fees	28,441	30,837	43,379	(2,396)	(7.8%)	(12,542)	(28.9%)
Gate use fees	20,998	26,410	28,430	(5,412)	(20.5%)	(2,020)	(7.1%)
Terminal concession fees	75,176	31,249	58,999	43,927	140.6%	(27,750)	(47.0%)
Rental car facility and concession fees							
Rental car facility fees	34,265	24,225	29,888	10,040	41.4%	(5,663)	(18.9%)
Rental car concession fees	43,419	23,856	27,303	19,563	82.0%	(3,447)	(12.6%)
Parking and ground transportation fees							
Public and employee parking fees	52,694	32,153	34,392	20,541	63.9%	(2,239)	(6.5%)
Ground transportation fees	30,526	14,426	24,829	16,100	111.6%	(10,403)	(41.9%)
Gaming fees	53,085	23,063	28,606	30,022	130.2%	(5,543)	(19.4%)
Ground rents and use fees	24,298	21,446	24,146	2,852	13.3%	(2,700)	(11.2%)
Other							
General aviation fuel sales (net of cost)	6,797	3,985	4,517	2,812	70.6%	(532)	(11.8%)
Other operating income	5,089	4,525	4,680	564	12.5%	(155)	(3.3%)
	$ 510,678	$ 414,325	$ 497,833	$ 96,353	23.3%	$ (83,508)	(16.8%)

General Discussion of Operating Revenues

Aviation Revenues

Aviation revenues consist of terminal building and use fees, landing fees and other aircraft fees, and gate use fees. Effective July 1, 2020, the Department entered into an amendment to the Airline-Airport Use and Lease Agreement (Agreement) with airlines serving the Las Vegas market. The amendment, extended the terms of the Agreement through June 30, 2021 with extension options through June 30, 2030. The Agreement has currently been extended through June 30, 2026. The Agreement requires that the rates be set each fiscal year based on a residual rate-making approach of leased space. Refer to Note 1 for additional information related to the Agreement.

Terminal building and use fees

The majority of terminal building and use fees consist of signatory and non-signatory ticketing area fees, baggage system fees, baggage claim fees, common use fees, and fees from hold rooms, along with certain operation and storage areas. There is also a portion of terminal building and use fees that are collected from sources other than airlines.

Landing fees

Landing fees consist of fees charged per 1,000 lbs. of landed weight.

Gate use fees

Gate use fees consist of charges which are paid for leasing an individual gate or charges paid on a per turn basis for common use gates, as well as aircraft parking fees.

Non-Aviation Revenues

Non-aviation revenues consist of terminal concession fees, rental car facility fees, rental car concession fees, public and employee parking fees, ground transportation fees, gaming fees, ground rents and use fees, general aviation fuel sales, and other operating income.

Terminal concession fees

The largest source of non-aviation revenues is terminal concession fees, which are generated from an agreed percentage of gross sales from various concessionaire-related sources, including the food and beverage concessionaire, news and gift concessionaires, specialty retail outlets, advertising revenue, and passenger services revenue.

Rental car facility and concession fees

Rental car facility fees consist of building rental fees associated with the Airport Rent-A-Car Center (ARACC), which derive from the rental of operational space, as well as from the Customer Facility Charge (CFC). The CFC is a charge of $5.00 that car rental customers pay daily for each rented vehicle, which is collected by the car rental companies on behalf of the Airport System. Rental car concession fees consist of a percentage of gross sales from rental car concessionaires.

Parking and ground transportation fees

Public parking fees consist of fees collected from public parking provided at the Airport System and includes short-term, long-term, and valet parking, along with fees generated from employee parking. Ground transportation fees consist of percentage fees or trip charges paid to the Airport System by limousine operators, courtesy van operators, bus operators, taxicabs, along with transportation network companies (TNCs).

Gaming fees

Gaming fees are derived from the agreement with the Airport System's gaming provider, which provides that the Airport System receives a percentage of the net profits generated by gaming activity.

Ground rents and use fees

Ground rents and use fees include amounts charged by the Department to private hangar tenants, fixed- base operators, and concessionaires.

Other

General aviation fuel sales consist of jet fuel sales at the general aviation facilities. Other operating income consists of miscellaneous items, such as amounts collected in accordance with auctions of surplus property and various cost recoveries.

<u>Discussion of FY 2022 Operating Revenues</u>

Total operating revenues for the Department as of June 30, 2022 were $510.7 million, an increase of $96.4 million from FY 2022. This can be primarily attributed to the following significant changes:

- Terminal building and use fees
  - Terminal building and use fees decreased $42.3 million, from $178.2 million in FY 2021 to $135.9 million in FY 2022. This decrease was largely due to decreases in the terminal complex rental revenue of $41.4 million and the international passenger processing fees of $0.8 million. A blended terminal complex rental rate of Signatory and Non-signatory decreased by 21.2%.
- Landing fees and other aircraft fees
  - For FY 2022, revenues from landing fees and other aircraft fees were $28.4 million, a decrease of $2.4 million from $30.8 million in FY 2021. Landing fees decreased by $5.6 million from FY 2022 to FY 2021. The decrease is mainly related to the decrease in the landing fee rate. The blended landing fee rate of Signatory and Non-signatory decreased by 1.3%. This was offset with an increase in other aircraft fees of $3.2 million from FY 2022 to FY 2021 due to the 82% increase in passenger enplanements.

- Gate use fees
  - Gate use fees decreased $5.4 million from $26.4 million in FY 2020 to $21.0 million in FY 2022. A blended aircraft gate use rate of Signatory and Non-signatory decreased by 52.8% comparing FY 2022 to FY 2021.
- Rental car facility fees
  - Rental car facility fees increased $10.0 million from $24.2 million in FY 2021 to $34.3 million in FY 2022. Consolidated facility charge (CFC) revenue, which is driven by car rental transaction days, increased $10.0 million comparing FY 2022 to FY 2021. Transaction days increased 35.3% over the comparable period.
- Rental car concession fees
  - Rental car concession fees increased $19.6 million from $23.9 million in FY 2021 to $43.4 million in FY 2022. The majority of this change was due to increases in the utilization the ARACC following the end of the COVID-19 pandemic in FY 2021. The rental car tenants within the ARACC reported a 81.4% increase in gross receipts comparing FY 2022 to FY 2021.
- Public and employee parking fees
  - Public and employee parking fees increased $20.5 million, from FY 2021 to FY 2022. The majority of this change was due to increases in the utilization of public parking areas during the fiscal year, as well as an overall increase in the number of individuals working at the Airport terminals during the same period following the recovery from the COVID-19 pandemic. Passenger enplanements increased 82% in FY 2022.
- Ground transportation fees
  - Ground transportation fees increased $16.1 million, from FY 2021 to FY 2022. The majority of this change was due to a increase in fees derived from TNCs, which increased $10.5 million, an increase in fees derived from taxicab services which increased $3.6 million, an increase in fees derived from limousine operations which increased $1.3 million and an increase in fees derived from buses and courtesy vehicles of $0.7 million from FY 2021 to FY 2022. These increases were driven by higher passenger counts.
- Gaming fees
  - Gaming fees were $53.1 million in FY 2022, an increase of $30.0 million from $23.1 million in FY 2021. This increase can mainly be attributed to increases in passenger traffic; for FY 2022, enplaned passengers increased 82% from FY 2021 to FY 2022.

- Ground rents and use fees
  - Ground rents were $24.3 million in FY 2022, an increase of $2.9 million from $21.4 million in FY 2021. This increases were driven by increase of tie-down and hangar rental of $0.2 million, billboard rental of $3.1 million, and land rent private tenants of $0.3 million from FY 2021 to FY 2022. This offsets with a decrease in land rents fuel farm in the amount of $0.7 million from FY 2021 to FY 2022.
- General aviation fuel sales
  - The increase of $2.8 million is attributable to the increase in traffic and activity at the general aviation airports for FY 2022 as compared to FY 2021. Gallons of fuel sold at the general aviation airports comparing increased by 14.4%.

Discussion of FY 2021 Operating Revenues

Total operating revenues for the Department as of June 30, 2021 were $414.3 million, a decrease of $83.5 million from FY 2020. This can be primarily attributed to the following significant changes:

- Terminal building and use fees
  - Terminal building and use fees decreased $10.5 million, from $188.8 million in FY 2020 to $178.2 million in FY 2021. This decrease was largely due to decreases in the terminal complex rental revenue of $6.7 million and international passenger processing fees of $4.0 million. These decreases mainly relate to the declines in enplaned passengers during FY 2021 due to the COVID-19 pandemic.
- Landing fees and other aircraft fees
  - For FY 2021, revenues from landing fees and other aircraft fees were $30.8 million, a decrease of $12.5 million from $43.4 million in FY 2020. This decrease can mainly be attributed to the 21.6% decrease in total landed weights, from FY 2020 to FY 2021.
- Gate use fees
  - Gate use fees decreased $2.0 million from $28.4 million in FY 2020 to $26.4 million in FY 2021. The decrease was driven by the decrease in gate turns which decreased 36.7% comparing FY 2021 to FY 2020.
- Rental car facility fees
  - Rental car facility fees decreased $5.7 million from $27.3 million in FY 2020 to $24.2 million in FY 2021. Consolidated facility charge (CFC) revenue, which is driven by car rental transaction days, decreased $5.7 million comparing FY 2021 to FY 2020.

– Rental car concession fees
  - Rental car concession fees decreased $3.4 million from $30.0 million in FY 2020 to $23.9 million in FY 2021. The majority of this change was due to decreases in the utilization the rental car facility during the fiscal year due to the COVID-19 pandemic. The rental car tenants within the ARAAC reported a 5.6% decline in gross receipts comparing FY 2021 to FY 2020, this decline was offset by Sixt moving into the ARAAC in July 2021.

– Public and employee parking fees
  - Public and employee parking fees decreased $2.2 million, from FY 2020 to FY 2021. The majority of this change was due to decreases in the utilization of public parking areas during the fiscal year, as well as an overall decrease in the number of individuals working at the Airport terminals during the same period due to the COVID-19 pandemic. The decreases were offset by increases in parking fees effective February 2021.

– Ground transportation fees
  - Ground transportation fees decreased $10.4 million, from FY 2020 to FY 2021. The majority of this change was due to a decrease in fees derived from TNCs, which decreased $7.2 million, a decrease in fees derived from taxicab services which decreased $1.2 million, a decrease in fees derived from limousine operations which decreased $1.3 million and decreases in fees derived from buses and courtesy vehicles of $0.7 million from FY 2020 to FY 2021. The decreases in transportation fees directly reflect decreases in passenger traffic which was impacted by the COVID-19 pandemic.

– Gaming fees
  - Gaming fees were $23.1 million in FY 2021, a decrease of $5.5 million from $28.6 million in FY 2020. This decrease can mainly be attributed to decreases in passenger traffic; for FY 2021, enplaned passengers decreased 30.7% from FY 2020 to FY 2021.

Operating Expenses

The following table summarizes total operating expenses for the fiscal years ended June 30 (in thousands):

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Salaries and benefits	$ 100,780	$ 129,800	$ 151,420	$ (29,020)	(22.4%)	$ (21,620)	(14.3%)
Professional services	64,915	57,403	67,154	7,512	13.1%	(9,751)	(14.5%)
Utilities and communications	22,699	19,660	23,843	3,039	15.5%	(4,183)	(17.5%)
Repairs and maintenance	14,591	10,781	20,988	3,810	35.3%	(10,207)	(48.6%)
Materials and supplies	15,239	9,916	17,501	5,323	53.7%	(7,585)	(43.3%)
General administrative							
Administrative	2,848	1,489	3,261	1,359	91.3%	(1,772)	(54.3%)
Insurance	3,098	2,346	2,075	752	32.1%	271	13.1%
	$ 224,170	$ 231,395	$ 286,242	$ (7,225)	(3.1%)	$ (54,847)	(19.2%)

Discussion of FY 2022 Operating Expenses

For FY 2022, the Department's total operating expenses were $224.2 million, a decrease of $7.2 million from $231.4 million in FY 2021. This can be primarily attributed to the following significant changes:

- Salaries and benefits
  - Salaries and benefits decreased by $29.0 million from FY 2021 to FY 2022. A significant driver to the decrease is a decrease in pension expense. Pension expense was $29.9 million in FY 2021 vs $0.6 million in FY 2022 which is a decrease of $29.3 million. Pension expense is recorded based upon actuarial analysis. See Note 5, "Retirement System" for further details related to the assumptions used in estimating pension expense. In addition, OPEB expense decreased by $2.9 million and retirement contribution decreased by $1.2 million from FY 2021 to FY 2022. See Note 6, "Other Post Employment Benefits" for further detail. Lastly, health insurance expense decreased by $0.7 million in FY 2022. These decreases were offset with an increase in salaries and wages in the amount of $5.2 million. The increase is driven by a County paid bonus of $1,500 to all employees in FY 2022. In addition, the full time headcount increased by 0.3% from FY 2021 to FY 2022.
- Professional services
  - Professional services costs during FY 2022 increased by $7.5 million from FY 2021. The change in professional services costs is attributable to the recovery of COVID-19 pandemic where cost cutting strategies were in practice during FY 2021. The increase in professional service contracts is mainly attributable to the Department increasing the levels of scope of services as passengers returned.
- Utilities and communication
  - Utilities and communication costs during FY 2022 increased by $3.0 million from FY 2021. The change in utilities and communication costs is attributable to increases in electricity costs of $1.4 million as well as

increases in natural gas, water and waste disposal costs of $0.6 million, $0.5 million and $0.4 million, respectively. Increases in utility costs is a direct result of the Department reopening all of its facilities as passenger traffic returned from pandemic levels during FY 2022.

- Repairs and maintenance
  - Repairs and maintenance expense during FY 2022 increased by $3.8 million from FY 2021. The change in repairs and maintenance expense is attributable to an overall increase in general facility maintenance as the Department reopened all of its facilities following the COVID-19 pandemic as well as increases in third-party service contracts whose values directly related to the increase in passenger traffic during FY 2022.
- Materials and supplies
  - Materials and supplies expense increased $5.3 million from FY 2021 to FY 2022. The majority of this increase related to overall increases in the usage of general operating, electrical and office supplies. These increases were attributable to the increase in passenger and activity volumes which occurred in FY 2022.

Discussion of FY 2021 Operating Expenses

For FY 2021, the Department's total operating expenses were $231.4 million, an decrease of $54.8 million from $286.2 million in FY 2020. This can be primarily attributed to the following significant changes:

- Salaries and benefits
  - Salaries and benefits decreased by $21.6 million from FY 2020 to FY 2021. This majority of this change is due to an increase in salaries and wages of $12.4 million and employee benefits of $9.2 million. These decreases were driven by an average $12.5% lower full-time employee count in FY 2021 comparing to FY 2020. In May 2020, the County introduced a Voluntary Separation Program (VSP) which offered employees lump-sum payments and paid health insurance continuance as an incentive to voluntarily separate. Applications from employees were accepted from May 20, 2020 through July 6, 2020. Employees received VSP participation approvals from the Board on July 10, 2020 and were required to separate by August 7, 2020. A total of 93 employees participated from the Department.
- Professional services
  - Professional services costs during FY 2021 decreased by $9.8 million from FY 2020. The change in professional services costs is attributable to the overall costs of cutting strategy of the Department

during FY 2021 in response to COVID-19 pandemic. Additional professional service contracts decreased in usage in conjunction with the reduced passenger traffic experienced during FY 2021.

- Repairs and maintenance
  - Repairs and maintenance expense during FY 2021 decreased by 10.2 million from FY 2020. The change in repairs and maintenance expense is attributable to an overall decrease in facility maintenance projects as well as decreases in third-party service contracts whose values directly related to the reduction in passenger traffic during FY 2021.
- Materials and supplies
  - Materials and supplies expense decreased $7.6 million from FY 2020 to FY 2021. The majority of this decrease related to overall decreases in the usage of general operating, electrical and office supplies. These reductions were attributable to the decline in passenger and activity volumes which occurred in FY 2021.

Non-Operating Revenues and Expenses

The following table summarizes non-operating revenues and expenses for the fiscal years ended June 30 (in thousands):

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Passenger Facility Charge revenue	$ 94,026	$ 58,899	$ 70,640	$ 35,127	59.6%	$ (11,741)	(16.6%)
Jet A Fuel Tax revenue	15,708	8,242	9,676	7,466	90.6%	(1,434)	(14.8%)
Interest and investment (loss) income							
Unrestricted	(21,127)	5,934	17,805	(27,061)	(456.0%)	(11,871)	(66.7%)
Restricted	(7,301)	(284)	12,918	(7,017)	2,470.8%	(13,202)	(102.2%)
PFC	(1,688)	(846)	4,563	(842)	99.5%	(5,409)	(118.5%)
Unrealized gain (loss) on investments - derivative instruments	20,981	20,276	(21,513)	705	3.5%	41,789	(194.2%)
Interest expense	(94,050)	(99,125)	(122,953)	5,075	(5.1%)	23,828	(19.4%)
Net gain (loss) from disposition of capital assets	39,103	(2,653)	76	41,756	(1,573.9%)	(2,729)	(3,590.8%)
Other non-operating revenue, net	2,805	7,853	16,972	(5,048)	(64.3%)	(9,119)	(53.7%)
ARPA Grants	9,695	—	—	9,695	100.0%	0	0.0%
CRRSA Grants	39,728	36	—	39,692	110,255.6%	36	100.0%
CARES Act Airport Grant	—	147,193	48,657	(147,193)	202.5%	98,536	202.5%
	$ 97,880	$ 145,525	$ 36,841	$ (47,645)	(32.7%)	$ 108,684	295.0%

Discussion of FY 2022 Non-Operating Revenues/Expenses

For FY 2022, net non-operating revenue decreased $47.6 million, from $145.5 million net non-operating revenue in FY 2021 to $97.9 million net non-operating revenue in FY 2022. This can primarily be attributed to the following significant changes:

- Passenger Facility Charge revenue
  - Passenger Facility Charge revenue increased $35.1 million in FY 2022 compared to FY 2021. The increase is attributable to the increase in overall passenger activity during FY 2022 driven by the COVID-19 pandemic recovery. Passenger enplanements increased 82% in FY 2022 compared to FY 2021.
- Jet A Fuel Tax Revenue
  - Jet A Fuel Tax revenue increased $7.5 million in FY 2022 compared to FY 2021. The increase is attributable to the additional one-cent per gallon tax collected increase which went into effect on July 1, 2021 and was approved by the Board on June 15, 2021.
- Unrestricted interest and investment (loss) income
  - Unrestricted interest and investment income decreased $27.1 million in FY 2022 compared to FY 2021 which recorded $5.9 million income and can be attributed mainly to significant decreases in the fair market value of investments.
- Restricted interest and investment loss
  - Restricted interest and investment loss recognized a $7.3 million loss in FY 2022 compared to FY 2021 which recorded $0.3 million loss and can be attributed mainly to decreases in the fair market value of investments.
- PFC interest and investment loss
  - PFC interest and investment loss recognized $0.8 million additional loss in FY 2022 compared to FY 2021 which recorded $0.8 million loss and can be attributed mainly to decreases in the fair market value of investments.
- Unrealized gain (loss) on investments – derivative instruments
  - The Department’s unrealized gain on investments – derivative instruments increased from $20.3 million in FY 2021 to $21.0 million in FY 2022. The increase is attributable to fair value changes in investment derivative instruments from FY 2021 to FY 2022.
- Interest expense
  - Interest expense on the Department's outstanding bonds and interest rate swaps decreased by $5.1 million, to $94.1 million in FY 2022 from $99.1 million in FY 2021. The decrease is mainly driven by the

termination of 2008 Series A-2, 2008 Series B-2, 2019 Series C, Series 2008 D-1, and 2017 Series D in FY 2022 and early redemption of the Series 2008D-1 in January 2022 as well as scheduled debt service pay downs; see Note 8, "Long Term Debt" for further detail.

- Net gain (loss) from disposition of capital assets
  - Net gain from the disposition of capital assets was $39.1 million in FY 2022 compared to a net loss of $2.7 million in FY 2021. The Department realized $38.9 million related to land sales in FY 2022 as compared to $9.6 million in the comparable to FY 2021. In FY 2021, the Department recorded impairment charges of $13.3 million, no such charges recorded in FY 2022.
- Other non-operating revenue, net
  - Other non-operating revenue decreased by $5.0 million for FY 2022 vs FY 2021. This decrease is attributable to an increase in fees incurred related to land auction, appraisal, and land publication in the amount of $5.0 million as compared to FY 2021.
- ARPA Grants
  - In FY 2022, the Department recognized $9.7 million in non-operating revenue subsidy from the ARPA Grants. Refer to Note 1 for additional information related to this subsidy.
- CRRSA Airport Grant
  - In FY 2022, the Department recognized $39.7 million in non-operating revenue subsidy from the CRRSA Grants. Refer to Note 1 for additional information related to this subsidy.

Discussion of FY 2021 Non-Operating Revenues/Expenses

For FY 2021, net non-operating revenue increased $108.7 million, from $36.8 million net non-operating expense in FY 2020 to $145.5 million net non-operating revenue in FY 2021. This can primarily be attributed to the following significant changes:

- Passenger Facility Charge revenue
  - Passenger Facility Charge revenue decreased $11.7 million in FY 2021 compared to FY 2020. The decrease is attributable to the decrease in overall passenger activity during FY 2021 driven by the COVID-19 pandemic. Passenger enplanements decreased 30.7% in FY 2021 compared to FY 2020.

- Jet A Fuel Tax Revenue
  - Jet A Fuel Tax revenue decreased $1.4 million in FY 2021 compared to FY 2020. This decrease is attributable to the decline in aircraft activity at all locations in the Airport System during FY 2021 due to COVID-19 pandemic.
- Unrestricted interest and investment income
  - Unrestricted interest income decreased $11.9 million in FY 2021 compared to FY 2020 and can be attributed to a decreased rate of return on investments offsetting with an increase of $1.3 million due to the implementation of GASB 87 in FY 2021. Refer to Note 1 for additional information related to the implementation of GASB 87.
- Restricted interest and investment (loss) income
  - Restricted interest and investment income decreased $13.2 million in FY 2021 compared to FY 2020 and can be attributed mainly to significant decreases in the rate of return on investments.
- PFC interest and investment (loss) income
  - PFC interest and investment income decreased $5.4 million in FY 2021 compared to FY 2020 and can be attributed mainly to significant decreased rate of return on investments.
- Unrealized gain (loss) on investments – derivative instruments
  - The Department's unrealized gain (loss) on investments – derivative instruments increased from a loss of $21.5 million in FY 2020 to a gain of $20.3 million in FY 2021. The increase is attributable to fair value changes in investment derivative instruments from FY 2020 to FY 2021.
- Interest expense
  - Interest expense on the Department's outstanding bonds and interest rate swaps deceased by $23.8 million, to $99.1 million in FY 2021 from $123.0 million in FY 2020. The majority of this decrease relates to interest savings and changes in bond premium amortizations, resulting from refundings and early terminations of debt that occurred during the past 24 months as well as scheduled debt service pay downs; see Note 8, "Long Term Debt" for further detail. It offsets with an increase of $0.8 million due to the implementation of GASB 87 in FY 2021. Refer to Note 1 for additional information related to the implementation of GASB 87.
- Net (loss) gain from disposition of capital assets
  - Net loss from the disposition of capital assets was a net loss of $2.7 million in FY 2021 compared to a net gain of $0.1 million in FY 2020. During FY 2021, the Department recorded an impairment of construction in progress projects which have been ceased or modified in the amount of $13.3 million. There were no impairment charges recorded in FY 2020. The impairment charges were offset by $9.6 million gain on sale of land.

- Other non-operating revenue
  - Other non-operating revenue decreased by $9.1 million in FY 2021 compared to FY 2020. FY 2020 balances included $6.7 million subsidy from other County funds as the Department did not receive a subsidy from other County funds in FY 2021. In addition, professional fees related to land sales in the amount of $2.4 million were recognized in FY 2021, wherein in FY 2020 the Department did not record any such associated fees.
- CARES Act Airport Grant
  - In FY 2021, the Department recognized $147.2 million in non-operating revenue subsidy from the CARES Act. Refer to Note 1 for additional information related to this subsidy.

Capital Contributions

The following table summarizes capital contributions for the fiscal years ending in June 30 (in thousands):

	2022	2021	2020	Change 2022 vs 2021		Change 2021 vs 2020	
Capital Contributions	$ 16,650	$ 20,590	$ 23,030	$ (3,940)	(19.1%)	$ (2,440)	(10.6%)

Discussion of FY 2022 Capital Contributions

Capital contributions during FY 2022 decreased by $3.9 million from FY 2022. The Department recorded $13.0 million in capital contributions related to amounts reimbursable from the FAA compared to $18.8 million in FY 2021, an decrease of $5.8 million. The FAA grants represent the Department's portion of entitlement funds allocated to airports in the United States, based on an enplanement formula, in addition to discretionary grants obtained by the Department. The major FAA grant-funded projects in FY 2022, for which the Department received reimbursement, included a holding pad improvements project as well as apron rehabilitation. The Department also received $3.6 million in donations related to the airport name change fund during FY 2022 which is an increase of $2.6 million from FY 2021. The Department recognized $0.8 million related to the security camera system upgrade project under TSA OTAs in FY 2021 while no subsidy related to TSA OTAs was recorded in FY 2022.

Discussion of FY 2021 Capital Contributions

Capital contributions during FY 2021 decreased by $2.4 million from FY 2020, the decrease is driven by decreases in Transportation Security Administration (TSA) other transaction agreement (OTA) activity offset by increases in FAA grant activity. The Department recognized $0.8 million related to the security camera system upgrade project under TSA OTAs in FY 2021, in FY 2020, the Department recognized $11.1 million under TSA OTAs which represents a decrease of $10.3 million.

The Department recorded $18.8 million in capital contributions related to amounts reimbursable from the FAA compared to $11.9 million in FY 2020, an increase of $6.9 million. The FAA grants represent the Department's portion of entitlement funds allocated to airports in the United States, based on an enplanement formula, in addition to discretionary grants obtained by the Department. The major FAA grant-funded projects in FY 2021, for which the Department received reimbursement, included a holding pad improvements project as well as apron rehabilitation.

The Department also received $1.0 million in donations related to the airport name change fund during FY 2021.

Change in Net Position and Ending net position

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Change in net position	$ 204,299	$ 154,288	$ 80,813	$ 50,011	32.4%	$ 73,475	90.9%
Ending net position	1,885,938	1,681,639	1,527,351	204,299	12.1%	154,288	10.1%

The change in net position is comprised of the changes in operating revenues, operating expenses, non-operating revenues and expenses, capital contributions and capital asset activity. Refer to commentary throughout the MD&A for additional details related to these changes.

Outstanding Debt

The following table summarizes outstanding debt obligations for the fiscal years ended in June 30 (in thousands):

				Change			
	2022	2021	2020	2022 vs 2021		2021 vs 2020	
Senior lien bonds	$ 754,995	$ 778,630	$ 825,505	$ (23,635)	(3.0%)	$ (46,875)	(5.7%)
Subordinate lien bonds	1,301,395	1,460,220	1,453,870	(158,825)	(10.9%)	6,350	0.4%
PFC bonds	466,615	519,040	576,355	(52,425)	(10.1%)	(57,315)	(9.9%)
Junior subordinate lien and Jet A bonds	180,450	185,985	307,785	(5,535)	(3.0)%	(121,800)	(39.6%)
General obligation bonds	76,020	76,020	76,020	—	— %	—	—%
Total bonded debt principal outstanding	2,779,475	3,019,895	3,239,535	(240,420)	(8.0%)	(219,640)	(6.8%)
Unamortized premiums	200,784	237,251	230,811	(36,467)	(15.4%)	6,440	2.8%
Unamortized discounts	(8,046)	(9,051)	(10,059)	1,005	(11.1%)	1,008	(10.0%)
Imputed debt from termination of hedges	—	1,961	3,923	(1,961)	(100.0%)	(1,962)	(50.0%)
Current portion of long term debt	(302,725)	(335,290)	(174,380)	32,565	(9.7%)	(160,910)	92.3%
Total outstanding long-term debt obligations	$ 2,669,488	$ 2,914,766	$ 3,289,830	$ (245,278)	(8.4%)	$ (375,064)	(11.4%)

Discussion of FY 2022 Debt

Total outstanding bonded debt for FY 2022 was $2,779.5 million, a decrease of $240.4 million, from $3,019.9 million in FY 2021. The decrease was primarily related to scheduled principal payments made during FY 2022. (Refer to Note 8 for additional information related to the outstanding debt and refunding transactions executed in FY 2022). A portion of the outstanding debt during FY 2022 was at a naturally or synthetically fixed interest rate debt, due to interest rate swap agreements. Refer to Note 9 for further detail regarding the Department's swap portfolio.

On May 13, 2022, S&P Global Ratings raised its long-term rating and underlying rating to AA- from A+ on the Department's senior airport system bonds and raised to A+ from A the long-term rating and underlying rating on the Department's subordinate lien debt and PFC revenue debt, the junior-subordinate lien, and the underlying rating on the jet aviation fuel tax bonds. Refer to Note 8 for further detail regarding long-term debt obligations.

Discussion of FY 2021 Debt

Total outstanding bonded debt for FY 2021 was $3,019.9 million, a decrease of $219.6 million, from $3,239.5 million in FY 2020. The decrease was primarily related to scheduled principal payments made during FY 2021. (Refer to Note 8 for additional information related to the outstanding debt and refunding transactions executed in FY 2021).

A portion of the outstanding debt during FY 2021 was at a naturally or synthetically fixed interest rate debt, due to interest rate swap agreements. Refer to Note 9 for further detail regarding the Department's swap portfolio.

On November 5, 2020, S&P Global Ratings lowered it's long-term rating and underlying rating to A+ from AA- on the Department's senior airport system bonds and lowered to A from A+ the long-term rating and underlying rating on the Department's subordinate lien debt and PFC revenue debt, the junior-subordinate lien, and the underlying rating on the jet aviation fuel tax bonds. Refer to Note 8 for further detail regarding long-term debt obligations.

Looking Forward

Each fiscal year, the Department updates its five-year capital improvement plan. The Department's current, comprehensive five-year capital improvement plan, includes projects funded by bonds, notes, and federal awards. The Signatory Airlines serving the Department have input into all major projects in the capital improvement plan. The capital improvement account consists of the Department's gaming revenue, the net cash flow from the Airport Rent-A-Car Center, and net operating cash flows. Based on the current five-year projection, it is anticipated that future gaming revenues and future cash flows from the rental car facility, along with existing funds, federal grant awards, and federal reimbursements, will adequately fund the capital improvement account requirements.

As the Department's activities appear very recovered from the COVID-19 pandemic in FY 2022, more airlines are anticipated to restart or have already started to use the Airport such as Korean Air and Atlas Air. Also, the Airport anticipates hosting many large event passengers in the near future as more events are scheduled to be hosted at Allegiant Stadium, including the Super Bowl in February 2024. Las Vegas will also host Formula 1's Las Vegas Grand Prix in November 2023. Las Vegas also expects the opening of the entertainment venue the Sphere in 2023 which will also be hosting additional special entertainment and events.

Additional Information

This financial report is designed to provide a general overview of the Department's finances. For questions about this report or for additional financial information, please contact the Finance Division, Clark County Department of Aviation, at P.O. Box 11005, Las Vegas, NV 89111-1005. Financial and statistical information for the Department may also be found at www.harryreidairport.com.

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Statements of Net Position
June 30, 2022 and 2021

Assets and Deferred Outflows of Resources	2022 (000)	2021 * (000)
Assets		
Current assets:		
Cash and cash equivalents	$ 638,422	$ 656,339
Cash and cash equivalents, restricted	89,339	98,152
Investments, restricted	61,970	13,124
Accounts receivable, net of allowance of $457 and $834	51,174	50,801
Accounts receivable, restricted	10,570	12,670
Interest receivable	1,295	1,500
Interest receivable, restricted	643	484
Grants receivable, restricted	15,360	4,622
Lease receivable	13,296	13,390
Other receivables, restricted	7,860	1,907
Inventories	9,308	9,615
Prepaid expenses and other	1,461	2,133
Total current assets	900,698	864,737
Non-current assets:		
Capital assets:		
Capital assets not being depreciated		
Construction in progress	43,163	39,228
Land	706,973	591,636
Land, restricted	13,018	13,018
Perpetual avigation easement	332,562	332,562
Capital assets being depreciated/amortized		
Land improvements	1,798,565	1,776,980
Buildings and improvements	3,706,530	3,712,859
Furniture and fixtures	36,835	41,198
Machinery and equipment	633,701	616,513
Right of use - leased building	28,686	28,686
	7,300,033	7,152,680
Accumulated depreciation/amortization	(3,283,186)	(3,091,465)
Capital assets, net	4,016,847	4,061,215
Other non-current assets:		
Cash and cash equivalents, restricted	319,700	373,691
Investments, restricted	82,268	99,723
Net other post employment benefits asset, restricted	24,683	14,322
Derivative instruments - interest rate swaps	8,861	2,831
Lease receivable	20,872	34,154
Prepaid expenses	133	160
Total other non-current assets	456,517	524,881
Total non-current assets	4,473,364	4,586,096
Total assets	5,374,062	5,450,833
Deferred outflows of resources:		
Pension	60,564	23,881
Other post employment benefits	20,089	20,428
Hedging derivative instruments	1,040	8,084
Losses on bond refundings and on imputed debt	14,579	19,285
Total deferred outflows of resources	96,272	71,678
Total assets and deferred outflows of resources	$ 5,470,334	$ 5,522,511

*Refer to Note 1 "Accounting Changes and Restatement"

Statements of Net Position
June 30, 2022 and 2021

See accompanying notes to financial statements.

Liabilities, Deferred Inflows of Resources, and Net Position	2022 (000)	2021 * (000)
Liabilities:		
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable and other current liabilities	$ 91,514	$ 55,047
Other accrued expenses	16,068	21,905
Rents received in advance	14,123	7,139
Total payable from unrestricted assets	121,705	84,091
Payable from restricted assets:		
Accounts payable and other current liabilities	9,942	4,776
Accrued interest	62,212	60,112
Current portion of long-term debt	302,725	335,290
Total payable from restricted assets	374,879	400,178
Total current liabilities	496,584	484,269
Noncurrent liabilities:		
Payable from unrestricted assets:		
Net pension liability	106,501	183,948
Total other post employment benefits liability	42,296	39,741
Derivative instruments - interest rate swaps	20,315	47,334
Long term lease liabilities	22,518	24,772
Other non-current liabilities	8,733	5,155
Total payable from unrestricted assets	200,363	300,950
Payable from restricted assets:		
Long-term debt, net of current portion	2,669,488	2,914,766
Total payable from restricted assets	2,669,488	2,914,766
Total noncurrent liabilities	2,869,851	3,215,716
Total liabilities	3,366,435	3,699,985
Deferred inflows of resources:		
Pension	99,499	11,022
Other post employment benefits	72,451	73,187
Hedging derivative instruments	7,308	2,285
Leases	32,636	46,269
Unamortized gain on bond refundings	6,067	8,124
Total deferred inflows of resources	217,961	140,887
Net position:		
Net investment in capital assets	1,169,570	951,423
Restricted for:		
Capital projects	61,613	38,693
Debt service	248,505	280,300
Other	89,057	80,646
Total restricted	399,175	399,639
Unrestricted	317,193	330,577
Total net position	1,885,938	1,681,639
Total liabilities, deferred inflows of resources, and net position	$ 5,470,334	$ 5,522,511

*Refer to Note 1 "Accounting Changes and Restatement"

See accompanying notes to financial statements.

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Statements of Revenues, Expenses, and Changes in Net Position
For the Fiscal Years Ended June 30, 2022 and 2021

	2022 (000)	2021 * (000)
Operating revenues:		
Terminal building and use fees	$ 135,890	$ 178,150
Landing fees and other aircraft fees	28,441	30,837
Gate use fees	20,998	26,410
Terminal concession fees	75,176	31,249
Rental car facility and concession fees	77,684	48,081
Parking and ground transportation fees	83,220	46,580
Gaming fees	53,085	23,063
Ground rents and use fees	24,298	21,446
Other	11,886	8,509
	510,678	414,325
Operating expenses:		
Salaries and benefits	100,780	129,800
Professional services	64,915	57,403
Repairs and maintenance	14,591	10,781
Utilities and communication	22,699	19,660
Materials and supplies	15,239	9,916
General administrative	5,946	3,835
	224,170	231,395
Operating income before depreciation and amortization	286,508	182,930
Depreciation and amortization	196,739	194,757
Operating income (loss)	89,769	(11,827)
Non-operating revenues (expenses):		
Passenger Facility Charge	94,026	58,899
Jet A Fuel Tax	15,708	8,242
Interest and investment (loss) income	(9,135)	25,080
Interest expense	(94,050)	(99,125)
Net gain (loss) from disposition of capital assets	39,103	(2,653)
Other non-operating revenue	2,805	7,853
ARPA Act Airport Grant	9,695	—
CRRSA Act Airport Grant	39,728	36
CARES Act Airport Grant	—	147,193
	97,880	145,525
Income before capital contributions	187,649	133,698
Capital contributions	16,650	20,590
Change in net position	204,299	154,288
Net position, beginning of year*	1,681,639	1,527,351
Net position, end of year	$ 1,885,938	$ 1,681,639

*Refer to Note 1 "Accounting Changes and Restatement"

See accompanying notes to financial statements.

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Statements of Cash Flows
For the Fiscal Years Ended June 30, 2022 and 2021

	2022 (000)	2021 * (000)
Cash flows from operating activities:		
Cash received from customers	$ 517,997	$ 406,816
Cash paid to employees	(138,276)	(128,979)
Cash paid to outside vendors	(85,584)	(64,542)
Net cash provided by operating activities	294,137	213,295
Cash flows from non-capital financing activities:		
Federal grants and reimbursements received	37,149	173,377
Cash flows from capital and related financing activities:		
Collateralized agreements with swap counterparties	5,570	430
Passenger Facility Charges received	96,126	47,758
Jet A Fuel Tax received	14,868	7,002
Reimbursement from County funds	—	6,288
Acquisition and construction of capital assets	(152,321)	(46,256)
Federal grants and reimbursements received	14,570	16,987
Bond refunding proceeds	—	1,345
Proceeds from capital asset disposal	31,682	9,174
Donations received for airport name change	3,616	1,000
Build America Bonds subsidy	5,113	15,328
Debt service payments:		
Principal	(240,420)	(174,380)
Interest	(126,233)	(152,746)
Lease liabilities	(1,863)	(1,979)
Net cash used in capital and related financing activities	(349,292)	(270,049)
Cash flows from investing activities:		
Interest and investment income (paid) received	(31,324)	5,401
Proceeds from maturities of investments	210,340	177,083
Purchase of investments	(241,731)	(152,098)
Net cash (used in) provided by investing activities	(62,715)	30,386
(Decrease) increase in cash and cash equivalents	(80,721)	147,009
Cash and cash equivalents, beginning of year	1,128,182	981,173
Cash and cash equivalents, end of year	$ 1,047,461	$ 1,128,182
Cash and cash equivalent balances:		
Unrestricted cash and cash equivalents	$ 638,422	$ 656,339
Restricted cash and cash equivalents	409,039	471,843
Cash and cash equivalents, end of year	$ 1,047,461	$ 1,128,182

*Refer to Note 1 "Accounting Changes and Restatement"

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Statements of Cash Flows
For the Fiscal Years Ended June 30, 2022 and 2021

See accompanying notes to financial statements.

Reconciliation of operating income (loss) to net cash provided by operating activities:		2022 (000)		2021 * (000)
Operating income (loss)	$	89,769	$	(11,826)
Adjustments to reconcile income from operations to net cash from operating activities:				
Depreciation and amortization		196,739		194,757
Changes in operating assets and liabilities:				
Accounts receivable		(374)		(10,510)
Other receivables		221		105
Inventory		306		997
Prepaid expenses		451		(649)
Lease receivables		13,375		(8,341)
Net other post employment benefits asset		(10,362)		(14,322)
Deferred outflows - pension		(36,683)		5,233
Deferred outflows - other post employment benefits		339		(4,302)
Accrued payroll and benefits		(3,640)		(439)
Accounts payable and other accrued expenses		36,803		36,585
Rents received in advance		6,984		4,234
Deposits		991		57
Net pension liability		(77,447)		5,588
Net other post employment benefits liability		2,555		(129)
Deferred inflows - pension		88,478		(5,350)
Deferred inflows - other post employment benefits		(736)		14,543
Deferred inflows - Leases		(13,632)		7,064
Net cash provided by operating activities	$	294,137	$	213,295
Non-cash capital and related financing and investing activities:				
Capital asset additions with outstanding accounts payable	$	5,426	$	4,762
Gain on investments - investment derivative instruments	$	20,981	$	20,276
(Loss) gain on investments - other investments	$	(30,350)	$	8,301
Refunding bond payments made in escrow account	$	—	$	241,840

*Refer to Note 1 "Accounting Changes and Restatement"

See accompanying notes to financial statements.

1.) SUMMARY OF SIGNIFICANT ACCOUNTING AND REPORTING POLICIES

(a) Reporting Entity

The Clark County Department of Aviation (Department) is a department of Clark County (County), a political subdivision of the State of Nevada. The Department, under the supervision of the Board of County Commissioners (Board) and the County Manager, is established to operate Harry Reid International Airport (Airport) and the four other general aviation facilities owned by the County: North Las Vegas Airport, Henderson Executive Airport, Jean Sport Aviation Center, and Overton-Perkins Field (all collectively referred to as the Airport System). The Board is the governing body of the County. The seven Board members are elected from County commission election districts to four-year staggered terms. The Board appoints the Director of Aviation, who is charged with the day-to-day operation of the Department.

Only the accounts of the Department are included in the reporting entity. The Airport System is owned and operated as an enterprise fund of the County and is included as part of the County’s government-wide financial statements and the County's Annual Comprehensive Financial Report (ACFR). Therefore, these financial statements do not purport to represent the financial position or changes in financial position of the County as a whole.

(b) Basis of Accounting

The accounting principles used are similar to those applicable to a commercial business enterprise, where the costs of providing services to the public are recovered through user fees. The Department is not subsidized by any tax revenues of the County.

The financial statements of the Department, an enterprise fund, are presented applying the accrual basis of accounting. Revenues are recorded when earned. The Department’s operating revenues are derived from fees earned by airlines, concessionaires, tenants, and other users of Airport System facilities. These fees are based on usage fees established by the Department and approved by the Board or established in accordance with the Airline–Airport Use and Lease Agreement, discussed in more detail in the "Airline Rates and Charges" section of this note. Expenses are recognized when incurred. Non-operating revenue/expenses primarily consist of interest income, gains and losses on derivative instruments, Passenger Facility Charge proceeds, Jet A Fuel Tax revenues, interest expense on outstanding Department debt, Build America Bond subsidies, grant funding, and the net gain or loss from the disposition of capital assets.

(c) Cash and Cash Equivalents

The Department's pooled funds and short-term investments, having original maturities of three months or less from the date of acquisition, are considered to be cash equivalents.

(d) Investments

Investments, consisting of federal government obligations and repurchase agreements, guaranteed investment certificates, and collateralized investment agreements, are stated at fair value. Investments in the County's pooled Treasurer's cash account are reported at fair value.

(e) Accounts Receivable

Accounts receivable are reported net of an allowance for doubtful accounts. The allowance for doubtful accounts is based on management's assessment of the potential for losses, taking into account historical experience and currently available information.

(f) Inventories

Inventories consist of fuel and supplies which have been valued at cost, parts and supplies which have been valued at average cost, and merchandise for resale to customers which has been valued at lower of cost or market.

(g) Capital Assets

Capital assets with a useful life of more than one year are capitalized and recorded at historical cost except for intangible right-to-use lease assets, the measurement of which is discussed below within Note 12. The capitalization threshold is $5,000. Costs related to the alteration or demolition of existing facilities during major expansion programs are capitalized as additional costs of the program. Depreciation is computed using the straight-line method based on useful lives currently estimated as follows:

Land Improvements	20-50 years
Buildings and Improvements	20-50 years
Furniture and Fixtures	5-15 years
Machinery and Equipment	3-15 years
Right of use - leased building	11 years

Repairs and maintenance costs are charged to operations as incurred, unless they have the effect of improving or extending the life of an asset, in which case they are capitalized as part of the cost of the asset.

(h) Leases

Lessor

The Department leases land, buildings, and terminal space to various tenants and concessionaires under operating agreements. With the adoption of GASB 87, all leases are categorized into three types (1) GASB 87 - Included ("Included") (2) GASB 87 - Exempted - Regulated Lease and (3) Short-term Leases. Refer to Note 12 for further discussion of the lease types. The Department does not recognize a lease receivable and a deferred inflow of resources for short-term leases in accordance with GASB 87. A short-term lease is defined as a lease that, at the commencement of the lease term, has a maximum possible term under the lease contract of twelve months or less, including any options to extend, regardless of their probability of being exercised. Public and employee parking monthly rent agreements were considered as short-term leases and excluded from the GASB 87 implementation.

For Included leases, at the inception of a lease, the Department initially measures the lease receivable and the deferred inflow of resource at the present value of lease payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the lease payments received. The deferred inflow of resources is recognized as revenue over the agreement terms. The present value calculation includes the following key inputs: (1) discount rate (2) lease term and (3) lease payments.

The Department will closely monitor changes in circumstances that would requirement the remeasurement of the present value of each lease.

Lessee

The Department entered into a twenty-two year lease agreement for use of an administrative office building. Similar to the Lessor side, key estimates for present value calculation includes (1) discount rate (2) lease term and (3) lease payments.

At the commencement of a lease, the Department initially measures the lease payable and the right of use - leased building asset at the present value of the lease payments expected to be paid until the end of the lease term.

Subsequently, the lease payable is reduced by the lease payments paid. The right of use - leased building asset is amortized over the agreement shorter of the estimated useful life of the asset or the agreement period.

The Department will closely monitor changes in circumstances that would requirement the remeasurement of the present value of each lease.

(i) Derivative Instruments

The Department has both hedging derivative instruments and investment derivative instruments, which are reported at fair value.

(j) Deferred Outflows and Inflows of Resources

Deferred outflows of resources represent a consumption of net assets that applies to future periods, and would not be recognized as an outflow of resources (expense/expenditure) until then. Deferred outflows from losses on bond refundings and on imputed debt are unamortized balances resulting from advance bond refundings and deferred losses incurred on the re-association and revaluation of interest rate swaps paired to certain bonds that were refunded. The derivative instruments are the changes in the fair value of interest rate swaps serving as hedging derivative instruments at the end of the fiscal year. The pension related amounts resulted from the Department's pension contributions subsequent to the plan measurement date, changes in proportion since the prior measurement date, and differences between expected and actual experience with economic and demographic factors. The other post employment benefits related amounts resulted from the Department's other post employment benefit plans contributions and benefit payments subsequent to the plan measurement date, as well as differences between expected and actual experience with economic and demographic factors.

Deferred inflows of resources represent an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows from refundings are unamortized balances resulting from advance bond refundings. Deferred inflows from the derivative instruments are the changes in the fair value of interest rate swaps serving as hedging derivative instruments at the end of the fiscal year. Deferred inflows from leases are unamortized balances of the lease payments that are recognized in future periods over the lease term. Deferred inflow balances resulting from the the pension amounts resulted from the difference between projected and actual experience with economic and demographic factors, the difference between projected and actual investment earnings, changes in proportionate share of collective net pension liability, and the difference between employer contributions and proportionate share of contributions. The other post employment benefit related amounts resulted from changes in actuarial assumptions, differences between expected and actual experience with economic and demographic factors, and the net excess of actual investment earnings over projected investment earnings on the Department's other post employment plan investments.

(k) Federal Grants and Other Transaction Agreements

Amounts received from Federal Aviation Administration (FAA) grants and Transportation Security Administration (TSA) other transaction agreements (OTAs) are restricted for certain capital improvements and are reported as capital contributions. Such funds are generally available for reimbursement upon the acquisition of the specific asset or upon the incurrence of costs for a project and are accrued as receivables at that time.

The Department is also recipient of the CARES Act which provides funds to eligible U.S. airports affected by the prevention of, preparation for, and response to the COVID-19 pandemic and is also administered through the FAA for eligible airports. During FY 2020, the Department was awarded $195.8 million in funds from the CARES act which was signed into law on March 27, 2020. Amounts received from the CARES act are reported as non-operating revenues. The Department recorded $0 and $147.2 million in subsidy received from the CARES act in FY 2022 and 2021, respectively.

In February 2021, the Department was notified of its eligibility for $41.8 million of funds under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). The FAA distributes these grants under the new Airport Coronavirus Response Grant Program (ACRGP). $5.3 million is specifically designated for relieving rent and minimum annual guarantees for concessionaires. The Department has recognized $39.7 million and $0.4 million from the CRRSAA in non-operating revenue for FY 2022 and 2021, respectively.

On March 11, 2021, the American Rescue Plan Act of 2021 (Rescue Act) was signed into law. The Department was notified of its eligibility to receive $171.7 million. $21.2 million is specifically designated for relieving rent and minimum annual guarantees for concessionaires. The Department has recognized $9.7 million and $0 from the Rescue Act in non-operating revenue for FY 2022 and 2021, respectively.

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) was signed into law to address repairs and maintenance needs for facilities and equipment, airport infrastructure, and air traffic facilities. The Department was awarded $45.7 million from the airport infrastructure program for federal FY 2022. No amounts were recognized from the BIL in FY 2022.

(l) Passenger Facility Charge

The Passenger Facility Charge (PFC) Program allows the collection of PFC fees up to $4.50 per boarded passenger at commercial airports controlled by public agencies. The Department uses these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

The Department recorded $94.0 million and $58.9 million in PFC fees for the years ended June 30, 2022 and 2021, respectively.

(m) Airline Rates and Charges

Effective July 1, 2010, the Department entered into a Airline-Airport Use and Lease Agreement (Agreement) with airlines serving the Las Vegas market; the Agreement had a five-year term with a two- year extension option. The Agreement incorporates the lease and use of the terminal complex, apron areas, and airfields at the Airport System. On November 5, 2014, the Board approved an amendment to the Agreement (2014 Amendment) which extended the terms of the Agreement through June 30, 2020. On July 21, 2020, the Board approved an amendment to the Agreement (2020 Amendment) which extended the terms of the Agreement through June 30, 2021 with extension options through June 30, 2030.

The Agreement establishes a residual rate-making methodology for the Airport System through both direct and indirect cost centers. The net cash flows from the Airport System's gaming fees and the Airport Rent-A-Car Center are set aside in a capital improvement account, the balance of which may be used to pay the costs of future capital projects or pay down outstanding Department debt.

Rates and charges are calculated annually at the beginning of each fiscal year, pursuant to budgeted revenues, expenses, and debt service requirements. The established rates and charges are reviewed and adjusted, if necessary, throughout each fiscal year to ensure that sufficient Department revenues are generated to satisfy all the requirements of the Master Indenture of Trust dated May 1, 2003, as amended, which governs the issuance of certain debt.

At the close of each fiscal year, audited financial data, in conjunction with the balance in the rate stabilization account, will be used to determine if any additional amount is due to or from the Signatory Airlines in accordance with the Agreement (airline true-up). In the event an overpayment is due, the Department will refund such overpayment to the Signatory Airlines; in the event an underpayment is owed, the Department will invoice the

Signatory Airlines the underpayment within 30 days of such determination. For the fiscal years ended June 30, 2022 and 2021, the Department recorded a payable due to the airlines of $71.4 million and $10.0 million, respectively.

Certain airline landing fees, terminal building rentals, gate use fees, and passenger fees are used to calculate the airline rental and fee revenue, which is used to calculate cost per enplaned passenger. The following is the cost per enplaned passenger for the fiscal years ended June 30, 2022 and 2021:

	June 30, 2022	June 30, 2021
Airline rental and fee revenue *	$ 160,437	$ 215,420
Enplaned passengers * (unaudited)	24,025	13,187
Cost per enplaned passenger	$ 6.68	$ 16.34

* Figures are reported in thousands.

(n) Restricted Assets and Liabilities

Restricted assets consist of cash, investments, and other resources that are legally restricted to certain uses pursuant to the Master Indenture of Trust dated May 1, 2003. Capital program funds are restricted to pay the cost of certain capital projects as defined in various bond ordinances. PFC program funds are restricted to pay the cost of FAA-approved capital projects and any debt service incurred to finance these projects. Debt service funds are restricted to sourcing payments for principal, interest, sinking funds, and coverage as required by specific bond covenants.

(o) Budgetary Control

As an enterprise fund of the County, the Department is subject to the budgetary requirements of the State of Nevada (State), including budgetary hearings and public meetings as required by the County's overall budget process. Accordingly, the Board approves the Department's annual budget and any subsequent changes thereto. The Department's budget is prepared using the accrual basis of accounting, and actual expenses cannot exceed total budgeted operating expenses without action pursuant to the State's budgetary requirements. Appropriations for operating expenses lapse at the end of each fiscal year.

(p) Use of Estimates

The preparation of financial statements in accordance with Generally Accepted Accounting Principles in the United States of America requires the Department to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from these estimates and assumptions.

(q) Net Position

Net position represents all assets, plus deferred outflows of resources, less liabilities, less deferred inflows of resources. Net position is displayed in the Statements of Net Position in the following categories:

- Net investment in capital assets: Capital assets, net of accumulated depreciation and outstanding principal balances of debt attributable to the acquisition, construction, or improvement of those assets.
- Restricted: Net position subject to externally imposed stipulations on their use.
- Unrestricted: All remaining net position not meeting the definition of net investment in capital assets or restricted.

When both restricted and unrestricted resources are available for the same purpose, restricted net position is considered to be used first over unrestricted net position.

(r) Name Change

On December 2021, the Airport officially changed its name to Harry Reid International Airport. As stipulated by the Board's direction, all funds expended to effect the Airport name change must come from private donations. The total estimated amount for this project is $7.2 million. Donations received by the Department for the Airport name change totaled $4.6 million and $1.0 in FY 2022 and FY 2021 respectively.

(s) Accounting Changes and Restatements

The Department adopted GASB Statement No. 87, *Leases* (GASB 87), effective for fiscal year 2022. The implementation of this standard requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset, including additional note disclosures. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and lessorr is required to recognize a lease receivable and a deferred inflow of resources.

The net adjustment to adopt the standard is now reflected for the period beginning July 1, 2020. Additional adjustments reflect the reclassification of lease income and related expenses in accordance with GASB 87 during FY 2021. Adjustments related to the accounting change are all summarized as follows (in thousands):

	July 1, 2020- as Restated - related to GASB 87	GASB87- Effect of Adoption	June 30,2021- As Restated
Statement of Net Position			
Lease receivable - noncurrent	$ 27,208	$ 7,026	$ 34,235
Lease receivable - current	11,995	1,314	13,309
Right of use - leased building	28,686	—	28,686
Accumulated Amortization - leased building	—	(2,732)	(2,732)
Lease Liability - current portion	2,051	(188)	1,863
Lease Liability - long term portion	26,635	(1,863)	24,772
Deferred inflows related to leases	39,203	7,065	46,269
Net Position-Unrestricted	—	595	(595)
Statement of Revenues, Expenses, and Changes in Net Position			
Terminal building and use fees	$ —	$ 473	$ 178,150
Terminal concession fees	—	(354)	31,249
Rental car facility and concession fees	—	116	48,081
Ground rents and use fees	—	(209)	21,446
Interest and investment income	—	1,250	25,080
Repairs and maintenance	—	(2,810)	10,781
Depreciation and Amortization	—	2,732	194,757
Interest expense	—	759	(99,125)
Change in net position	—	595	154,288

(t) Reclassifications

Certain minor reclassifications have been made in the fiscal year 2021 financial statements to conform to the fiscal year 2022 presentation. There was no impact on net position or changes in net position.

2.) CASH AND INVESTMENTS

According to Nevada Revised Statutes, County monies must be deposited with federally insured banks, credit unions, or savings and loan institutions situated within the County. The County is authorized to use demand accounts, time accounts, and certificates of deposit. State statutes do not specifically require collateral for demand deposits, but do specify that collateral for time deposits may be of the same type as that described for permissible investments. Permissible investments are similar to the allowable County investments described below, except the statutory language permits a longer term and include securities issued by municipalities within Nevada.

The County's deposits are fully covered by federal depository insurance or collateral held by the County's agent in the County's name. The County has written custodial agreements in force with the various financial institutions' trust banks for demand deposits and certificates of deposits. These custodial agreements pledge securities totaling 102% of the deposits with each financial institution. The County has a written agreement with the State Treasurer for monitoring the collateral maintained by the County's depository institutions.

The majority of all cash and investments of the Department are included in the investment pool of the Clark County Treasurer (Treasurer) and the Department’s Trustee, the Bank of New York Mellon. As of June 30, 2022 and 2021, these amounts were distributed as follows (in thousands):

	June 30, 2022	June 30, 2021
Clark County Investment Pool	$ 808,654	$ 810,136
Cash and Investments with Trustee	369,733	424,694
Custodian Account	8,050	2,480
Cash On Hand or In Transit	5,262	3,719
Total	$ 1,191,699	$ 1,241,029

(a) Interest Rate Risk

Interest rate risk is defined as the risk that changes in interest rates will adversely affect the fair value of an investment. Through its investment policy, the County manages its exposure to fair value losses arising from increasing interest rates by limiting the average weighted duration of its investment pool to fewer than 2.5 years. Duration is a measure of the present value of a fixed income security’s cash flows and is used to estimate the sensitivity of a security’s price to interest rate changes.

(b) Interest Rate Sensitivity

As of June 30, 2022 and 2021, the County invested in the following types of securities that have a higher sensitivity to interest rates:

- *Callable securities* are directly affected by the movement of interest rates. Callable securities allow the issuer to redeem, or call, a security before maturity, either on a given date or, generally, on coupon dates.

- *Asset Backed Securities* are financial securities backed by a loan, lease, or receivable against assets other than real estate and mortgage backed securities. These securities are subject to interest rate risk in that the value of the assets fluctuates inversely with changes in the general levels of interest rates.

- *A Corporate Note Floater* is a note with a variable interest rate that is usually, but not always, tied to an index.

- *Step-up* or *step-down securities* have fixed rate coupons for a specific time interval that will step up or step down a predetermined number of basis points at scheduled coupon dates or other reset dates. These securities are callable either one time or on their coupon dates.

(c) Credit Risk

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The County's investment policy applies the prudent-person rule: In investing the County's monies, there shall be exercised the judgment and care under the circumstances then prevailing which persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. The County's investments were rated by Moody's Investors Service (Moody's) and Standard & Poor's (S&P) as follows:

	Moody's	S&P
U.S. Treasury Bills	P-1	A-1+
U.S. Treasury Notes	Aaa	AA+
U.S. Agency Callables	Aaa	AA+
U.S. Agency Non Callables	Aaa	AA+
U.S. Agency Discounts	P-1	A-1+
Corporate Notes	A3	A-
Money Market Funds	Aaa	AAA
Commercial Paper Discount	P-1	A-1
Negotiable Certificates of Deposit	P-1	A-1
Asset Backed Securities	Aaa	AAA

(d) Concentration of Credit Risk

Concentration of credit risk is defined as the risk of loss attributed to the magnitude of a government's investment in a single issuer. The County's investment policy limits the amount that may be invested in obligations of any one issuer, except direct obligations of the U.S. government or federal agencies, to no more than 5% of the County Investment Pool.

At June 30, 2022, the following investments exceeded 5% of the total Department investments:

Federal Farm Credit Bank (FFCB)	10.21 %
Federal Home Loan Bank (FHLB)	6.60 %
Federal National Mortgage Association (FNMA)	13.67 %

As of June 30, 2021, the following investments exceeded 5% of total Department investments:

Federal Farm Credit Banks (FFCB)	18.49 %
Federal Home Loan Banks (FHLB)	10.40 %
Federal National Mortgage Association (FNMA)	18.14 %

(e) Custodial Credit Risk

Custodial credit risk is the risk that, in the event of the failure of the counterparty to a transaction, the County will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party.

(f) Trustee Cash

In accordance with the Master Indenture of Trust dated May 1, 2003, as amended, between the County and the Bank of New York Mellon (Trustee), the Department uses the Trustee to retain all debt service reserve funds and to make all annual debt service payments to bondholders. As of June 30, 2022 and 2021, the Trustee held $369.7 million and $424.7 million, respectively, of the Department's cash and investments restricted for debt service reserves, bond proceeds, and annual debt service payments.

As of June 30, 2022, of the $369.7million held by the Trustee, $225.5 million in cash and cash equivalents was invested in United States Government Money Market Funds, and $144.2 million was invested in short- and long-term investments with entities as follows (in thousands):

		Investment Maturities (in years)		
Investment Type	Fair Value	Less Than 1	1 to 3	3 to 5
US Treasury Bills	$ 18,990	$ 18,990	$ —	$ —
US Treasury Notes	81,294	24,643	56,651	—
Federal Farm Credit Bank Non-Callables	14,722	6,845	7,876	—
Federal Home Loan Bank Non-Callables	9,519	—	9,519	—
Federal National Mortgage Association Non-Callables	19,714	11,492	8,222	—
	$ 144,238	$ 61,970	$ 82,268	$ —

Investment Ratings	Moody's	S&P
US Treasury Bills	P-1	A-1+
US Treasury Notes	Aaa	AA+
Federal Farm Credit Bank Non-Callables	Aaa	AA+
Federal Home Loan Bank Non-Callables	Aaa	AA+
Federal National Mortgage Association Non-Callables	Aaa	AA+

As of June 30, 2021, of the $424.7 million held by the Trustee, $311.9 million in cash and cash equivalents was invested in United States Government Money Market Funds, and $112.8 million was invested in short- and long-term investments with entities as follows (in thousands):

Investment Type	Fair Value	Investment Maturities (in years) Less Than 1	1 to 3	3 to 5
US Treasury Bills	$ 2,000	$ 2,000	$ —	$ —
US Treasury Notes	53,706	—	53,706	—
Federal Agricultural Mortgage Corp Non-Callables	2,035	2,035	—	—
Federal Farm Credit Bank Non-Callables	20,867	5,453	9,164	6,250
Federal Home Loan Bank Non-Callables	11,738	1,603	10,135	—
Federal Home Loan Mortgage Corporation Non-Callables	2,033	2,033	—	—
Federal National Mortgage Association Callables	20,468	—	11,665	8,803
	$ 112,847	$ 13,124	$ 84,670	$ 15,053

Investment Ratings	Moody's	S&P
US Treasury Bills	P-1	A-1+
US Treasury Notes	Aaa	AA+
Federal Agricultural Mortgage Corp Non-Callables *	N/A	N/A
Federal Farm Credit Bank Non-Callables	Aaa	AA+
Federal Home Loan Bank Non-Callables	Aaa	AA+
Federal Home Loan Mortgage Corporation Non-Callables	Aaa	AA+
Federal National Mortgage Association Callables	Aaa	AA+

* Investment not rated by Moody's and S&P

(g) Fair Value of Combined Investments and Derivative Instruments

The fair value of the Department's investments and derivative instruments as of June 30, 2022 and 2021, is as follows (in thousands):

As of June 30, 2022		Fair Value Measurements	
Investment Type	Fair Value	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)
Debt Securities with Clark County Investment Pool	$ 808,654	$ 255,073	$ 553,581
Debt Securities held by Trustee			
U.S. Treasury Bills	18,989	18,989	—
U.S. Treasury Notes	81,294	79,144	2,150
Federal Farm Credit Bank Non-Callables	14,722	—	14,722
Federal Home Loan Bank Non-Callables	9,519	—	9,519
Federal National Mortgage Association Non-Callables	19,714	—	19,714
Money Market Funds	225,495	225,495	—
Subtotal	369,733	323,628	46,105
Debt Securities Derivative Instruments			
Derivative Instruments - Assets	8,861	—	8,861
Derivative Instruments - Liability	(20,315)	—	(20,315)
Subtotal	(11,454)	—	(11,454)
Total	$ 1,166,933	$ 578,701	$ 588,232

As of June 30, 2021

Investment Type	Fair Value	Fair Value Measurements: Quoted Prices in Active Markets for Identical Assets (Level 1)	Fair Value Measurements: Significant Other Observable Inputs (Level 2)
Debt Securities with Clark County Investment Pool	$ 810,136	$ 288,240	$ 521,896
Debt Securities held by Trustee			
U.S. Treasury Bills	1,999	1,999	—
U.S. Treasury Notes	53,706	53,706	—
Federal Agricultural Mortgage Corp Non-Callables	2,036	—	2,036
Federal Farm Credit Bank Non-Callables	20,867	—	20,867
Federal Home Loan Bank Non-Callables	11,738	—	11,738
Federal Home Loan Mortgage Corporation Non-Callables	2,033	—	2,033
Federal National Mortgage Association Non-Callables	20,468	—	20,468
Money Market Funds	311,847	311,847	—
Subtotal	424,694	367,552	57,142
Debt Securities Derivative Instruments			
Derivative Instruments - Assets	2,831	—	2,831
Derivative Instruments - Liability	(47,334)	—	(47,334)
Subtotal	(44,503)	—	(44,503)
Total	$ 1,191,327	$ 655,792	$ 534,535

Securities classified at Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities or offer same-day liquidity at a price of par. Securities classified at Level 2 of the fair value hierarchy are generally valued using a matrix pricing technique. Matrix pricing is the process of estimating the market price of a bond based on the quoted prices of more frequently traded comparable bonds.

3.) GRANTS RECEIVABLE

Grants receivable as of June 30, 2022 and 2021, consists of the following (in thousands):

	June 30, 2022	June 30, 2021
Rescue Act	$ 9,040	$ —
CRRSA Act	3,271	37
FAA Grants	3,049	4,585
Total	$ 15,360	$ 4,622

4.) RESTRICTED ASSETS

The Master Indenture of Trust requires segregation of certain assets into restricted accounts. The Department has also included Passenger Facility Charges and Jet A Fuel Tax revenue-related assets as restricted assets, because these assets have been pledged for capital projects and debt service. Restricted assets consist of the following at June 30, 2022 and 2021 (in thousands):

	June 30, 2022	June 30, 2021
Restricted for capital projects:		
Cash and investments - PFC and other bond proceeds	$ 31,533	$ 30,883
Cash and investments - PFC	28,613	11,563
Cash and investments - FAA grant reimbursements	1,885	8,435
Accounts receivable - PFC	10,570	12,670
Grant reimbursements receivable	15,360	4,622
Interest receivable	570	403
Subtotal restricted for capital projects	88,531	68,576
Restricted for debt service:		
Bond funds:		
Cash and investments - PFC bonds	66,728	65,384
Cash and investments - other bonds	159,285	194,868
Other receivable	5,113	—
Interest receivable	—	—
Subtotal restricted for bond funds	231,126	260,252
Debt service reserves:		
Cash and investments - PFC bonds	35,174	35,977
Cash and investments - other bonds	138,613	145,003
Subtotal restricted for debt service reserves	173,787	180,980
Subordinate and other debt coverage reserves:		
Cash and investments	32,041	36,791
Interest receivable	73	81
Other receivable - Jet A Fuel Tax	2,747	1,907
Subtotal restricted for subordinate and other debt coverage reserves	34,861	38,779
Subtotal restricted for debt service	439,774	480,011
Other restricted assets:		
Cash and investments - Working capital and contingency	18,681	19,517
Cash and investments - Capital fund and rate stabilization	32,674	33,789
Custodian account	8,050	2,480
Net other post employment benefits asset	24,683	14,322
Land - Heliport facility	3,718	3,718
Land - Henderson runway	9,300	9,300
Subtotal other restricted assets	97,106	83,126
Total restricted assets	$ 625,411	$ 631,713
Restricted assets by class:		
Total current assets	$ 185,742	$ 130,959
Total capital assets	13,018	13,018
Total other non-current assets	426,651	487,736
Total restricted assets:	$ 625,411	$ 631,713

5.) RETIREMENT SYSTEM

Plan Description

Public Employees Retirement System of Nevada (PERS or System) administers a cost-sharing, multiple-employer, defined benefit public employees' retirement system which includes both regular and police/fire members. The Department contributes, through the County, to the System. The System was established by the Nevada Legislature in 1947, effective July 1, 1948. The System is administered to provide a reasonable base income to qualified employees who have been employed by a public employer and whose earnings capacities have been removed or substantially impaired by age or disability.

As of June 30, 2022 and 2021, the Department had a net pension liability of $106.5 million and $183.9 million, respectively, which represents the Department's percentages, 15.1% and 15.8%, respectively, of the County's net pension liability. These percentages were determined based on the contributions to PERS by the Department during fiscal years 2021 and 2020, relative to the total contributions to PERS by the County during those fiscal years.

Benefits Provided

Benefits, as required by the Nevada Revised Statutes (NRS or statute), are determined by the number of years of accredited service at time of retirement and the member's highest average compensation in any 36 consecutive months with special provisions for members entering the System on or after January 1, 2010, and July 1, 2015. Benefit payments to which participants or their beneficiaries may be entitled under the plan include pension benefits, disability benefits, and survivor benefits.

Monthly benefit allowances for members are computed as 2.50% of average compensation for each accredited year of service prior to July 1, 2001. For service earned on and after July 1, 2001, this multiplier is 2.67% of average compensation. For members entering the System on or after January 1, 2010, there is a 2.5% service time factor and for regular members entering the System on or after July 1, 2015, there is a 2.25% factor. The System offers several alternatives to the unmodified service retirement allowance which, in general, allow the retired employee to accept a reduced service retirement allowance payable monthly during his or her lifetime and various optional monthly payments to a named beneficiary after his or her death. Post-retirement increases are provided by authority of NRS §286.575-.579.

Vesting

Regular members are eligible for retirement at age 65 with five years of service, at age 60 with ten years of service, or at any age with 30 years of service. Regular members entering the System on or after January 1, 2010, are eligible for retirement at age 65 with five years of service, or age 62 with ten years of service, or any age with 30 years of service. Regular members entering the System on or after July 1, 2015, are eligible for retirement at age 65 with five years of service, or age 62 with ten years of service, or at age 55 with 30 years of service or any age with 33 1/3 years of service.

Police/fire members are eligible for retirement at age 65 with five years of service, at age 55 with ten years of service, at age 50 with 20 years of service, or at any age with 25 years of service. Police/fire members entering the System on or after January 1, 2010, are eligible for retirement at 65 with five years of service, or age 60 with ten years of service, or age 50 with 20 years of service, or at any age with 30 years of service. Police/fire members entering the System on or after July 1, 2015, are eligible for retirement at age 65 with five years of service, at age 60 with ten years of service, at age 50 with 20 of service and at any age with 33 1/3 years of service. Only service performed in a position as a police officer or firefighter may be counted towards eligibility for retirement as police/ fire accredited service.

The normal ceiling limitation on monthly benefit allowances is 75% of average compensation. However, a member who has an effective date of membership before July 1, 1985, is entitled to a benefit of up to 90% of average compensation. Both regular and police/fire members become fully vested as to benefits upon completion of five years of service.

Contributions

The authority for establishing and amending the obligation to make contributions and member contribution rates is set by statute. New hires, in agencies which did not elect the Employer-Pay Contribution (EPC) plan prior to July 1, 1983, have the option of selecting one of two contribution plans. Contributions are shared equally by employer and employee. Employees can take a reduced salary and have contributions made by the EPC or can make contributions by a payroll deduction matched by the employer.

The System's basic funding policy provides for periodic contributions at a level pattern of cost as a percentage of salary throughout an employee's working lifetime in order to accumulate sufficient assets to pay benefits when due.

The System receives an actuarial valuation on an annual basis indicating the contribution rates required to fund the System on an actuarial reserve basis. Contributions actually made are in accordance with the required rates established by the Nevada Legislature. These statutory rates are increased or decreased pursuant to NRS §286.421 and §286.450.

The actuarial funding method used is the Entry Age Normal Cost method. It is intended to meet the funding objective and to result in a relatively level long-term contributions requirement as a percentage of salary. For the fiscal years ended June 30, 2021 and 2020, the statutory employer-employee matching rate was 15.25%, for regular employees and 22.00%, for police or fire employees, and the respective employer- pay contribution rates were 29.25%, for Regular employees and 42.50%, for police or fire employees.

For the fiscal year ended June 30, 2021, the Department's contributions were $12.2 million. A total of $13.1 million was contributed during the fiscal year ended June 30, 2022; these contributions after the measurement date are recognized as a deferred outflow of resources, as further described in the "Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions" section of this note.

<u>Summary of Significant Accounting and Reporting Policies</u>

For the purposes of measuring the net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense, information about the fiduciary net position of the PERS and additions to or deductions from the PERS fiduciary net position have been determined on the same basis as they are reported by PERS. Accordingly, 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.

<u>Basis of Accounting</u>

The underlying financial information used to prepare the pension allocation schedules is based on the PERS financial statements. The PERS financial statements are prepared in accordance with Generally Accepted Accounting Principles in the United States of America that apply to governmental accounting for fiduciary funds.

Contributions for employer pay dates that fall within the PERS fiscal years ending June 30, 2021 and 2020, are used as the basis for determining each employer's proportionate share of the collective pension amounts reported in the Schedule of Employer Allocations.

The total pension liability is calculated by the PERS actuary. The System's fiduciary net position is reported in the PERS financial statements, and the net pension liability is disclosed in the PERS notes to the financial statements. An annual report containing financial statements and required information for the System may be obtained at www.nvpers.org, by writing to PERS, 693 W. Nye Lane, Carson City, Nevada 89703- 1599, or by calling (775) 687-4200.

Investment Policy

The System's policies which determine the investment portfolio target asset allocation are established by the Board. The asset allocation is reviewed annually and is designed to meet the future risk and return needs of the System.

The following is the target asset allocation adopted by the Board as policy as of June 30, 2021:

Asset Class	Target Allocation	Long-term Geometric Expected Real Rate of Return *
Domestic Equity	42%	5.50%
International Equity	18%	5.50%
Domestic Fixed Income	28%	0.75%
Private Markets	12%	6.65%

* As of the plan fiscal years ended June 30, 2021 and 2020, the PERS long-term inflation assumption were 2.50% and 2.75% respectively.

The following is the target asset allocation adopted by the Board as policy as of June 30, 2020:

Asset Class	Target Allocation	Long-term Geometric Expected Real Rate of Return *
Domestic Equity	42%	5.50%
International Equity	18%	5.50%
Domestic Fixed Income	28%	0.75%
Private Markets	12%	6.65%

Net Pension Liability

The net pension liabilities as of June 30, 2022 and 2021, were measured as of June 30, 2021 and 2020, respectively, and the total pension liabilities used to calculate the net pension liabilities for those years were determined by actuarial valuations as of those dates. The employer allocation percentage of the net pension liability was based on the total contributions due on wages paid during the measurement period. Each employer's proportion of the net pension liability is based on their combined employer and member contributions relative to the total combined employer and member contributions for all employers in the System.

Net Pension Liability Discount Rate Sensitivity

The following table presents the Department's share of the County's net pension liability as of June 30, 2022, based on the System's net pension liability for the System's fiscal years ended June 30, 2021, calculated using the discount rate 7.25%, as well as what the Department's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current discount rate (in thousands):

Plan Fiscal Year	1% Decrease in Discount Rate 6.25%	Discount Rate 7.25%	1% Increase in Discount Rate 8.25%
2021	$ 212,039	$ 106,501	$ 19,440

The following table presents the Department's share of the County's net pension liability as of June 30, 2021, based on the System's net pension liability for the System's fiscal years ended June 30, 2020, calculated using the discount rate 7.5%, as well as what the PERS net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current discount rate (in thousands):

Plan Fiscal Year	1% Decrease in Discount Rate 6.5%	Discount Rate 7.5%	1% Increase in Discount Rate 8.5%
2020	$ 286,888	$ 183,948	$ 98,361

Actuarial Assumptions

The total pension liability was determined using the following actuarial assumptions, applied to all periods included in the June 30, 2021 measurement:

Inflation rate:	2.5%
Investment rate of return:	7.25%
Productivity pay increase:	0.5%
Projected salary increases:	
Regular:	4.20% to 9.10%, depending on service*
Police/Fire:	4.60% to 14.50%, depending on service*
	* Rates include inflation and productivity increases
Consumer Price Index:	2.75%
Other assumptions:	Same as those used in the June 30, 2021 funding actuarial valuation

The total pension liability was determined using the following actuarial assumptions, applied to all periods included in the June 30, 2020 measurement:

Inflation rate:	2.75%
Payroll growth:	5.00%, including inflation
Investment rate of return:	7.50%
Productivity pay increase:	0.50%
Projected salary increases:	
Regular:	4.25% to 9.15%, depending on service*
Police/Fire:	4.55% to 13.90%, depending on service*
	* Rates include inflation and productivity increases
Consumer Price Index:	2.75%
Other assumptions:	Same as those used in the June 30, 2020 funding actuarial valuation

Actuarial assumptions used in the June 30, 2021 valuations were based on the results of the experience study for the period July 1, 2016, through June 30, 2020. The discount rate used to measure the total pension liability were 7.25% and 7.5% as of June 30, 2021 and 2020. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, the pension plan's fiduciary net position at June 30, 2021 and 2020, 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 pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability as of June 30, 2021 and 2020.

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

For the years ended June 30, 2022 and 2021, the Department recognized pension expense of $0.6 million and $29.9 million, respectively. At June 30, 2022 and 2021, the Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	Deferred Outflows of Resources		Deferred Inflows of Resources	
	June 30, 2022	June 30, 2021	June 30, 2022	June 30, 2021
Differences between expected and actual experience *	$ 11,797	$ 5,715	$ 750	$ 2,375
Changes in assumptions *	35,360	5,167	—	—
Net difference between projected and actual earnings on investments	—	—	86,900	6,949
Changes in proportion and differences between actual contributions and proportionate share of contributions *	272	775	11,849	1,698
Contributions to PERS after measurement date	13,135	12,224	—	—
	$ 60,564	$ 23,881	$ 99,499	$ 11,022

* FY 2022 Average expected remaining service lives: 6.14 years;
FY 2021 Average expected remaining service lives: 6.13 years

Deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date totaling $13.1 million will be recognized as a reduction of the net pension liability in the fiscal year ending June 30, 2023. Deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date totaling $12.2 million were recognized as a reduction of the net pension liability in the year ending June 30, 2022.

Other estimated amounts reported as deferred outflows of resources and deferred inflows of resources related to the year ended June 30, 2022, will be recognized in pension expense as follows (in thousands):

Fiscal Year	Pension Expense / (Revenue)
2023	$ (14,627)
2024	(14,266)
2025	(14,463)
2026	(15,363)
2027	5,834
Thereafter	815

6.) OTHER POST EMPLOYMENT BENEFITS (OPEB)

General Information about the Other Post Employment Benefit (OPEB) Plans

OPEB Plans Administered as Trusts

Plan Description

The Clark County Self-Funded (CCSF) OPEB Trust provides OPEB to all permanent full-time employees of Clark County (primary government only and including the Department) enrolled in the Clark County Self-Funded Group Medical and Dental Benefit Plans. The CCSF OPEB Trust is a single-employer, defined benefit OPEB plan administered by Clark County, Nevada. CCSF OPEB Trust issues a publicly available financial report. The report may be obtained at https://www.clarkcountynv.gov/government/departments/finance/boards_and_committees.php.

Benefits Provided

CCSF OPEB Trust provides medical, dental, vision, and prescription drug benefits to eligible retirees and beneficiaries. Retirees are eligible to continue coverage in the Clark County Self-Funded Group Medical and Dental Benefit Plan as a participant with active employees at a blended premium rate as an implicit subsidy. Benefit provisions are established and amended through negotiations between the respective unions and the County.

Basis of Accounting

For the purposes of measuring the net OPEB asset, net OPEB liability, deferred outflows of resources, deferred inflows of resources, and OPEB expense, information about the fiduciary net position of CCSF has been determined on the same basis as they are reported by CCSF. Further, additions to or deductions from the CCSF fiduciary position have been determined on the same basis as they are reported by CCSF. Accordingly, 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.

Contributions

The CCSF OPEB Trust does not have contractually or statutorily required contributions. State law requires health insurance to be provided to retirees at a blended rate. No contributions were made during fiscal year ended June 30, 2022 and 2021.

OPEB Plans Not Administered as Trusts

Plan Descriptions

CC RHPP

Clark County Retiree Health Program Plan (CC RHPP) provides OPEB to all permanent full-time employees of Clark County (primary government only and including the Department) enrolled in the health maintenance organization (HMO) Plan. The plan also provides life insurance to eligible retirees of Clark County (primary government only and including the Department). The CC RHPP is a non-trust, single-employer defined benefit OPEB Plan, administered by Clark County, which does not issue stand-alone financial statements.

PEBP

Public Employees' Benefits Plan (PEBP) is a non-trust, agent multiple-employer defined benefit OPEB plan administered by the State of Nevada. Clark County subsidizes eligible retirees' contributions to PEBP. NRS 287.041 assigns the authority to establish and amend benefit provisions to the PEBP nine-member board of trustees. The plan is now closed to future retirees, however, County employees who previously met the eligibility requirement for retirement within the Nevada Public Employee Retirement System had the option upon retirement to enroll in coverage under the PEBP with a subsidy provided by the County as determined by the number of years of service. The Department is required to pay the PEBP an explicit subsidy, based on years of service, for retirees who have enrolled in this plan. The subsidy is set by the State Legislature. The PEBP issues a publicly available financial report. The report may be obtained at https://pebp.state.nv.us/resources/fiscal-utilization-reports/.

Benefits Provided

CC RHPP

CC RHPP provides medical, dental, vision, prescription drug, and life insurance benefits to eligible retirees and beneficiaries. Retirees are eligible to continue coverage in the HMO Plan as a participant with active employees at a blended premium rate, resulting in an implicit subsidy. Benefit provisions are established and amended through negotiations between the respective unions and the County. Benefit payments were $0.3 million and $0.3 million during the fiscal years ended June 30, 2021 and 2020, respectively. A total of $0.2 million in benefit payments were made during the fiscal year ended June 30, 2022; these benefit payments after the plan measurement date are recognized as a deferred outflow of resources, as further described in the "OPEB Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources" section of this note.

PEBP

PEBP plan provides medical, dental, prescription drug, Medicare Part B, and life insurance coverage to eligible retirees and their spouses. Benefits are provided through a third-party insurer. Benefit payments were $0.1 million and $0.2 million during the fiscal years ended June 30, 2021 and 2020, respectively. A total of $0.1 million in benefit payments were made during the fiscal year ended June 30, 2022; these benefit payments after the plan measurement date are recognized as a deferred outflow of resources, as further described in the "OPEB Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources" section of this note.

Net OPEB Asset, Net OPEB Liability and Changes in the Net OPEB Liability

As of June 30, 2022, the Department recorded a net OPEB asset of $24.7 million and a total OPEB liability of $42.3 million both were measured as of June 30, 2021, and were determined by an actuarial valuation as of June 30, 2020. The CCSF fiduciary net position exceeded the total CCSF OPEB liability as of measurement date June 30, 2021, therefore the Department recognized a net OPEB asset for the CCSF OPEB plan. The remaining total OPEB liability was recognized by the Department by combining the total OPEB liabilities for RHPP and PEBP plans. The Department’s portion of the CCSF and RHPP OPEB liabilities is calculated based on the Department’s census data for the plan valuation year. The Department’s portion of the PEBP OPEB liability is allocated to the Department, based on the proportion of the Department’s PEBP subsidy payments as a portion of all PEBP payments made by the County, during the PEBP actuarial valuation year. The Department’s CCSF fiduciary net position consists of contributions made by the Department to the CCSF Trust, including adjustments such as investment earnings.

The following table presents the changes in the Department’s total OPEB liability during June 30, 2022 (in thousands):

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2021	$ 27,553	$ 37,476	$ 2,265	$ 67,294
Changes recognized for the fiscal year:				
Service cost	513	1,586	66	2,165
Interest cost	2,078	860	—	2,938
Differences between expected and actual experience	—	—	—	—
Changes in assumptions or other inputs	—	378	145	523
Benefit payments	(734)	(337)	(143)	(1,214)
Net change in total OPEB liability	1,857	2,487	68	4,413
Total OPEB liability at June 30, 2022	$ 29,410	$ 39,963	$ 2,333	$ 71,707

As of June 30, 2021, the Department recorded a net OPEB asset of $14.3 million and a total OPEB liability of $39.7 million, both were measured as of June 30, 2020, and were determined by an actuarial valuation as of that date. The CCSF fiduciary net position exceeded the total CCSF OPEB liability, therefore the Department recognized a net OPEB asset for the CCSF OPEB plan. The remaining total OPEB liability was recognized by the department by combining the total OPEB liabilities for RHPP and PEBP plans. The following table presents the changes in the Department's total OPEB liability during June 30, 2021 (in thousands):

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2020	$ 45,856	$ 21,356	$ 3,779	$ 70,992
Changes recognized for the fiscal year:				
Service cost	2,209	1,195	—	3,404
Interest cost	2,512	784	129	3,426
Changes in assumptions or other inputs	(13,857)	8,910	312	(4,635)
Benefit payments	(603)	(305)	(162)	(1,071)
Net change in total OPEB liability	(18,304)	16,120	(1,514)	(3,698)
Total OPEB liability at June 30, 2021	$ 27,553	$ 37,476	$ 2,265	$ 67,294

The Department's fiduciary net position for CCSF as of June 30, 2021 and 2020 was $54.1 million and $41.9 million, respectively. The following table presents the changes in the Department's fiduciary net position during June 30, 2022 and 2021, which utilize the measurement dates of June 30 2021 and 2020, respectively (in thousands):

	2022	2021
	CCSF	CCSF
Beginning CCSF fiduciary net position	$ 41,875	$ 31,120
Changes in CCSF fiduciary net position recognized for the fiscal year		
Employer contributions	734	8,909
Net investment income	12,220	2,450
Benefit payments	(734)	(603)
Administrative expense	(2)	(1)
Net change in CCSF fiduciary net position	12,218	10,755
Ending CCSF fiduciary net position	$ 54,093	$ 41,875
Net OPEB (asset)/liability	$ (24,683)	$ (14,322)

Employees Covered by Benefit Terms

At June 30, 2020, the valuation date for the June 30, 2022 and 2021 net OPEB asset and liability, the following employees were covered by the benefit terms for the OPEB plans:

	CCSF	CC RHPP	PEBP*	Total
Inactive employees or beneficiaries currently receiving benefit payments	159	246	42	447
Active employees	766	1,368 †	—	2,134
Covered spouses	63	94	—	157
Total	988	1,708	42	2,738

*As of November 1, 2008, PEBP was closed to any new participants.
† CC RHPP also provides life insurance to eligible retirees. Active employees count included CCSF employees with life insurance.

Actuarial assumptions and other inputs:

The Net OPEB liability as of June 30, 2022 (using the measurement date of June 30, 2021), was determined using the following actuarial assumptions and other inputs:

Actuarial Cost Method	Entry age normal, based on level percentage of salary
Inflation	2.75%
Discount Rate - CCSF*	7.50%
Discount Rate - CC RHPP and PEBP	2.16%
Salary increases	3.00% per annum
Health care cost trend rates	6.75% decreasing to an ultimate rate of 4.00%
Municipal Bond rate	2.16% of Bond Buyer 20-Bond GO Index
Retirees' share of benefit related costs	0% to 100% of premium amounts, based on years of service
Investment return on CCSF assets **	7.50%
Post-retirement mortality rates	Pub-2010 headcount weighted mortality table, projected generationally using Scale MP-2020, applied on a gender-specific basis

* The discount rate was based on Expected Return on Asset Assumption.
** The long-term expected rate of return on the CCSF OPEB Trust investments was based upon a description of the plan assets invested in Retirement Benefits Investment Fund (RBIF) and Clark County Treasurer Investment Pool.

The Net OPEB liability as of June 30, 2021 (using the a measurement date of June 30, 2020), was determined using the following actuarial assumptions and other inputs:

Actuarial Cost Method	Entry age normal, based on level percentage of salary
Inflation	2.75%
Discount Rate - CCSF*	7.50%
Discount Rate - CC RHPP and PEBP	2.21%
Salary increases	3.00% per annum
Health care cost trend rates	7.00% decreasing to an ultimate rate of 4.00%
Municipal Bond rate	2.21% of Bond Buyer 20-Bond GO Index
Retirees' share of benefit related costs	0% to 100% of premium amounts, based on years of service
Investment return on CCSF assets **	7.50%
Post-retirement mortality rates	Pub-2010 headcount weighted mortality table, projected generationally using Scale MP-2020, applied on a gender-specific basis

* The discount rate was based on blending of Bond Buyer 20-Bond GO Index and Expected Return on Assets Assumption.
** The long-term expected rate of return on the CCSF OPEB Trust investments was based upon a description of the plan assets invested in Retirement Benefits Investment Fund (RBIF) and Clark County Treasurer Investment Pool.

Rationale for Assumptions:

For the actuarial valuation dated June 30, 2020, demographic assumptions are based on the Nevada PERS Actuarial Experience Study based on the 2020 Nevada PERS Actuarial Valuation. Salary scale and inflation assumptions are based on the 2020 Nevada PERS Actuarial Valuation.

Changes in Assumptions

The following are changes in assumptions from the June 30, 2019 plan measurement date to the June 30, 2020 and 2021 measurement date:

CCSF

The discount rate was updated from 5.26% at June 30, 2019 to 7.50% at June 30, 2020 and June 30, 2021, based on the long-term expected return on assets of the plan. The increase of discount rate was primarily due to the department's increase in fiduciary net position compared to prior fiscal year. The fiduciary net position is sufficient to cover all future expected benefit payouts based on the current valuation.

CC RHPP and PEBP

At valuation date June 30, 2022, the discount rate was updated from 2.21% at June 30, 2020 to 2.16% at June 30, 2021, based on the municipal bond rate at that date. At valuation date June 30, 2021, the discount rate was updated from 3.50% at June 30, 2019 to 2.21% at June 30, 2019, based on the municipal bond rate at that date.

All Post Employment Benefit Plans

The following changes in assumptions were noted for all post employment benefit plans, as of the plan measurement dates of June 30, 2021 and 2020:

- The trend rates were reset to an initial rate of 7.00% (6.00% for post-Medicare), grading down by 0.25% per year until reaching the ultimate rate of 4.00% based on current Healthcare Analytics (HCA) Consulting trend study; current economic environment suggest a longer period until reaching the ultimate rate.
- The marriage assumption is updated to 30% based on the current retiree population data.
- The plan election rate is updated to 80% PPO, and 20% HMO based on the current retiree elections.
- The mortality tables were updated to utilize the Pub-2010 table with the MP-2020 improvement scales (previously the RP 2014 with MP-2018 scales).

Discount Rate Information and Discount Rate Sensitivity

CCSF

The discount rates used to measure the Department’s net OPEB liability was 7.50% as of June 30, 2020 and June 30, 2021 and 5.26% as of June 30, 2019. As of measurement date June 30, 2021 and 2020, the Department’s portion of the Clark County CCSF OPEB Trust Assets, when projected in accordance with the method prescribed by GASB 75, is expected to be sufficient to make benefit payments to current members. The projection of cash flows used to determine the discount rate assumed employer and plan member contributions will be made at the current contribution rate. For this purpose, only employer contributions that are intended to fund benefits of current plan members and their beneficiaries are included. Projected employer contributions that are intended to fund the service costs of future plan members and their beneficiaries, as well as projected contributions from future plan members, are not included. Based on those assumptions, the OPEB Plan's assets were projected to be sufficient to make projected future benefit payments for current plan members for the Department. Payments after that date would need to be funded by employer assets.

The following presents the CCSF net OPEB asset, as of June 30, 2022, as well as what the CCSF net OPEB asset would be if it were calculated using a discount rate that is 1-percentage-point lower or 1- percentage point higher than the current discount rate (in thousands):

	1% Decrease in Discount Rate 6.50%	Discount Rate 7.50%	1% Increase in Discount Rate 8.50%
CCSF	$ (18,457)	$ (24,683)	$ (29,532)

The following presents the CCSF net OPEB asset, as of June 30, 2021, as well as what the CCSF net OPEB asset would be if it were calculated using a discount rate that is 1-percentage-point lower or 1- percentage point higher than the current discount rate (in thousands):

	1% Decrease in Discount Rate 6.50%	Discount Rate 7.50%	1% Increase in Discount Rate 8.50%
CCSF	$ (8,489)	$ (14,322)	$ (18,865)

CC RHPP and PEBP

The following presents CC RHPP and PEBP OPEB liabilities of the department, as of June 30, 2022, as well as what the OPEB liabilities would be if they were calculated using a discount rate that is 1- percentage-point lower or 1- percentage point higher than the current discount rate (in thousands):

	1% Decrease in Discount Rate 1.16%	Discount Rate 2.16%	1% Increase in Discount Rate 3.16%
CC RHPP	$ 48,430	$ 39,963	$ 33,379
PEBP	$ 2,677	$ 2,333	$ 2,044

The following presents CC RHPP and PEBP OPEB liabilities of the department, as of June 30, 2021, as well as what the OPEB liabilities would be if they were calculated using a discount rate that is 1- percentage-point lower or 1-percentage point higher than the current discount rate (in thousands):

	1% Decrease in Discount Rate 1.21%	Discount Rate 2.21%	1% Increase in Discount Rate 3.21%
CC RHPP	$ 45,410	$ 37,476	$ 31,297
PEBP	$ 2,604	$ 2,265	$ 1,988

Healthcare Cost Trend Rate Sensitivity

The following presents the total net OPEB (asset) liability of the Department as of June 30, 2022, as well as what the Department's net OPEB (asset) liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1 percentage-point higher than the current healthcare cost trend rates (in thousands):

	1% Decrease Ultimate 3.0%	Trend Rates Ultimate 4.0%	1% Increase Ultimate 5.0%
CCSF	$ (29,545)	$ (24,683)	$ (18,503)
RHPP	33,363	39,963	48,368
PEBP	2,057	2,333	2,651

The following presents the total net OPEB (asset) liability of the Department as of June 30, 2021, as well as what the Department's net OPEB (asset) liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1 percentage-point higher than the current healthcare cost trend rates (in thousands):

	1% Decrease Ultimate 3.0%	Trend Rates Ultimate 4.0%	1% Increase Ultimate 5.0%
CCSF	$ (18,876)	$ (14,322)	$ (8,531)
RHPP	31,282	37,476	45,351
PEBP	2,002	2,265	2,580

OPEB Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources

For year ended June 30, 2022, the Department recognized negative OPEB expense of $6.4 million. The OPEB Expense by OPEB plan type, for the years ended June 30, 2022 and 2021, is as follows (in thousands):

	CCSF	CC RHPP	PEBP	Total
2022	$ (10,448)	$ 3,839	$ 214	$ (6,395)
2021	$ (5,236)	$ 3,346	$ (1,352)	$ (3,242)

At June 30, 2022 and 2021, the Department reported deferred outflows of resources and deferred inflows of resources related to OPEB, from the following sources (in thousands):

	Deferred Outflows of Resources		Deferred Inflows of Resources	
	June 30, 2022	June 30, 2021	June 30, 2022	June 30, 2021
CCSF				
Differences between expected and actual experience	$ 210	$ 270	$ 24,864	$ 27,429
Changes of assumptions or other inputs	—	—	37,641	42,288
Net excess of actual over projected earnings on OPEB plan investments		—	7,708	919
Contributions made after the measurement date	1,468	276	—	—
CCSF Total	1,678	546	70,213	70,636
CC RHPP				
Differences between expected and actual experience	9,066	9,978	—	—
Changes of assumptions or other inputs	9,014	9,424	2,238	2,550
Benefit payments made after the measurement date	190	337	—	—
RHPP Total	18,270	19,739	2,238	2,550
PEBP				
Benefit payments made after the measurement date	141	143	—	—
PEBP Total	141	143	—	—
Combined amounts, all plans				
Differences between expected and actual experience	9,276	10,248	24,864	27,429
Changes of assumptions or other inputs	9,014	9,424	39,879	44,839
Net excess of actual over projected earnings on OPEB plan investments	—	—	7,708	919
Contributions and benefit payments made after the measurement date	1,799	757	—	—
Total, all plans	$ 20,089	$ 20,428	$ 72,451	$ 73,187

The amount of $1.8 million reported at June 30, 2022 as deferred outflows of resources related to OPEB from the Department's benefit payments subsequent to June 30, 2021 (the measurement date), will be recognized as a reduction of the OPEB liability in the year ended June 30, 2023. The amount of $0.8 million at June 30, 2021, reported as deferred outflows of resources related to OPEB from the Department's contributions subsequent to the measurement date at June 30, 2020, was recognized as a reduction of the OPEB liability in the year ended June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources, related to OPEB, will be recognized in OPEB expense as follows (in thousands):

For the fiscal year ending June 30,	CCSF	CC RHPP	PEBP	Total
2023	$ (9,186)	$ 1,394	$ —	$ (7,793)
2024	(9,156)	1,394	—	(7,762)
2025	(9,002)	1,394	—	(7,608)
2026	(8,318)	1,412	—	(6,906)
2027	(5,840)	1,466	—	(4,374)
Thereafter	(28,501)	8,783	—	(19,718)
	$ (70,003)	$ 15,842	$ —	$ (54,161)

7.) CHANGES IN CAPITAL ASSETS

Capital asset activity for the years ended June 30, 2022 and 2021 was as follows (in thousands):

	July 1, 2021	Additions	Deletions	June 30, 2022
Capital assets, not being depreciated:				
Land	$ 604,654	$ 115,337	$ —	$ 719,991
Avigation easement	332,562	—	—	332,562
Construction in progress	39,228	35,990	(32,056)	43,162
Total capital assets, not being depreciated	976,444	151,327	(32,056)	1,095,715
Capital assets, being depreciated:				
Land Improvements	1,776,980	21,585	—	1,798,565
Buildings and improvements	3,712,859	3,960	(10,288)	3,706,531
Furniture and fixtures	41,198	—	(4,363)	36,835
Machinery and equipment	616,513	17,841	(653)	633,701
Right of Use - leased building	28,686	—	—	28,686
Total capital assets being depreciated/ amortized	6,176,236	43,386	(15,304)	6,204,318
Less accumulated depreciation/amortization:				
Land improvements	(1,168,630)	(60,380)	—	(1,229,010)
Buildings and improvements	(1,457,726)	(97,421)	—	(1,555,147)
Furniture and fixtures	(31,293)	(2,100)	4,365	(29,028)
Machinery and equipment	(431,085)	(34,106)	653	(464,538)
Right of Use - leased building	(2,732)	(2,732)	—	(5,464)
Total accumulated depreciation/amortization	(3,091,466)	(196,739)	5,018	(3,283,187)
Total capital assets being depreciated, net	3,084,770	(153,353)	(10,286)	2,921,131
Total capital assets, net	$ 4,061,214	$ (2,026)	$ (42,342)	$ 4,016,846

	July 1, 2020 (as restated)	Additions	Deletions	June 30, 2021
Capital assets, not being depreciated:				
Land	$ 602,650	$ 2,854	$ (850)	$ 604,654
Avigation easement	332,562	—	—	332,562
Construction in progress	97,531	42,139	(100,442)	39,228
Total capital assets, not being depreciated	1,032,743	44,993	(101,292)	976,444
Capital assets, being depreciated:				
Land Improvements	1,774,707	2,273	—	1,776,980
Buildings and improvements	3,677,876	34,983	—	3,712,859
Furniture and fixtures	45,651	—	(4,453)	41,198
Machinery and equipment	571,820	51,286	(6,593)	616,513
Right of Use - leased building	28,686	—	—	28,686
Total capital assets being depreciated	6,098,740	88,542	(11,046)	6,176,236
Less accumulated depreciation:				
Land improvements	(1,107,718)	(60,912)	—	(1,168,630)
Buildings and improvements	(1,357,225)	(100,501)	—	(1,457,726)
Furniture and fixtures	(33,527)	(2,218)	4,452	(31,293)
Machinery and equipment	(409,193)	(28,394)	6,502	(431,085)
Right of Use - leased building	—	(2,732)	—	(2,732)
Total accumulated depreciation	(2,907,663)	(194,757)	10,954	(3,091,466)
Total capital assets being depreciated, net	3,191,077	(106,215)	(92)	3,084,770
Total capital assets, net	$ 4,223,820	$ (61,222)	$ (101,384)	$ 4,061,214

Net loss from disposition of capital assets for the fiscal year ended June 30, 2021, includes an impairment loss of $13,258,401 on certain construction in progress projects which have been ceased or modified.

8.) LONG-TERM DEBT

(a) Changes in Long-Term Debt Obligations

Changes in long-term debt obligations for the years ended June 30, 2022 and 2021 are summarized as follows (in thousands):

	July 1, 2021	Additions	Refunding	Pay downs	June 30, 2022	
SENIOR LIEN BONDS:						
2010 Series C Build America Bonds	$ 454,280	$ —	$ —	$ —	$ 454,280	†
2015 Series A	59,915	—	—	—	59,915	†
2019 Series B	240,800	—	—	—	240,800	†
2019 Series C	23,635	—	—	(23,635)	—	†
Sub-Total Senior Lien Bonds	778,630	—	—	(23,635)	754,995	
SUBORDINATE LIEN BONDS:						
2008 Series A-2	16,895	—	—	(16,895)	—	*
2008 Series B-2	16,910	—	—	(16,910)	—	*
2008 Series C-1	122,900	—	—	—	122,900	*
2008 Series C-2	56,775	—	—	(3,250)	53,525	*
2008 Series C-3	56,775	—	—	(3,250)	53,525	*
2008 Series D-1	48,670	—	—	(48,670)	—	*
2008 Series D-2A	100,000	—	—	—	100,000	*
2008 Series D-2B	99,605	—	—	—	99,605	*
2008 Series D-3	119,760	—	—	(555)	119,205	*
2014 Series A-1	14,410	—	—	(1,755)	12,655	†
2014 Series A-2	221,870	—	—	—	221,870	†
2017 Series A-1	29,080	—	—	(15,120)	13,960	†
2017 Series A-2	47,800	—	—	—	47,800	†
2019 Series A	107,530	—	—	—	107,530	†
2019 Series D	296,155	—	—	(18,605)	277,550	†
2021 Series A	71,270	—	—	—	71,270	†
SUBORDINATE LIEN BONDS FROM DIRECT PLACEMENTS:						
2017 Series D	33,815	—	—	(33,815)	—	*
Sub-Total Subordinate Lien Bonds	1,460,220	—	—	(158,825)	1,301,395	
PFC BONDS:						
2012 Series B	55,075	—	—	(4,995)	50,080	†
2015 Series C	77,690	—	—	(11,320)	66,370	†
2017 Series B	51,640	—	—	(7,405)	44,235	†
2019 Series E	334,635	—	—	(28,705)	305,930	†
Sub-Total PFC Bonds	519,040	—	—	(52,425)	466,615	
JUNIOR SUBORDINATE LIEN DEBT AND JET A BONDS:						
2013 Jet A Fuel Tax Series A	60,675	—	—	(5,535)	55,140	†
2021 Notes Series B	125,310	—	—	—	125,310	‡
Sub-Total Junior Subordinate Lien Debt and Jet A Bonds	185,985	—	—	(5,535)	180,450	
GENERAL OBLIGATION BONDS:						
2008 General Obligation Series A	43,105	—	—	—	43,105	*
2013 General Obligation Series B	32,915	—	—	—	32,915	†
Sub-Total General Obligation Bonds	76,020	—	—	—	76,020	
Total principal outstanding	3,019,895	$ —	$ —	$ (240,420)	2,779,475	
Premiums, discounts, and imputed debt from termination of hedges:		Additions	Amortization	Deletions		
Unamortized premiums	237,251	$ —	$ (36,467)	$ —	200,784	
Unamortized discounts	(9,051)	—	1,005	—	(8,046)	
Imputed debt from termination of hedges	1,962	—	(1,962)	—	—	
	230,161	$ —	$ (37,424)	$ —	192,738	
Current portion of long-term debt	(335,290)				(302,725)	
Net long-term debt outstanding	$ 2,914,766				$ 2,669,488	

* Variable Rate Debt Obligations

† Fixed Rate Bonds

‡ Bond Anticipation Notes

	July 1, 2020	Additions	Refunding	Pay downs	June 30, 2021	
SENIOR LIEN BONDS:						
2010 Series C Build America Bonds	454,280	—	—	—	454,280	†
2015 Series A	59,915	—	—	—	59,915	†
2019 Series B	240,800	—	—	—	240,800	†
2019 Series C	70,510	—	—	(46,875)	23,635	†
Sub-Total Senior Lien Bonds	825,505	—	—	(46,875)	778,630	
SUBORDINATE LIEN BONDS:						
2008 Series A-2	26,760	—	—	(9,865)	16,895	*
2008 Series B-2	26,785	—	—	(9,875)	16,910	*
2008 Series C-1	122,900	—	—	—	122,900	*
2008 Series C-2	59,900	—	—	(3,125)	56,775	*
2008 Series C-3	59,900	—	—	(3,125)	56,775	*
2008 Series D-1	50,870	—	—	(2,200)	48,670	*
2008 Series D-2A	100,000	—	—	—	100,000	*
2008 Series D-2B	99,605	—	—	—	99,605	*
2008 Series D-3	120,395	—	—	(635)	119,760	*
2014 Series A-1	16,710	—	—	(2,300)	14,410	†
2014 Series A-2	221,870	—	—	—	221,870	†
2017 Series A-1	43,125	—	—	(14,045)	29,080	†
2017 Series A-2	47,800	—	—	—	47,800	†
2019 Series A	107,530	—	—	—	107,530	†
2019 Series D	296,155	—	—	—	296,155	†
2021 Series A	—	71,270		—	71,270	†
SUBORDINATE LIEN BONDS FROM DIRECT PLACEMENTS:						
2017 Series D	53,565	—	—	(19,750)	33,815	*
Sub-Total Subordinate Lien Bonds	1,453,870	71,270	—	(64,920)	1,460,220	
PFC BONDS:						
2012 Series B	59,830	—	—	(4,755)	55,075	†
2015 Series C	88,500	—	—	(10,810)	77,690	†
2017 Series B	58,980	—	—	(7,340)	51,640	†
2019 Series E	369,045	—	—	(34,410)	334,635	
Sub-Total PFC Bonds	576,355	—	—	(57,315)	519,040	
JUNIOR SUBORDINATE LIEN DEBT AND JET A BONDS:						
2013 Jet A Fuel Tax Series A	65,945	—	—	(5,270)	60,675	†
2017 Notes Series C	146,295	—	(146,295)	—	—	‡
2018 Notes Series A	95,545	—	(95,545)	—	—	‡
2021 Notes Series B		125,310			125,310	‡
Sub-Total Junior Subordinate Lien Debt and Jet A Bonds	307,785	125,310	(241,840)	(5,270)	185,985	
GENERAL OBLIGATION BONDS:						
2008 General Obligation Series A	43,105	—	—	—	43,105	*
2013 General Obligation Series B	32,915	—	—	—	32,915	†
Sub-Total General Obligation Bonds	76,020	—	—	—	76,020	
Total principal outstanding	3,239,535	196,580	(241,840)	(174,380)	3,019,895	
Premiums, discounts, and imputed debt from termination of hedges:		Additions	Amortization	Deletions		
Unamortized premiums	230,811	46,605	(40,165)	—	237,251	
Unamortized discounts	(10,059)	—	1,008	—	(9,051)	
Imputed debt from termination of hedges	3,923	—	(1,962)	—	1,962	
	224,675	46,605	(41,119)	—	230,161	
Current portion of long-term debt	(174,380)				(335,290)	
Net long-term debt outstanding	$ 3,289,830				$ 2,914,766	

* Variable Rate Debt Obligations
† Fixed Rate Bonds
‡ Bond Anticipation Notes

(b) Description of Outstanding Debt Issuance Types and Other Information

Senior Lien Bonds

The issuance of senior lien bonds is authorized pursuant to the Nevada Municipal Airports Act (NRS§§496.010 *et seq*.), the Nevada Local Government Securities Law (NRS §§350.500 *et seq*.), and the Nevada Registration of Public Securities Law (NRS §§348.010 *et seq*.). All senior lien bonds are issued in accordance with the Master Indenture of Trust dated May 1, 2003, (Indenture) between Clark County and The Bank of New York Mellon Trust Company, N.A.

Senior lien bonds are secured by and are payable from the net revenues of the Airport System after the payment of all Airport System operating and maintenance expenses. Pursuant to the Indenture, the Department has covenanted to fix, charge, and collect rentals, fees, and charges for the use of the Airport System such that, in any fiscal year, the gross revenues, together with any other available funds, will at all times be at least sufficient: 1) to provide for the payment of all Airport System operating and maintenance expenses in the fiscal year and 2) to provide an amount not less than 125% of the aggregate debt service requirement (Senior Lien Coverage) for all the senior lien bonds then outstanding for the fiscal year. The actual senior lien coverage ratios (the ratio of total revenue less operating expenses to debt service) for fiscal year 2022 and fiscal year 2021 were 7.48 and 5.10, respectively. As of June 30, 2022 and 2021, the Department had $755.0 million and $778.6 million in outstanding senior lien bonds, respectively.

One of the Department's senior lien bonds, 2010 Series C, was issued as federally taxable Build America Bonds (BABs) under the American Recovery and Reinvestment Act of 2009. The Department receives a direct federal subsidy payment in the amount equal to 35% of the interest expense on the BABs less 5.7% for sequestration. The interest subsidy on 2010 Series C was $10.2 million for both fiscal years ended June 30, 2022 and 2021, respectively. The subsidy is recorded as a non-capital grant, a component of other non-operating revenue.

On May 13, 2022, S&P Global Ratings raised its long-term rating on Clark County, Nevada Airport System Senior Revenue Bonds from A+ to AA-.

Subordinate Lien Bonds

The issuance of subordinate lien bonds is authorized pursuant to the Nevada Municipal Airports Act (NRS§§496.010 *et seq*.), the Nevada Local Government Securities Law (NRS §§350.500 *et seq*.), and the Nevada Registration of Public Securities Law (NRS §§348.010 *et seq*.). All subordinate lien bonds are issued in accordance with the Indenture between Clark County and The Bank of New York Mellon Trust Company, N.A.

Subordinate lien bonds are secured by and are payable from the net revenues of the Airport System after the payment of all Airport System operating and maintenance expenses and after the payment of all senior lien debt service. Pursuant to the Indenture, the Department has covenanted to fix, charge, and collect rentals, fees, and charges for the use of the Airport System such that, in any fiscal year, the gross revenues, together with any other available funds, will at all times be at least sufficient: 1) To provide for the payment of all Airport System operating and maintenance expenses in such fiscal year and 2) To provide an amount not less than 110% of the aggregate debt service requirement (Subordinate Lien Coverage) for all the senior lien and subordinate lien bonds then outstanding for the fiscal year. The coverages on the combined senior and subordinate lien debt for fiscal year 2022 and fiscal year 2021 were 2.01 and 1.85, respectively. As of June 30, 2022 and 2021, the Department had $1.3 billion and $1.5 billion in outstanding subordinate lien bonds, respectively.

On March 16, 2022, the Department extended the credit facilities associated with the Series 2008C-1 Bonds and the Series 2008D-3 Bonds provided by Bank of America, N.A. for a period of three years with expiration dates of June 6, 2025 and June 2, 2025, respectively.

On May 13, 2022, S&P Global Ratings raised its long-term rating on the Clark County, Nevada Airport System, Subordinate Lien Revenue Bonds from A to A+.

PFC Bonds

The issuance of PFC bonds is authorized pursuant to the Nevada Municipal Airports Act (NRS §§496.010 *et seq*.), the Nevada Local Government Securities Law (NRS §§350.500 *et seq*.), and the Nevada Registration of Public Securities Law (NRS §§348.010 *et seq*.). All PFC bonds are issued in accordance with the Indenture between Clark County and The Bank of New York Mellon Trust Company, N.A.

The PFC bonds are secured by a pledge of and lien upon pledged PFC revenues derived from a $4.50 PFC which has been imposed by the County under authorization of the Federal Aviation Act. In addition, the PFC bonds are secured by and are payable from a claim on the net revenues of the Airport System on parity with that of the subordinate lien bonds and junior to that of the senior lien bonds. Effective October 1, 2008, the PFC rate is $4.50 per qualifying enplaned passenger. As of June 30, 2022 and 2021, the Department had $466.6 million and $519.0 million in outstanding PFC pledged bonds, respectively.

In fiscal years 2022 and 2021, the Department earned $94.0 million and $58.9 million, respectively, in PFC revenues. The Department lost $1.7 million in fiscal year 2022 and lost $0.8 million in fiscal year 2021 in PFC interest income. In fiscal years 2022 and 2021, the Department pledged $78.3 million and $78.3 million respectively, toward debt service payments associated with outstanding PFC bonds and pledged no monies toward service payment on certain subordinate lien bonds that were used to fund PFC projects approved by the FAA. No coverage is required for the PFC bonds.

On May 13, 2022, S&P Global Ratings raised its long-term rating on the Clark County, Nevada Airport System, Passenger Facility Charge Revenue Bonds from A to A+.

Junior Subordinate Lien Debt and Jet A Bonds

The junior subordinate lien debt and Jet A bonds comprise Jet A Fuel Tax bonds and bond anticipation notes issued pursuant to the Nevada Municipal Airports Act (NRS §§496.010 *et seq*.), the Nevada Local Government Securities Law (NRS §§350.500 *et seq*.), and the Nevada Registration of Public Securities Law (NRS §§348.010 *et seq*.). These bonds and notes are issued in accordance with the Indenture between Clark County and The Bank of New York Mellon Trust Company, N.A.

The junior subordinate lien debt and Jet A bonds are on parity with each other and are secured by and payable from the net revenues of the Airport System after the payment of all Airport System operating and maintenance expenses and after the payment of all senior lien debt service, subordinate lien debt service, and PFC lien debt service. These bonds and notes do not constitute debt of Clark County within the meaning of any constitutional or statutory provisions or limitations, and neither the full faith and credit nor the taxing power of the County is pledged to the payment thereof. As of June 30, 2022 and 2021, the Department had $55.1 million and $60.7 million, respectively, in outstanding Jet A bonds. Outstanding bond anticipation notes were $125.3 million for both fiscal years ending June 30, 2022, and 2021, respectively.

The Jet A Bonds are payable from and secured by a pledge of and lien upon the proceeds of a four-cent-per-gallon tax collected by the County on jet aviation fuel sold, distributed, or used in the County (three-cents-per-gallon out of the four cents collected are specifically pledged to the Jet A Bonds). Shortages in debt service from fuel tax collections are funded with Airport System revenues. As of June 30, 2022 and 2021, there was no shortage of Jet A Fuel Tax revenues to cover the Jet A Bonds debt service.

On May 13, 2022, S&P Global Ratings raised its long-term rating on the Clark County, Nevada Jet Aviation Fuel Tax Revenue Bonds from A to A+.

General Obligation Bonds

The general obligation bonds were issued pursuant to the Nevada Municipal Airports Act (NRS §§496.010 et seq.), the Nevada Local Government Securities Law (NRS §§350.500 et seq.), and the Nevada Registration of Public Securities Law (NRS §§348.010 et seq.). All general obligation bonds are issued in accordance with the Indenture between Clark County and The Bank of New York Mellon Trust Company, N.A.

These bonds constitute direct and general obligations of the County. The full faith and credit of the County is pledged for the payment of principal and interest subject to Nevada constitutional and statutory limitations on the aggregate amount of ad valorem taxes and to certain other limitations on the amount of ad valorem taxes the County may levy.

The general obligation bonds are secured by and payable from a claim on the net revenues of the Airport System after the payment of all Airport System operating and maintenance expenses and after the payment of all senior lien debt service, subordinate lien debt service, and PFC lien debt service. Pursuant to the Indenture, the County has covenanted to fix, charge, and collect rentals, fees, and charges for the use of the Airport System sufficient to pay debt service on the senior lien bonds, the subordinate lien bonds, the general obligation (limited tax) airport bonds, the PFC bonds, and the junior subordinate lien debt and Jet A bonds. As of June 30, 2022 and 2021, respectively, the Department had $76.0 million in outstanding general obligation bonds.

Other Information Related to Debt Issuances

The Department’s outstanding bonds and notes contain a provision that in an event of default, the Trustee shall enforce the rights of the bond owners if the Department is unable to make payment. The consequences in the event of a default may include various legal or financial actions taken against the Department by the Trustee, with financial actions being limited to the pursuit of amounts currently due.

The Department's variable rate demand bonds have six associated letters of credit and one line of credit. Under the letters of credit, the banks who issued the facilities are unconditionally obligated to pay principal and interest on the bonds secured by letters of credit when due, and to pay the purchase price of tendered bonds when tendered. The Department is obligated to immediately reimburse the banks who issued these facilities for principal and interest draws. According to the terms of the line of credit, the bank who issued the facility is obligated (absent a default by the County) to pay the purchase price of tendered bonds when tendered. It is expected that tendered bonds will be remarketed and remarketing proceeds will be used to reimburse the issuing bank for the purchase price of tendered

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bonds. Each line or letter of credit has a three-year term out agreement. If a term-out agreement were to take effect, it would require all outstanding amounts to such series of bonds to be repaid within three years on an accelerated basis. The Department's line and letters of credit terminate on dates occurring between February 2023 and June 2025. Refer to Note 15 for additional information related to the letters of credit terminating within the next fiscal year.

Below summarizes the credit facilities securing the variable rate bonds at June 30, 2022 (in thousands):

Bond Series	Credit Provider	Facility Fee Rate	Remarketing Agent	Remarketing Fee Rate
2008A-GO	State Street Bank and Trust	0.35 %	Citi Bank N.A.	0.09 %
2008C-1	Bank of America	0.32 %	Bank of America Merrill Lynch	0.07 %
2008C-2	State Street Bank and Trust	0.40 %	J.P. Morgan Securities	0.09 %
2008C-3	Sumitomo Mitsui Banking Corporation	0.42 %	Citi Bank N.A.	0.09 %
2008D-2A	Wells Fargo Bank, N.A.	0.38 %	Wells Fargo Securities	0.07 %
2008D-2B	Barclays Bank PLC	0.90 %	RBC Capital Markets	0.09 %
2008D-3	Bank of America	0.32 %	Citi Bank N.A.	0.09 %

Below summarizes the credit facilities securing the variable rate bonds at June 30, 2021 (in thousands):

Bond Series	Credit Provider	Facility Fee Rate	Remarketing Agent	Remarketing Fee Rate
2008A-GO	State Street Bank and Trust	0.35 %	Citi Bank N.A.	0.09 %
2008A-2	State Street Bank and Trust	0.38 %	J.P. Morgan Securities	0.10 %
2008B-2	State Street Bank and Trust	0.38 %	Citi Bank N.A.	0.10 %
2008C-1	Bank of America	1.00 %	Bank of America Merrill Lynch	0.07 %
2008C-2	State Street Bank and Trust	0.40 %	J.P. Morgan Securities	0.09 %
2008C-3	Sumitomo Mitsui Banking Corporation	0.42 %	Citi Bank N.A.	0.09 %
2008D-1	Sumitomo Mitsui Banking Corporation	0.49 %	Citi Bank N.A.	0.09 %
2008D-2A	Wells Fargo Bank, N.A.	0.38 %	Wells Fargo Securities	0.07 %
2008D-2B	Barclays Bank PLC	0.90 %	RBC Capital Markets	0.09 %
2008D-3	Bank of America	0.40 %	Citi Bank N.A.	0.09 %

Credit Type	Original Commitment	Term out	Termination Date
Line of credit*	$ 45,713,000	3 years	February 14, 2024
Letter of credit	130,941,000	3 years	June 6, 2025
Letter of credit	76,018,000	3 years	February 14, 2023
Letter of credit	76,018,000	3 years	February 14, 2024
Letter of credit	106,641,000	3 years	February 24, 2023
Letter of credit	106,122,000	3 years	March 1, 2024
Letter of credit	130,903,000	3 years	June 2, 2025

* The full commitment amount on the Department's line of credit is unused as of June 30, 2022.

Credit Type	Original Commitment	Term out	Termination Date
Line of credit*	45,713,000	3 years	February 14, 2024
Letter of credit	53,321,000	3 years	July 1, 2022
Letter of credit	53,321,000	3 years	July 1, 2022
Letter of credit	130,941,000	3 years	June 6, 2022
Letter of credit	76,018,000	3 years	February 14, 2023
Letter of credit	76,018,000	3 years	February 14, 2024
Letter of credit	62,833,000	3 years	January 26, 2022
Letter of credit	106,641,000	3 years	February 24, 2023
Letter of credit	106,122,000	3 years	March 1, 2024
Letter of credit	130,903,000	3 years	June 2, 2023

* The full commitment amount on the Department's line of credit is unused as of June 30, 2021.

(c) Arbitrage Rebate Requirement

Tax-exempt bond arbitrage involves the investment of governmental bond proceeds which are derived from the sale of tax-exempt obligations in higher yielding taxable securities that generate a profit. The Tax Reform Act of 1986 imposes arbitrage restrictions on bonds issued by the County. Under this Act, an amount may be required to be

(d) Description of Bond Series Issuances, Calls, and Refundings During the Fiscal Years Ended June 30, 2022 and 2021

Subordinate Lien Bonds

On June 30, 2021, the Department issued the Series 2021A Subordinate Lien Refunding Revenue Bonds (Series 2021A Bonds) for $71.3 million. The net proceeds of $95.5 million were used to refund the outstanding principal and interest on the Series 2018A Junior Subordinate Lien Revenue Notes and to fund a new debt service reserve fund for the Series 2021A Bonds. The aggregate difference in debt service between the Series 2018A refunded debt and the Series 2021A refunding debt is an additional $21,065,774. Series 2018A was set to mature on July 1, 2021, and as a result, there is no economic gain or loss on the transaction. The Series 2021A Bonds have a stated interest rate of 5.00%, with yields varying from 1.23% to 1.32%. Interest payments are due on January 1 and July 1 of each year, and scheduled principal payments are due starting July 1, 2033 and continuing for three years until the scheduled maturity date of July 1, 2036.

In current and prior years, the Department defeased certain general obligation and revenue bonds by placing the proceeds of the new bonds in an irrevocable trust to provide to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Department's financial statements. On June 30, 2021, there was a remaining balance placed into escrow with The Bank of New York Mellon from the proceeds of Series 2021A of $97,933,625 that was used for the payment of future debt service on Series 2018A.

On July 1, 2021, the Department called for the full redemption of the Series 2008A-2 and Series 2008B-2, with both having an outstanding par value of $16.9 million, and accrued interest of $6.2 thousands and $6.6 thousands, respectively.

On January 3, 2022, the Department called for the full redemption of the Series 2008D-1 Airport System Subordinate Lien Refunding Revenue Bonds Series 2008D-1 having an outstanding par value of $46.4 million and accrued interest of $0.01 million.

Subordinate Lien Bonds from Direct Placements

On July 1, 2021, the Department called for the full redemption of the Series 2017D Airport System Subordinate Lien Refunding Revenue Bonds having an outstanding par value of $33.8 million and accrued interest of $0.02 million.

Junior Subordinate Lien Notes

On June 30, 2021, the Department issued the Series 2021B Junior Subordinate Lien Revenue Notes (Series 2021B Notes) for $125.3 million. The net proceeds of $146.3 million were used to refund the outstanding principal and interest on the Series 2017C Junior Subordinate Lien Revenue Notes. The aggregate difference in the debt service remaining on the Series 2017C refunded debt and Series 2021B refunding debt is an additional $1,143,279. Series 2017C was set to mature on July 1, 2021, and as a result, there is no economic gain or loss on the transaction. The Series 2021B Notes have a stated interest rate of 5.00%, with yields varying from 0.18% to 0.88%. Interest payments are due on January 1 and July 1 of each year, and scheduled principal payments are due starting July 1, 2022 and continuing for five years until the scheduled maturity date of July 1, 2027.

In current and prior years, the Department defeased certain general obligation and revenue bonds by placing the proceeds of the new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Department's financial statements. On June 30, 2021, there was a remaining balance placed into escrow with The Bank of New York Mellon from the proceeds of Series 2021B of $149,952,375 that was used for the payment of future debt service on Series 2017C.

(e) Long-term Debt Obligations

The following tables summarize of long-term debt obligations at June 30, 2022 and 2021 (in thousands):

June 30, 2022

Series		Purpose	Pledged Revenue
Senior Lien Bonds	2010C	Issued to fund the construction of Terminal 3	Airport System Revenue
	2015A	Refunded Series 2005A	Airport System Revenue
	2019B	Refunded Series 2009B	Airport System Revenue
	2019C	Refunded Series 2010D	Airport System Revenue
Subordinate Lien Bonds	2008A2	Refunded Series 2006 B1	Airport System Revenue
	2008B2	Refunded Series 2006 B1	Airport System Revenue
	2008C1*		Airport System Revenue
	2008C2*	*Refunded Series 2005 C1A, Series 2005 C1B, Series 2005	Airport System Revenue
	2008C3*	C2, Series 2005 C3, Series 2005 D1, Series 2005 D2, Series	Airport System Revenue
	2008D1*	2005 E1, Series 2005 E2, Series 2005 E3	Airport System Revenue
	2008D2*		Airport System Revenue
	2008D3	Refunded Series 2001C	Airport System Revenue
	2014A1	Refunded Series 2004 A1 and Series 2004 A2	Airport System Revenue
	2014A2	Refunded Series 2004 A1 and Series 2004 A2	Airport System Revenue
	2017A1	Refunded Series 2007 A1	Airport System Revenue
	2017A2	Refunded Series 2007 A1	Airport System Revenue
	2019A	Refunded Series 2009C	Airport System Revenue
	2019D	Refunded Series 2010B	Airport System Revenue
	2021A	Refunded Series 2018A	Airport System Revenue
Subordinate Lien Bonds from Direct Placements	2017D	Refunded Series 2011 B-2	Airport System Revenue
PFC Bonds	2012B PFC	Refunded Series 1998A	Passenger Facility Charge Revenue
	2015C PFC	Refunded Series 2007	Passenger Facility Charge Revenue
	2017B PFC	Refunded Series 2007 A1 Bonds and funded a new debt service reserve fund for the Series 2017B Bonds	Passenger Facility Charge Revenue
	2019E PFC	Refunded Series 2010A PFC	Passenger Facility Charge Revenue
Junior Subordinate Lien and Jet A Bonds	2013A	Refunded Series 2003C	Jet Aviation Fuel Tax Revenue
	2021B	Refunded Series 2017C	Airport System Revenue
General Obligation Bonds	2008A	Refunded Series 2003A	Airport System Revenue
	2013B	Refunded Series 2003B	Airport System Revenue

Issue Date	Maturity Date	Interest Rate	Original Issue	6/30/2022
2/23/2010	7/1/2045	6.82%	$ 454,280	$ 454,280
4/30/2015	7/1/2040	5%	59,915	59,915
7/1/2019	7/1/2042	5%	240,800	240,800
11/27/2019	7/1/2021	5.00%	70,510	—
	Subtotal			754,995
	Unamortizied premiums			54,522
	Current portion			—
	Total Senior Lien Bonds			809,517
6/26/2008	7/1/2022	weekly variable rate **	50,000	—
6/26/2008	7/1/2022	weekly variable rate **	50,000	—
3/19/2008	7/1/2040	weekly variable rate **	122,900	122,900
3/19/2008	7/1/2029	weekly variable rate **	71,550	53,525
3/19/2008	7/1/2029	weekly variable rate **	71,550	53,525
3/19/2008	7/1/2036	weekly variable rate **	58,920	—
3/19/2008	7/1/2040	weekly variable rate **	199,605	199,605
3/19/2008	7/1/2029	weekly variable rate **	122,865	119,205
4/8/2014	7/1/2024	4.00%- 5.00%	95,950	12,655
4/8/2014	7/1/2036	4.00%- 5.00%	221,870	221,870
4/25/2017	7/1/2022	4.00%- 5.00%	65,505	13,960
4/25/2017	7/1/2040	5%	47,800	47,800
7/1/2019	7/1/2026	5%	107,530	107,530
11/27/2019	7/1/2032	5%	296,155	277,550
06/30/2021	7/1/2036	5%	71,270	71,270
12/6/2017	7/1/2022	monthly variable rate †	92,465	—
	Subtotal			1,301,395
	Unamortized premiums			73,826
	Unamortized discounts			(8,046)
	Current portion			(231,870)
	Total Subordinate Lien Bonds			1,135,304
7/2/2012	7/1/2033	5%	64,360	50,080
7/22/2015	7/1/2027	5	98,965	66,370
4/25/2017	7/1/2025	3.25%-5.00%	69,305	44,235
11/27/2019	7/1/2033	5.00%	369,045	305,930
	Subtotal			466,615
	Unamortized premiums			51,308
	Unamortized discounts			—
	Current portion			(55,045)
	Total PFC Bonds			462,878
4/2/2013	7/1/2029	5.00%	70,965	55,140
06/30/2021	7/1/2027	5.00%	125,310	125,310
	Subtotal			180,450
	Unamortized premiums			18,876
	Current portion			(15,810)
	Total Junior Subordinate Lien and Jet A Bonds			183,516
2/26/2008	7/1/2027	variable	43,105	43,105
4/2/2013	7/1/2033	5.00%	32,915	32,915
	Subtotal			76,020
	Unamortized premiums			2,252
	Total General Obligation Bonds			78,272
	Imputed debt from termination of hedges			—
Total long-term debt				$ 2,669,488

** Interest on the variable-rate bonds is determined by each remarketing agent and is reset weekly. The owners of such bonds are permitted to tender the bonds for repurchase on seven business days' notice.

† Interest on the Series 2017D is paid at 70% of LIBOR plus 49 basis points and is reset monthly.

June 30, 2021

Series		Purpose	Pledged Revenue
Senior Lien Bonds	2010C	Issued to fund the construction of Terminal 3	Airport System Revenue
	2015A	Refunded Series 2005A	Airport System Revenue
	2019B	Refunded Series 2009B	Airport System Revenue
	2019C	Refunded Series 2010D	Airport System Revenue
Subordinate Lien Bonds	2008A2	Refunded Series 2006 B1	Airport System Revenue
	2008B2	Refunded Series 2006 B1	Airport System Revenue
	2008C1*		Airport System Revenue
	2008C2*	*Refunded Series 2005 C1A, Series 2005 C1B, Series 2005	Airport System Revenue
	2008C3*	C2, Series 2005 C3, Series 2005 D1, Series 2005 D2, Series	Airport System Revenue
	2008D1*	2005 E1, Series 2005 E2, Series 2005 E3	Airport System Revenue
	2008D2*		Airport System Revenue
	2008D3	Refunded Series 2001C	Airport System Revenue
	2014A1	Refunded Series 2004 A1 and Series 2004 A2	Airport System Revenue
	2014A2	Refunded Series 2004 A1 and Series 2004 A2	Airport System Revenue
	2017A1	Refunded Series 2007 A1	Airport System Revenue
	2017A2	Refunded Series 2007 A1	Airport System Revenue
	2019A	Refunded Series 2009C	Airport System Revenue
	2019D	Refunded Series 2010B	Airport System Revenue
	2021A	Refunded Series 2018A	Airport System Revenue
Subordinate Lien Bonds from Direct Placements	*2017D*	Refunded Series 2011 B-2	Airport System Revenue
PFC Bonds	2012B PFC	Refunded Series 1998A	Passenger Facility Charge Revenue
	2015C PFC	Refunded Series 2007	Passenger Facility Charge Revenue
	2017B PFC	Refunded Series 2007 A1 Bonds and funded a new debt service reserve fund for the Series 2017B Bonds	Passenger Facility Charge Revenue
	2019E PFC	Refunded Series 2010A PFC	Passenger Facility Charge Revenue
Junior Subordinate Lien and Jet A Bonds	2013A	Refunded Series 2003C	Jet Aviation Fuel Tax Revenue
	2021B	Refunded Series 2017C	Airport System Revenue
General Obligation Bonds	2008A	Refunded Series 2003A	Airport System Revenue
	2013B	Refunded Series 2003B	Airport System Revenue

Issue Date	Maturity Date	Interest Rate	Original Issue	June 30, 2021
2/23/2010	7/1/2045	6.82%	$ 454,280	$ 454,280
4/30/2015	7/1/2040	5.00%	59,915	59,915
7/1/2019	7/1/2042	5.00 %	240,800	240,800
11/27/2019	7/1/2021	5.00%	70,510	23,635
	Subtotal			778,630
	Unamortized premiums			58,816
	Current portion			(23,635)
	Total Senior Lien Bonds			813,811
6/26/2008	7/1/2022	weekly variable rate **	50,000	16,895
6/26/2008	7/1/2022	weekly variable rate **	50,000	16,910
3/19/2008	7/1/2040	weekly variable rate **	122,900	122,900
3/19/2008	7/1/2029	weekly variable rate **	71,550	56,775
3/19/2008	7/1/2029	weekly variable rate **	71,550	56,775
3/19/2008	7/1/2036	weekly variable rate **	58,920	48,670
3/19/2008	7/1/2040	weekly variable rate **	199,605	199,605
3/19/2008	7/1/2029	weekly variable rate **	122,865	119,760
4/8/2014	7/1/2024	4.00%- 5.00%	95,950	14,410
4/8/2014	7/1/2036	4.00%- 5.00%	221,870	221,870
4/25/2017	7/1/2022	4.00%- 5.00%	65,505	29,080
4/25/2017	7/1/2040	5.00%	47,800	47,800
7/1/2019	7/1/2026	5.00 %	107,530	107,530
11/27/2019	7/1/2032	5.00 %	296,155	296,155
6/30/2021	7/1/2036	5.00 %	71,270	71,270
12/6/2017	7/1/2022	monthly variable rate †	92,465	33,815
	Subtotal			1,460,220
	Unamortized premiums			88,694
	Unamortized discounts			(9,051)
	Current portion			(253,695)
	Total Subordinate Lien Bonds			1,286,168
7/2/2012	7/2/2012	4,109,200.00%	64,360	55,075
7/22/2015	7/22/2015	4,220,700.00%	98,965	77,690
4/25/2017	4/25/2017	4,285,000.00%	69,305	51,640
11/27/2019	11/27/2019	4,379,600.00%	369,045	334,635
	Subtotal			519,040
	Unamortized premiums			62,422
	Unamortized discounts			0
	Current portion			(52,425)
	Total PFC Bonds			529,037
4/2/2013	4/2/2013	5.00%	70,965	60,675
6/30/2021	6/30/2021	5.00%	125,310	125,310
	Subtotal			185,985
	Unamortized premiums			24,827
	Current portion			(5,535)
	Total Junior Subordinate Lien and Jet A Bonds			205,277
2/26/2008	7/1/2027	variable	43,105	43,105
4/2/2013	7/1/2033	5.00%	32,915	32,915
	Subtotal			76,020
	Unamortized premiums			2,493
	Total General Obligation Bonds			78,513
	Imputed debt from termination of hedges			1,962
Total long-term debt				$ 2,914,766

** Interest on the variable-rate bonds is determined by each remarketing agent and is reset weekly. The owners of such bonds are permitted to tender the bonds for repurchase on seven business days' notice

† Interest on the Series 2017D is paid at 70% of LIBOR plus 49 basis points and is reset monthly.

(f) Schedule of Pledged Revenues

The following is a comparison of the pledged Department revenues recognized during the years ended June 30, 2022 and 2021 to the principal and interest requirements for the liens directly collateralized by those revenues (in thousands):

	2022	2021
Net operating revenues	$ 286,506	$ 182,931
Non-operating revenues available for debt service		
CARES Act Airport Grant	—	147,193
CRRSA Act Airport Grant	39,728	36
ARPA Act Airport Grant	9,695	—
BABs interest subsidy	10,226	10,226
Interest (loss) income	(13,586)	3,517
Total revenues pledged for debt service	$ 332,569	$ 343,903
Less: Senior lien debt service	(46,018)	(70,836)
Total revenues pledged for Subord. lien debt service	$ 286,551	$ 273,067
PFC revenue	94,026	58,899
PFC fund interest loss	(1,688)	(846)
Total PFC revenues pledged for Subordinate lien PFC bonds	$ 92,338	$ 58,053
Total revenues pledged for Subord. lien debt service including total PFC revenues	$ 378,889	$ 331,120
Subordinate lien PFC bond debt service	(78,323)	(78,328)
Subordinate lien bond debt service	(131,757)	(131,766)
Total Subordinate lien (including PFC bonds) debt service	$ (210,080)	$ (210,094)
Total revenue pledged for debt service after payment of Senior and Subordinate liens	$ 168,809	$ 121,026
Jet A fuel tax revenue	15,708	8,242
Jet A fund interest loss	(1,480)	(49)
Total Jet A fuel tax revenues pledged for Jet A bonds	$ 14,228	$ 8,193
Jet A tax bond debt service	(8,567)	(8,569)
Total revenue pledged for debt service after payment of Senior, Subordinate, and Jet A fuel tax liens	$ 174,470	$ 120,650
Junior Subordinate lien notes debt service	$ (16,283)	$ (12,092)
General obligation bonds debt service*	$ (1,968)	$ (1,903)

*Additionally secured by the full faith and credit of the County

(g) Schedule of Debt Principal and Interest

Principal and interest payments on debt at June 30, 2022, are as follows (in thousands):

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Fiscal Year Ended June 30,	Total		Senior Lien Bonds		Subordinate Lien Bonds **	
	Principal	Interest	Principal	Interest *	Principal	Interest
2023	$ 302,725	$ 118,842	$ —	$ 46,018	$ 231,870	$ 40,235
2024	164,130	$ 109,727	—	46,018	82,400	34,935
2025	139,775	$ 102,344	—	46,018	73,015	31,480
2026	138,450	$ 96,087	—	46,018	77,130	28,400
2027	173,685	$ 89,282	—	46,018	91,855	24,931
2028-2032	661,460	$ 365,099	79,650	220,520	300,000	100,275
2033-2037	506,375	$ 245,381	122,320	197,398	305,275	44,105
2038-2042	339,345	$ 157,269	199,495	149,803	139,850	7,466
2043-2047	353,530	$ 54,181	353,530	54,181	—	—
Total	$ 2,779,475	$ 1,338,212	$ 754,995	$ 851,992	$ 1,301,395	$ 311,827

** Subordinate Lien Bonds from Direct Placements are excluded from these figures and presented separately.

Subordinate Lien Bonds from Direct Placements		PFC		Jet A Fuel Tax Bonds Bond Anticipation Notes		General Obligation Bonds	
Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
$ —	$ —	$ 55,045	$ 21,902	$ 15,810	$ 8,627	$ —	$ 2,060
—	—	57,795	19,081	23,935	7,634	—	2,060
—	—	41,685	16,378	25,075	6,408	—	2,060
—	—	35,125	14,484	26,195	5,127	—	2,060
—	—	54,550	12,485	27,280	3,790	—	2,060
—	—	158,595	34,056	62,155	2,726	61,060	7,522
—	—	63,820	3,230	—	—	14,960	649
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
$ —	$ —	$ 466,615	$ 121,616	$ 180,450	$ 34,312	$ 76,020	$ 18,471

(h) Deferred Outflows of Resources Related to Debt

The Department has incurred deferred costs, which comprise unamortized losses on bond refundings and deferred losses on imputed debt resulting from the revaluation of certain interest rate swaps pursuant to the refunding of certain hedged bonds.

Such deferred outflows are as follows at June 30, 2022 and 2021 (in thousands):

	2022	2021
2008 Series A	$ 347	$ 417
2008 Series C	93	482
2008 Series D-2	7,835	8,518
2008 Series D-3	429	504
2012 Series B	—	407
2013 Series B	30	44
2014 Series A-2	2,132	2,355
2015 Series C	1,452	1,891
2019 Series E	2,261	2,704
Total unamortized losses on refunded bonds	14,579	17,323
Deferred losses on imputed debt	—	1,962
Total other deferred costs	$ 14,579	$ 19,285

(i) Deferred Inflows of Resources Related to Debt

The following schedule details the unamortized gains on bond refundings, presented as deferred inflows, at June 30 2022 and 2021 (in thousands):

	2022	2021
2008 Series D-1	$ —	$ 25
2013 Jet A Fuel Tax Series A	—	295
2014 Series A-1	144	248
2015 Series A	757	804
2017 Series A-1	—	187
2017 Series A-2	1,537	1,629
2017 Series B PFC	355	593
2019 Series A	1,393	1,999
2019 Series D	1,881	2,344
Total unamortized gains on refunded bonds	$ 6,067	$ 8,124

9.) DERIVATIVE INSTRUMENTS – INTEREST RATE SWAPS

(a) Interest Rate Swaps

The intention of the Department's implementation of a swap portfolio was to convert variable interest rate bonds to synthetically fixed interest rate bonds as a means to lower its borrowing costs when compared to fixed-rate bonds at the time of issuance. The Department executed several floating-to-fixed swaps in connection with its issuance of variable rate bonds and forward starting swaps to lock in attractive synthetically fixed rates for future variable rate bonds.

The derivative instruments are valued at fair value. The fair values of the interest rate derivative instruments are estimated using an independent pricing service. The valuations provided are derived from proprietary models based upon well-recognized principles and estimates about relevant future market conditions. The instruments' expected cash flows are calculated using the zero-coupon discount method, which takes into consideration the prevailing benchmark interest rate environment as well as the specific terms and conditions of a given transaction and which assumes that the current forward rates implied by the benchmark yield curve are the market's best estimate of future spot interest rates.

The income approach is then used to obtain the fair value of the instruments by discounting future expected cash flows to a single valuation using a rate of return that takes into account the relative risk of nonperformance associated with the cash flows and the time value of money. This valuation technique is applied consistently across all instruments. Given the observability of inputs that are significant to the entire sets of measurements, the fair values of the instruments are based on inputs categorized as Level 2.

The mark-to-market value for each swap had been estimated using the zero-coupon method. Under this method, future cash payments were calculated either based on using the contractually-specified fixed rate or based on using the contractually-specified variable forward rates as implied by the SIFMA (Securities Industry and Financial Markets Association) Municipal Swap Index yield curve (formerly known as the Bond Market Association Municipal Swap Index yield curve, or BMA Municipal Swap Index yield curve), as applicable. Each future cash payment was adjusted by a factor called the swap rate, which is a rate that is set, at the inception of the swap and at the occurrence of certain events, such as a refunding, to such a value as to make the mark-to-market value of the swap equal to zero. Future cash receipts were calculated either based on using the contractually-specified fixed rate or based on using the contractually-specified variable forward rates as implied by the LIBOR (London Interbank Offered Rate) yield curve or the CMS (Constant Maturity Swap rate) yield curve, as applicable. The future cash payment, as modified by the swap rate factor, and the future cash receipt due on the date of each and every future net settlement on the swap were netted, and each netting was then discounted using the discount factor implied by the LIBOR yield curve for a hypothetical zero-coupon rate bond due on the date of the future net settlement. These discounted nettings were then summed to arrive at the mark-to-market value of the swap.

All swaps entered into by the Department comply with the County's swap policy. Each swap is written pursuant to guidelines and documentation promulgated by the International Swaps and Derivatives Association (ISDA), which include standard provisions for termination events such as failure to pay or bankruptcy. The Department retains the right to terminate any swap agreement at fair value prior to maturity. The Department has termination risk under the contract, particularly if an additional termination event (ATE) were to occur. An ATE occurs either if the credit rating of the bonds associated with a particular swap agreement and the rating of the swap insurer fall below a pre-defined credit rating threshold or if the credit rating of the swap counterparty falls below a threshold as defined in the swap agreement.

With regard to credit risk, potential exposure is mitigated through the use of an ISDA credit support annex (CSA). Under the terms of master agreements between the Department and the swap counterparties, each swap counterparty is required to post collateral with a third party when the counterparty's credit rating falls below the trigger level defined in each master agreement. This arrangement protects the Department from credit risks inherent in the swap agreements. As long as the Department retains insurance, the Department is not required to post any collateral; only the counterparties are required to post collateral.

The initial notional amounts and outstanding notional amounts of all active swaps, as well as the breakout of floating-to-fixed swaps, basis swaps, and fixed-to-fixed swaps as of June 30, 2022 and 2021, are summarized as follows (in thousands):

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Swap #		Interest Rate Swap Description	Associated Variable Rate Bonds or Amended Swaps	County Pays	County Receives
02		Basis Swap	N/A	SIFMA Swap Index - 0.41%	72.5% of USD LIBOR - 0.410%
04		Basis Swap	N/A	SIFMA Swap Index	68.0% of USD LIBOR + 0.435%
07A	‡	Floating-to-Fixed	2008A GO, 2008D-2A, 2008D-2B	4.3057% to 7/2017, 0.2500% to maturity	64.7% of USD LIBOR + 0.280%
07B	‡	Floating-to-Fixed	2008 D-2A, 2008D-2B	4.3057% to 7/2017, 0.2500% to maturity	64.7% of USD LIBOR + 0.280%
08A		Floating-to-Fixed	2008C	4.0000% to 7/2015, 3.0000% to maturity	82.0% of 10 year CMS - 0.936%
08B		Floating-to-Fixed	2008C	4.0000% to 7/2015, 3.0000% to maturity	82.0% of 10 year CMS - 0.936%
08C		Floating-to-Fixed	2008C	4.0000% to 7/2015, 3.0000% to maturity	82.0% of 10 year CMS - 0.936%
09A		Floating-to-Fixed	2008 D-2A, 2008D-2B	5.0000% to 7/2015, 1.2100% to maturity	82.0% of 10 year CMS - 1.031%
09B		Floating-to-Fixed	2008 D-2A, 2008D-2B	5.0000% to 7/2015, 1.2100% to maturity	82.0% of 10 year CMS - 1.031%
09C		Floating-to-Fixed	2008 D-2A, 2008D-2B	5.0000% to 7/2015, 1.2100% to maturity	82.0% of 10 year CMS - 1.031%
10B		Floating-to-Fixed	2008 D-2A, 2008D-2B	4.0030% to 7/2015, 2.2700% to maturity	62.0% of USD LIBOR + 0.280%
10C		Floating-to-Fixed	2008 D-2A, 2008D-2B	4.0030% to 7/2015, 2.2700% to maturity	62.0% of USD LIBOR + 0.280%
12A	**	Floating-to-Fixed	2008C, 2008 D-3, 2008A GO	5.6260% to 7/2017, 0.2500% to maturity	64.7% of USD LIBOR + 0.280%

‡ On August 3, 2011, the Department refunded the outstanding principal of its Series 2008A-1 and B-1 Bonds with the Series 2011B-1 and B-2 Bonds, respectively. Upon refunding, swap #07B was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-1 Bonds, and swap #07A was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-2 Bonds. On November 19, 2013, to better match the principal amortizations, swap #07A was re-associated with the Series 2011B-1 Bonds, and swap #07B was re-associated with the Series 2011B-2 Bonds. On December 6, 2017, the Series 2011B-2 Bonds were refunded by the issuance of Series 2017D Bonds and therefore re-associating $92.5 million in notional of swap #07B with 2017D Bonds. The Series 2008 B-2 and Series 2017D bonds were subsequently redeemed early on July 1, 2021, and therefore reassociating $21.0 million in notional of swap #07B with Series 2008D-2A/B.

** On July 1, 2011, forward swaps #14A and #14B, both with a trade date of April 17, 2007, became effective as scheduled. The $4.48 million of the entire notional amount of swap #14A, $73.0 million, was associated with the 2008A General Obligation Bonds, with the excess notional balance classified as an investment derivative instrument. The entire notional amount of swap #14B, $201.9 million, was associated both with the principal of the 2008A General Obligation Bonds remaining after the association of swap #14A and with the 2013 C-1 and 2013 C-2 Notes. Although these Notes are deemed to mature in perpetuity, the 2008A General Obligation Bond matures on July 1, 2027, a date in advance of the maturities of swaps #14A and #14B, which occur on July 1, 2030 and July 1, 2037, respectively. Therefore, those portions of swaps #14A and #14B associated with these excess maturities had been classified as investment derivative instruments. On November 19, 2013, the Department partially terminated swap #14B and re-associated with variable rate bonds. Swaps #14A and 14B were fully hedged derivative instruments. On July 1, 2016, the outstanding notional amounts previously associated with the 2013C-1 Notes were re-associated with the 2008D-2A and 2008D-2B Bonds to maximize the hedging of the derivative instrument. On December 19, 2018, swaps #14A and 14B were terminated. Upon the termination, the $47.5 million in notional amount of swap #12A was re-associated to 2008D-3 Bonds from swap #14A while $29.1 million and $0.4 million in notional amounts of swap #12A were re-associated to 2008A General Obligation Bonds and 2008C Bonds, respectively, from swap #14B. Notional amounts of swaps #14A and 14B associated to 2008D-2A, 2008-D2B, and 2010F-2 PFC were not re-associated with other active hedged swaps as of the termination date.

Effective Date	Maturity Date	Initial Notional Amount	Counterparty	Counterparty Ratings Moody's	S&P	Fitch	Outstanding Notional June 30, 2022	June 30, 2021
8/23/2001	7/1/2036	$ 185,855	Citigroup Financial Products Inc.	A3	A	A+	$ 63,320	$ 63,888
7/1/2003	7/1/2025	200,000	Citigroup Financial Products Inc.	A3	A	A+	59,830	71,815
7/1/2008	7/1/2022	150,000	JPMorgan Chase Bank, N.A.	Aa2	A+	AA	21,000	50,675
7/1/2008	7/1/2022	150,000	UBS AG	Aa3	A+	AA-	21,025	50,725
3/19/2008	7/1/2040	151,200	Citigroup Financial Products Inc.	A3	A	A+	126,800	131,250
3/19/2008	7/1/2040	31,975	JPMorgan Chase Bank, N.A.	Aa2	A+	AA	26,800	27,750
3/19/2008	7/1/2040	31,975	UBS AG	Aa3	A+	AA-	26,800	27,750
3/19/2008	7/1/2036	41,330	Citigroup Financial Products Inc.	A3	A	A+	32,535	34,140
3/19/2008	7/1/2036	8,795	JPMorgan Chase Bank, N.A.	Aa2	A+	AA	6,925	7,265
3/19/2008	7/1/2036	8,795	UBS AG	Aa3	A+	AA-	6,925	7,265
3/19/2008	7/1/2040	29,935	JPMorgan Chase Bank, N.A.	Aa2	A+	AA	29,935	29,935
3/19/2008	7/1/2040	29,935	UBS AG	Aa3	A+	AA-	29,935	29,935
7/1/2009	7/1/2026	200,000	Citigroup Financial Products Inc.	A3	A	A+	200,000	200,000
	Total	$ 1,219,795					$ 651,830	$ 732,394

(b) Derivative Instruments

The Department has both hedging and investment derivative instruments. Hedging derivative instruments are derivative instruments that significantly reduce an identified financial risk by substantially offsetting changes in the cash flows of an associated hedgeable item. Hedging derivative instruments are required to be tested for their effectiveness. Effectiveness of hedging derivative instruments is first tested using the consistent critical terms method. If critical terms analysis fails because the critical terms of the hedged item and the hedging instrument do not match, a quantitative method is employed, typically regression analysis. On an annual basis and consistent with the fiscal year end, the Department employs an external consulting firm to perform this evaluation. Investment derivative instruments are either derivative instruments entered into primarily for income or profit purposes or derivative instruments that do not meet the criteria of an effective hedging derivative instrument.

The following are the fair values and changes in fair values of the Department’s interest rate swap agreements for the fiscal years ended June 30, 2022 and 2021 (in thousands):

		Fair Value and Classifications as of June 30, 2022		Changes in Fair Value for the Twelve Months Ended June 30, 2022		
Swap #	Description	Derivative Instrument Classification	Fair Value	Increase (Decrease) in Deferred Inflows	Increase (Decrease) in Deferred Outflows	Net Change in Fair Value
Hedging derivative instruments						
07A ‡	Floating-to-Fixed Interest Rate Swap	Non-current liability	$ (8)	$ —	$ (121)	$ 121
07B ‡	Floating-to-Fixed Interest Rate Swap	Non-current liability	(8)	—	(139)	139
10B	Floating-to-Fixed Interest Rate Swap	Non-current liability	(512)	—	(3,392)	3,392
10C	Floating-to-Fixed Interest Rate Swap	Non-current liability	(512)	—	(3,392)	3,392
12A **	Floating-to-Fixed Interest Rate Swap	Non-current asset	7,308	5,022	—	5,022
Total hedging derivative instrument activities			6,268	$ 5,022	$ (7,044)	12,066
Investment derivative instruments				Gain (loss) on Investment	Deferral Included in Gain (loss)	
2	Basis Rate Swap	Non-current liability	(1,575)	(1,079)	—	(1,079)
4	Basis Rate Swap	Non-current asset	143	(403)	—	(403)
08A	Floating-to-Fixed Interest Rate Swap	Non-current liability	(12,437)	13,443	—	13,443
08B	Floating-to-Fixed Interest Rate Swap	Non-current liability	(2,631)	2,844	—	2,844
08C	Floating-to-Fixed Interest Rate Swap	Non-current liability	(2,631)	2,844	—	2,844
09A	Floating-to-Fixed Interest Rate Swap	Non-current asset	989	2,338	—	2,338
09B	Floating-to-Fixed Interest Rate Swap	Non-current asset	210	497	—	497
09C	Floating-to-Fixed Interest Rate Swap	Non-current asset	210	497	—	497
Total investment derivative instrument activities			$ (17,722)	$ 20,981	$ —	$ 20,981
Total			$ (11,454)			$ 33,048

‡ On August 3, 2011, the Department refunded the outstanding principal of Series 2008A-1 and B-1 Bonds with the Series 2011B-1 and B-2 Bonds, respectively. Upon refunding, swap #07B was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-1 Bonds, and swap #07A was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-2 Bonds. On November 19, 2013, to better match the principal amortizations, swap #07A was re-associated with the Series 2011B-1 Bonds and swap #07B was re-associated with the Series 2011B-2 Bonds.

		Fair Value and Classifications as of June 30, 2021		Changes in Fair Value for the Twelve Months Ended June 30, 2021		
Swap #	Description	Derivative Instrument Classification	Fair Value	Increase (Decrease) in Deferred Inflows	Increase (Decrease) in Deferred Outflows	Net Change in Fair Value
Hedging derivative instruments						
07A ‡	Floating-to-Fixed Interest Rate Swap	Non-current asset	$ (129)	$ —	$ (321)	$ 321
07B ‡	Floating-to-Fixed Interest Rate Swap	Non-current asset	(147)	—	(350)	350
10B	Floating-to-Fixed Interest Rate Swap	Non-current liability	(3,905)	—	(2,175)	2,175
10C	Floating-to-Fixed Interest Rate Swap	Non-current liability	(3,905)	—	(2,175)	2,175
12A**	Floating-to-Fixed Interest Rate Swap	Non-current asset	2,285	1,080	—	1,080
Total hedging derivative instrument activities			$ (5,799)	$ 1,080	$ (5,022)	$ 6,102
				Gain (loss) on Investment	Deferral Included in Gain (loss)	
Investment derivative instruments						
02	Basis Rate Swap	Non-current liability	(497)	290	—	290
04	Basis Rate Swap	Non-current asset	546	(169)	—	(169)
08A	Floating-to-Fixed Interest Rate Swap	Non-current liability	(25,879)	11,983	—	11,983
08B	Floating-to-Fixed Interest Rate Swap	Non-current liability	(5,475)	2,535	—	2,535
08C	Floating-to-Fixed Interest Rate Swap	Non-current liability	(5,475)	2,535	—	2,535
09A	Floating-to-Fixed Interest Rate Swap	Non-current asset	(1,349)	2,177	—	2,177
09B	Floating-to-Fixed Interest Rate Swap	Non-current asset	(287)	463	—	463
09C	Floating-to-Fixed Interest Rate Swap	Non-current asset	(287)	463	—	463
Total investment derivative instrument activities			$ (38,703)	$ 20,276	—	$ 20,276
Total			$ (44,502)			$ 26,378

‡ On August 3, 2011, the Department refunded the outstanding principal of its Series 2008A-1 and B-1 Bonds with the Series 2011B-1 and B-2 Bonds, respectively. Upon refunding, swap #07B was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-1 Bonds, and swap #07A was re-associated with the cash flows of the $100 million of outstanding principal of the Series 2011B-2 Bonds. On November 19, 2013, to better match the principal amortizations, swap #07A was re-associated with the Series 2011B-1 Bonds, and swap #07B was re-associated with the Series 2011B-2 Bonds.

On August 3, 2011, the Department refunded the Series 2008B-1 Bonds and the Series 2008A-1 Bonds with the Series 2011B-2 Bonds and the Series 2011B-1 Bonds, respectively. Upon refunding, $100.0 million in notional of swap #07A and $100.0 million in notional of swap #07B were re-associated with the 2011B-1 Bonds and the 2011B-2 Bonds, respectively. This re-association resulted in a revaluation of swaps #07A and #07B to adjust the overall swap rate of each swap to the market rate, creating a deferred loss on imputed debt for each swap, and an equivalent offsetting liability for each swap, imputed debt, in the amounts of $10.7 million for swap #07A and $10.7 million for swap #07B. These deferred losses on imputed debt and corresponding imputed debts are amortized against each other on a straight-line basis over the remaining lives of the swaps. In November 2013, the Department re-associated swap #07A with the 2011B-1 Bonds and re-associated swap #07B with the 2011B-2 Bonds. On December 6, 2017, the Series 2011B-2 Bonds were refunded by the issuance of Series 2017D Bonds and therefore re-associating $92.5 million in notional of swap #07B with 2017D Bonds. The Series 2008 B-2 and Series 2017D bonds were subsequently redeemed early on July 1, 2021, and therefore reassociating $21.0 million in notional of swap #07B with Series 2008D-2A/B.

On November 19, 2013, the Department fully terminated swaps #06, #12B, and #17, and partially terminated swap #14B. Because swap #14B was only partially terminated, its outstanding notional value was reduced by $56.8 million from $202.0 million to $145.2 million. At the transaction closing, the fair values of all the terminated swaps or portions thereof, coupled with their related accrued interest, resulted in a net termination payment of $0. The Department executed this transaction to lower overall swap exposure, reduce interest rate risk, increase cash flow, reduce debt service, and tailor its swap portfolio to better match its variable rate bond portfolio. Upon completion of the termination, the Department re-associated the investment component of each of swap derivative instruments #14A and #14B with variable rate bonds, thereby resulting in the full hedging of these swaps.

On December 19, 2018, the Department fully terminated swaps #14A, #14B, #15, #16, and #18, causing a reduction in outstanding notional value of $442.4 million, from $1,333.3 million to $890.9 million. The transaction closing resulted in a net termination payment of $5.2 million. The Department executed this transaction to lower overall swap exposure, reduce interest rate risk, increase cash flow, and reduce debt service. Upon completion of the termination, the $47.5 million in notional amount of swap #12A was re-associated to 2008D-3, from swap #14. Additionally, $29.1 million and $50.0 million in notional amounts from swap #12A were re-associated to 2008A General Obligation Bonds and 2008C Bonds, respectively, from swap #14B. Notional amounts of swaps #14A and #14B, associated to 2008D-2A, 2008D-2B, and 2010F-2 PFC Bonds, were not associated with other active hedged swaps as of the termination date.

(c) Hedging Derivative Instruments

As of June 30, 2022 and 2021, the Department had five outstanding floating-to-fixed interest rate swap agreements considered to be hedging derivative instruments in accordance with the provisions of GASB 53. The five outstanding hedging swaps have been structured with step-down coupons to reduce the cash outflows of the fixed leg of those swaps in the later years of the swap.

Forward Starting Swap Agreements – Hedging Derivative Instruments

On January 3, 2006, the Department entered into five swap agreements (swaps #7A, #7B, #12A, #12B, and #13) to hedge future variable rate debt as a means to lower its borrowing costs and to provide favorable synthetically fixed rates for financing the construction of Terminal 3 and other related projects. Swaps #7A and #7B, with notional amounts of $150.0 million each, became effective July 1, 2008, while swaps #12A and #12B, with notional amounts totaling $550.0 million, became effective July 1, 2009. To better match its outstanding notional of floating-to-fixed interest rate swaps to the cash flows associated with its outstanding variable rate bonds, on April 6, 2010, the

Department terminated $543.4 million in notional amounts of its outstanding floating-to-fixed interest rate swaps (swaps #3, #5, #10A, and #11) and $150.0 million in the notional amount of the July 1, 2010, forward starting swap #13. On April 17, 2007, the Department entered into two additional forward starting swaps, swaps #14A and #14B, with notional amounts totaling $275.0 million, which became effective on July 1, 2011, and the Department later re-associated the investment component of each of swap derivative instruments #14A and #14B with variable rate bonds. Swaps #14A and #14B were subsequently terminated on December 19, 2018.

Notional Amounts and Fair Values - Hedging Derivative Instruments

The notional amounts of the swap agreements match the principal portions of the associated debt and contain reductions in the notional amounts that are expected to follow the reductions in principal of the associated debt, except as discussed in the section on rollover risk.

Due to an overall decrease in variable rates, one of the Department's hedging derivative instruments had a positive fair value as of June 30, 2022 and 2021, respectively.

Associated Debt Cash Flows - Hedging Derivative Instruments

The following are the net cash flows for the Department's hedging derivative instruments for the years ended June 30, 2022 and 2021 (in thousands):

Swap #	Interest Rate Swap Description	Associated Variable Rate Bonds	Counterparty Swap Interest (Pay)	Counterparty Swap Interest Receive	Counterparty Swap Interest Net	Interest to Bondholders (Pay)	Net Interest Payments 2022	Net Interest Payments 2021
07A	Floating-to-Fixed	2008A GO, 2008D-2A, 2008D-2B	$ (1,158)	$ 1,195	$ 37	$ (32)	$ 4	$ (309)
07B *	Floating-to-Fixed	2008 D-2A, 2008D-2B	—	37	37	(154)	(116)	(270)
10B	Floating-to-Fixed	2008 D-2A, 2008D-2B	(832)	257	(575)	(32)	(607)	(803)
10C	Floating-to-Fixed	2008 D-2A, 2008D-2B	(575)	—	(575)	(32)	(607)	(803)
12A **	Floating-to-Fixed	2008C, 2008 D-3, 2008A GO	(6,558)	6,762	204	(115)	89	(277)
			$ (9,123)	$ 8,251	$ (872)	$ (367)	$ (1,237)	$ (2,462)

* On December 6, 2017, the Series 2011B-2 Bonds were refunded by the issuance of Series 2017D Bonds and therefore re-associating $92.5 million in notional of swap #07B with 2017D Bonds. The Series 2008 B-2 and Series 2017D bonds were subsequently redeemed early on July 1, 2021, and therefore reassociating $21.0 million in notional of swap #07B with Series 2008D-2A/B.

** On December 19, 2018, swaps #14A and 14B were terminated. Upon the termination, the $47.5 million of notional amount of swap #12A was re-associated to 2008D-3 Bonds from swap #14A, while $29.1 million and $50.0 million in notional amounts of swap #12A were re-associated to 2008A General Obligation Bonds and 2008C Bonds, respectively, from swap #14B. Notional amounts of swaps #14A and #14B associated to 2008D-2A, 2008-D2B, and 2010F-2 PFC were not re-associated with other active hedged swaps as of the termination date.

Credit Risk - Hedging Derivative Instruments

The Department was exposed to credit risk on the one hedging derivative instrument that had a positive fair value totaling $7.3 million as of June 30, 2022. However, a CSA is in place to provide collateral to protect the value of the swaps under specific circumstances. The following are the hedging swaps and their amounts at risk as of June 30, 2022, along with the counterparty credit ratings for these swaps (in thousands):

Swap #	Interest Rate Swap Description	Counterparty	Counterparty Ratings			Credit Risk Exposure
			Moody's	S&P	Fitch	
12A	Floating-to-Fixed	Citigroup Financial Products Inc.	A3	A	A+	$ 7,308

The Department was exposed to credit risk on one hedging derivative instrument that had a positive fair value totaling $2.3 million as of June 30, 2021. However, a CSA is in place to provide collateral to protect the value of the swaps under specific circumstances. The following are the hedging swaps and their amounts at risk as of June 30, 2021, along with the counterparty credit ratings for these swaps (in thousands):

Swap #	Interest Rate Swap Description	Counterparty	Counterparty Ratings			Credit Risk Exposure
			Moody's	S&P	Fitch	
12A	Floating-to-Fixed	Citigroup Financial Products Inc.	A3	BBB+	A	2,285

The counterparty to swap #12A is required to post collateral pursuant to the terms of the ISDA CSA Agreement, given that the credit rating of this counterparty declined to the rating threshold defined in the ISDA CSA Agreement. As of June 30, 2022 and 2021, the cash collateral posted with the custodian for Swap #12A was $8.1 million and $2.5 million, respectively.

Basis and Interest Rate Risk – Hedging Derivative Instruments

All hedging derivative instruments are subject to basis risk and interest rate risk should the relationship between the LIBOR rate and the Department's bond rates converge. If a change occurs that results in the rates moving to convergence, the expected cost savings and expected cash flows of the swaps may not be realized.

Tax Policy Risk – Hedging Derivative Instruments

The Department is exposed to tax risk if a permanent mismatch (shortfall) occurs between the floating rate received on the swap and the variable rate paid on the underlying variable rate bonds due to changes in tax law such that any federal or state tax exemption of municipal debt is eliminated or its value is reduced.

Termination Risk – Hedging Derivative Instruments

The Department is exposed to termination risk if either the credit rating of the bonds associated with the swap or the credit rating of the swap counterparty falls below the threshold defined in the swap agreement, i.e. if an ATE occurs. If at the time of the ATE the swap has a negative fair value, the Department would be liable to the counterparty for a payment equal to the swap's fair value. For all swap agreements, except for swaps #08A and #09A, the Department is required to designate a day between 5 and 30 days to provide written notice following the ATE date. For swaps #08A and #09A, the designated date is 30 days after the ATE date.

Market Access Risk - Hedging Derivative Instruments

The Department is exposed to market access risk, which is the risk that the Department will not be able to enter credit markets or that credit will become more costly. For example, to complete a hedging instrument's objective, an issuance of refunding bonds may be planned in the future. If at that time the Department is unable to enter credit markets, expected cost savings may not be realized.

Foreign Currency Risk - Hedging Derivative Instruments

All hedging instruments are denominated in US dollars, therefore, the Department is not exposed to foreign currency risk.

Rollover Risk and Other Risks – Hedging Derivative Instruments

There exists the possibility that the Department may undertake additional refinancing with respect to its swaps to improve its debt structure or cash flow position and that such refinancing may result in hedging swap maturities that do not extend to the maturities of the associated debt, in hedging swaps becoming decoupled from associated debt, in the establishment of imputed debt, or in the creation of losses.

d) Investment Derivative Instruments

Credit Risk - Investment Derivative Instruments

The Department was exposed to credit risk on the investment derivative instruments that had positive fair value totaling $1.6 million as of June 30, 2022, and $0.5 million as of June 30, 2021. A CSA is in place to provide collateral to protect the value of the swaps under specific circumstances. The investment swaps and their amounts at risk as of June 30, 2022, along with the counterparty credit ratings for these swaps, are as follows (in thousands):

Swap #	Interest Rate Swap Description	Counterparty	Counterparty Ratings Moody's	S&P	Fitch	Credit Risk Exposure
04	Basis Swap	Citigroup Financial Products Inc.	A3	A	A	$ 143
09A	Floating-to-Fixed	Citigroup Financial Products Inc.	A3	A	A+	989
09B	Floating-to-Fixed	JPMorgan Chase Bank, N.A.	Aa2	A+	AA	210
09C	Floating-to-Fixed	UBS AG	Aa3	A+	AA-	210
						$ 1,552

The investment swaps and their amounts at risk as of June 30, 2021, along with the counterparty credit ratings for these swaps, are as follows (in thousands):

Swap #	Interest Rate Swap Description	Counterparty	Counterparty Ratings Moody's	S&P	Fitch	Credit Risk Exposure
04	Basis Swap	Citigroup Financial Products Inc.	A3	BBB+	A	$ 546

Interest Rate Risk – Investment Derivative Instruments

Swaps #02 and #04 are subject to interest rate risk should the relationship between the LIBOR rate and the SIFMA rate converge. If economic conditions change such that these rates converge, the expected cash flows of the swaps and expected cost savings may not be realized.

Swaps #08A, #08B, and #08C, and swaps #09A, #09B, and #09C are subject to interest rate risk should the relationship between the 10-year CMS rate (Constant Maturity Swap rate) and the LIBOR rate converge. If economic conditions change such that these rates converge, the expected cash flows of the swaps and expected cost savings may not be realized.

(e) Projected Maturities and Interest on Variable Rate Bonds, Bond Anticipation Notes, and Swap Payments

Using the rates in effect on June 30, 2022, the approximate maturities and interest payments of the Department's variable rate debt and bond anticipation notes associated with the interest rate swaps, as well as the net payment projections on the floating-to-fixed interest rate swaps, are as follows (in thousands):

Due for the Fiscal Year	Variable Rate Bonds		Direct Placement Bonds			
Ended June 30,	Principal	Interest	Principal	Interest	Net Swap Payments	Total
2023	$ 7,330	$ 5,564	$ —	$ —	$ 1,435	$ 14,329
2024	50,705	5,285	—	—	3,422	59,412
2025	33,715	4,877	—	—	1,699	40,291
2026	31,395	4,560	—	—	500	36,456
2027	24,935	4,291	—	—	17	29,244
2028-2032	159,830	16,649	—	—	(610)	175,870
2033-2037	147,100	10,045	—	—	(81)	157,064
2038-2042	136,855	2,644	—	—	(71)	139,429
Total	$ 591,865	$ 53,915	$ —	$ —	$ 6,311	$ 652,095

10.) PAYMENTS TO CLARK COUNTY

The Department reimburses the County for providing the Airport System with fire services, police services, legal services, administrative services, certain maintenance services based on the actual cost of those services and special projects. The total amounts billed for these services were $42.5 million and $35.9 million for the fiscal years ended June 30, 2022 and 2021, respectively.

11.) COMMITMENTS AND CONTINGENCIES

(a) Construction in Progress

As of June 30, 2022, the Department's management estimates that future expenditures which have been committed through execution of construction contracts will require an additional outlay of approximately $36.7 million to bring those projects to completion.

(b) Litigation and Claims

General Litigation

The Department, through the County, is contingently liable in respect to lawsuits and other claims incidental to the ordinary course of its operations. The opinion of County management, based on the advice of the County Attorney, is that the outcome of such claims will not have a material adverse effect on the Department's financial position, results of operations or liquidity at June 30, 2022.

Other Litigation

The County is a party to numerous other actions and claims in connection with the ownership and operation of the Airport System, including personal injury claims, employment-related claims, and construction claims, but, in the opinion of the District Attorney, the actions and claims described in this paragraph are not expected, in the aggregate, to have a material adverse effect on the financial condition of the Airport System. Cases of note are as follows:

U.S. Department of Justice v. Nevada Links and Clark County

Clark County ("County") was served with a lawsuit filed by the United States Department of Justice regarding a modification to a 1999 lease that the County entered into involving land that is subject to the Southern Nevada

Public Lands Management Act. The complaint alleges that a 2011 amendment impermissibly changed the rent structure in violation of the County's duty to obtain fair market value for the land. While the initial demand requests the present value of future rent, in the event of an adverse ruling, the County would likely be subject to back rent in the amount of approximately $12.0 million. Alternatively, the complaint seeks rescission of the amendment, which would relieve the County of the back rent obligation. The County has no objection to rescission but is vigorously defending the claims for back rent. The current tenant, Nevada Links, is also a defendant in the litigation and may share responsibility for back rent payments.

On February 24, 2021, the United States District Court of Nevada issued an Order that granted Defendants Clark County and Nevada Links' motion for summary judgment and denied the Plaintiff's Motion for partial summary judgment. The Court entered judgment in favor of the Defendants due to Plaintiff's untimely filing of the case under 28 U.S.C. § 2415(a). The Court determined that the Plaintiff learned Nevada Links was paying below fair market rent to the County more than 6 years before Plaintiff filed suit. Therefore, the 28 USC § 2415 limitations clock started running once Plaintiff knew or should have known that Nevada Links was paying below fair market rent to the County.

On April 23, 2021, Plaintiff filed a notice of appeal to the US Court of Appeals, Ninth Circuit. Oral arguments were held on March 14, 2022. On May 12, 2022, the Ninth Circuit reversed the District Court's dismissal of the lawsuit, finding that the claim was filed within the statute of limitations. The case has been remanded to the District Court for further proceedings. At this time the Department is unable to predict the outcome of the dispute.

12.) LEASES

Lessor

The Department leases land, buildings, and terminal space to various tenants and concessionaires under operating agreements. Charges to air carriers are generated from terminal building rentals, gate use fees, and landing fees in accordance with the Agreement or with the provisions of the applicable County ordinance. Under the terms of these agreements, concession fees are based principally either on a percentage of the concessionaires' gross sales or a stated minimum annual guarantee, whichever is greater, or on other land and building rents that are based on square footage rental rates. The Department, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions such as regulated leases and short-term leases.

Following the adoption of GASB 87, the Department categorizes leases into two groups: (1) Included and (2) Regulated.

GASB 87 Leases – Included

The Department categorizes leases that meet GASB 87 requirements as Included leases and recognizes a lease receivable, a deferred inflow of resources, interest income, and lease revenue accordingly. Any performance based contract provisions within Included type agreements are excluded from GASB 87 accounting such as floating minimum annual guarantee (MAG), facility use fees, and profit sharing. The terms of the Included leases range from three to twenty-one years from the date of their commencement. As of June 30, 2022, all of the Included leases have terms expiring before fiscal year-end 2027. The Included leases are summarized as below (in thousands):

Beginning Lease Receivable at July 1, 2021	Receivable Addition (Reduction)	Ending Lease Receivable at June 30, 2022	Interest Revenue	Annual Lease Revenue
$ 47,544	$ (13,376)	$ 34,168	$ 1,252	$ 13,647

Included leases were identified within three different revenue streams: terminal concession, parking and ground transportation, and rental car facility and concession. The Department recognized a total of $13.6 million of lease revenue and $1.3 million of lease interest revenue associated with Included lease payments received in FY 2022. The FY 2022 beginning balance of deferred inflows in was $46.3 million related to the Included leases. The Department recognized $13.6 million of revenue in FY 2022 which resulted in a FY 2022 deferred inflow ending balance of $32.6 million related to the Included lease population.

As of June 30, 2021, all of the Included leases have terms expiring before fiscal year-end 2027. The Included leases are summarized as below (in thousands):

Beginning Lease Receivable at July 1, 2020	Receivable Addition (Reduction)	Ending Lease Receivable at June 30, 2021	Interest Revenue	Annual Lease Revenue
$ 39,203	$ 8,341	$ 47,544	$ 1,251	$ 12,004

The Department recognized a total of $12.0 million of lease revenue and $1.3 million of lease interest revenue in FY 2021. The FY 2021 beginning balance of deferred inflows was $39.2 million related to the Included leases. The

Department recognized additional deferred revenue in the amount of $0.7 million during FY 2021 which resulted in a FY 2021 deferred inflow ending balance to increase to $46.3 million related to the included lease population.

The following is a schedule of minimum future rental income on Included leases as of June 30, 2022 (in thousands):

Fiscal Year	Principal	Interest
2023	$ 13,296	$ 842
2024	11,659	461
2025	8,191	144
2026	1,022	8

Regulated Leases

The Department leases certain assets to various third parties as regulated leases, as defined by GASB 87. The leased assets include jet bridges, passenger hold rooms, concourse operations space, baggage service areas, hangars, and tie-down spaces. These leases are regulated under the FAA Rates and Charges Policy and Grant Assurance 22. Certain assets are subject to preferential or exclusive use by the counterparties to these agreements as follows:

Jet Bridges - 57 of 109 total jet bridges are designated as preferential use
27% of available terminal leased space is preferentially leased
55% of available terminal leased space is designated as joint-use space
18% of available terminal leased space is designated as common use space

For the Airline-Airport use and lease, the Department recognized revenue from terminal/building rent, apron use, passenger enplanements, gate use, and landing fees in the amount of $61.2 million and $61.8 million in FY 2021 and FY 2022 respectively. For ground handling, the Department recognized lease revenue of $3.6 million and $3.5 million in FY 2021 and FY 2022 from terminal/building rent and apron use. Rates and charges are calculated annually at the beginning of each fiscal year based on the budgeted revenues, expenses, and debt service requirements and applied to both Airline-Airport use and lease agreements and ground handling agreements. Due to the nature of the rates and charges calculation, expected future minimum payments are indeterminable.

The Airport entered into various hangars, tie-down spaces, and FBO lease agreements with tenants for the use of spaces. During FY 2022, total revenues of $11.8 million were recorded for these categories of Regulated leases. In FY 2021, total revenue of $11.7 million was recorded for the Regulated leases.

The following is a schedule of minimum future rental income on Regulated leases as of June 30, 2022, for the upcoming fiscal years (in thousands):

Fiscal Year		Minimum Future Rents
2023	$	7,285
2024		7,103
2025		6,887
2026		6,788
2027		6,441
2028-2032		31,112
2033-2037		28,902
2038-2042		25,602
2043-2047		21,055
2048-2052		13,256
2053-2057		636

Lessee

The Department entered into a twenty-two year lease agreement for the use of an administrative office building located adjacent to the Airport on August 7, 2007. The Department recognizes a lease payable, interest expense, right of use asset net of accumulated amortization and amortization expense accordingly. Refer to the summary of lease payable for the building as of June 30, 2022 below (in thousands):

Beginning Lease Payable at July 1, 2021	Payable Reduction	Ending Lease Payable at June 30, 2022	Interest Expense	Annual Amortization Expense
$ 26,635	$ 1,863	$ 24,772	$ 776	$ 2,732

The Department has recorded a right of use asset for the building asset in the amount of $28.7 million and accumulated amortization totaled $5.5 million as of June 30, 2022. Current and non-current portion of ending lease payable as of June 30, 2022, for the building lease are $2.3 million and $22.5 million, respectively.

Refer to the summary of lease payable for the building as of June 30, 2021 below (in thousands):

Beginning Lease Payable at July 1, 2020	Payable Reduction	Ending Lease Payable at June 30, 2021	Interest Expense	Annual Amortization Expense
$ 28,686	$ 2,051	$ 26,635	$ 759	$ 2,732

The Department recorded a right of use in building asset in the amount of $28.7 million and accumulated amortization totaled $2.7 million as of June 30, 2021. A current and non-current portion of ending lease payable as of June 30, 2022, for the building lease are $1.9 million and $24.8 million ,respectively.

The following is a schedule of future principal and interest payments to maturity for the leased building as of June 30, 2022, (in thousands):

Fiscal Year	Principal	Interest
2023	$2,254	$715
2024	2,413	645
2025	2,580	570
2026	2,755	490
2027	2,937	405
2028-2031	11,833	660

The Department did not experience any change in the manner of use or duration of the right of use of the building. There were no impairment triggering events identified during FY 2021 or 2022.

13.) RISK MANAGEMENT

The Department is exposed to various risks of loss related to theft of, damage to, and destruction of assets; errors and omissions; injuries to employees and customers; and natural disasters. These risks are covered by commercial insurance purchased from independent third parties and County self-insured programs for off-airport auto liability, employee medical benefits, and workers' compensation.

From time-to-time, the Department carries cash and cash equivalents on deposit with financial institutions in excess of federally-insured limits. However, the extent of any future loss to be sustained as a result of uninsured deposits in the event of a failure of a financial institution, if any, is not subject to estimation at this time.

The County has established a fund for self-insurance related to medical benefits provided to employees and covered dependents. An independent claims administrator handles all claims procedures. The County also provides an option for employees to select an independent health maintenance organization for medical benefits.

The County has also established a fund for self-insurance related to workers' compensation claims. The County maintains reinsurance coverage obtained from private insurers for losses in excess of $1.0 million per claim.

The Department reimburses the County at a per capita rate for employee medical benefits and for a percentage of payrolls for workers’ compensation coverage. Rates for this coverage are uniform for all County departments and are adjusted based on the overall performance of the self-insured medical benefits fund and the self-insured workers' compensation fund.

As a participant in the County's self-insured programs, the Department is assessed annual fees based on the allocation of each respective fund. These assessments are charged to the Department’s expense each year. There is no separate accounting for the Department’s claims. Accordingly, information regarding claims liability and payments is not presented in this financial report.

Settled claims from these risks have not exceeded commercial insurance coverage during the past three years.

14.) AIRPORT LAND TRANSFERS

The Southern Nevada Public Land Management Act of 1998, Public Law 105-263, was enacted by Congress in October 1998. A provision of this law provided that the Bureau of Land Management (BLM), an agency of the United States Department of the Interior, transfer approximately 5,000 acres of land to the Department, without consideration, subject to the following:

1. Valid existing rights;
2. Agreement that the land be managed in accordance with the law, with 49 U.S.C. §47504 (relating to airport noise compatibility planning), and with regulations promulgated pursuant to that section;
3. Agreement that, if any land is sold, leased, or otherwise conveyed by the Department, such sale, lease, or other conveyance shall contain a limitation that requires uses be compatible with the Interim Cooperative Management Agreement and with Airport Noise Compatibility Planning provisions (14 C.F.R. Part 150); and

4. Agreement that, if any land is sold, leased, or otherwise conveyed by the Department, such sale, lease, or other conveyance shall be at fair market value. The Department contributes 85% of the gross proceeds from the sale, lease, or other conveyance of such land directly to the BLM for use in purchasing, improving, or developing other land for environmental purposes. The Department contributes 5% of the gross proceeds from the sale, lease, or other conveyance of such land directly to the State for use in its general education program. The remainder is available for use by the Department for the benefit of airport development and the Noise Compatibility Program.

Due to the uncertainty of any future benefit to the Department, a value has not been assigned to, nor was income reported relating to, land not yet sold or leased under the Southern Nevada Public Land Management Act of 1998. Gross proceeds from the sale and lease of CMA land for the years ended June 30, 2022 and 2021, were $396.8 million and $105.3 million, respectively. The Department's share of these proceeds was $39.7 million and $10.5 million for the years ended June 30, 2022 and 2021, respectively.

15.) SUBSEQUENT EVENTS

Subsequent to June 30, 2022, the following significant events occurred:

1. On October 18, 2022, the Board approved an ordinance authorizing the issuance of the Airport System Jet Aviation Fuel Tax Refunding Revenue Bonds, Series 2022A, and Las Vegas-Harry Reid International Airport Passenger Facility Charge Refunding Revenue Bonds, Series 2022B, as well as the early redemption and early payment of all or a portion of the Airport System General Obligation Airport Bonds, Series 2008A; Airport System Subordinate Lien Revenue Bonds, Series 2008C-2, Airport System Subordinate Lien Revenue Bonds, Series 2008C-3, and Airport System General Obligation Airport Bonds, Series 2013B.

   The issuances of Series 2022A and Series 2022B were finalized on November 23, 2022. The proceeds from the issuances of these bonds was used to refund the Series 2013A Jet Aviation Fuel Tax Refunding Revenue Bonds, and the Series 2012B Passenger Facility Charge Refunding Revenue Bonds, respectively.

2. On October 4, 2022, the Board approved for the Department to enter into new operating permits with the TNCs. The new permits increase the per pick up and per drop off fees for the TNCs from $2.70 to $2.90.

3. In November 2022, Moody's Investors Service affirmed its ratings on the Department's outstanding senior, subordinate lien, and junior subordinate obligations while revising the outlook from stable to positive.

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REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Proportionate Share of Net Pension Liability
Last Ten Fiscal Years *
(in thousands)

	FY 2022	FY 2021	FY 2020	FY 2019	FY 2018
Proportion of the Plan's collective net pension liability	$ 106,501	$ 183,948	$ 178,360	$ 176,581	$ 170,398
Proportionate share of the collective net pension liability	1.17 %	1.32 %	1.31 %	1.29 %	1.28 %
Covered payroll	$ 84,034	$ 94,690	$ 89,678	$ 85,678	$ 82,499
Proportionate share of the collective net pension liability as a percentage of the covered payroll	126.74 %	194.26 %	198.89 %	206.10 %	198.88 %
Plan's fiduciary net position	$ 58,458,484	$ 46,735,117	$ 44,284,253	$ 41,431,687	$ 38,686,253
Plan's fiduciary net position as a percentage of the total pension liability	86.51 %	77.00 %	76.46 %	75.24 %	74.40 %

* FY 2015 was the first year of implementation of GASB 68. This schedule is intended to show information over a period of ten years. Information for additional years will be presented as it becomes available.

The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior (plan measurement year).

Changes in assumptions:

Significant changes in assumptions between the June 30, 2017 plan measurement date and June 30, 2016 plan measurement date include: the inflation rate was updated to 2.75% from 3.50%, the investment rate of return was updated to 7.50% from 8.00%, the productivity pay increase was updated to 0.5% from 0.75%, projected salary increases were updated to 4.25% to 9.15% for regular (depending on service) from 4.60% to 9.75%, projected salary increases were updated to 4.55% to 13.90% for police/fire (depending on service) from 5.25% - 14.5%, and the consumer price index was updated to 2.75% from 3.50%.

Significant changes in assumptions between the June 30, 2021 plan measurement date and June 30, 2020 plan measurement date include: the discount rate was updated to 7.5% from 7.25% , the inflation rate was updated from 2.75% to 2.5%.

FY 2017	FY 2016	FY 2015
$ 174,029	$ 142,762	$ 130,301
1.29 %	1.25 %	1.25 %
$ 78,305	$ 76,440	$ 73,355
222.25 %	186.76 %	177.63 %
$ 35,002,029	$ 34,610,720	$ 33,575,081
72.20 %	75.10 %	76.30 %

Schedule of Defined Benefit Plan Contributions
Last Ten Fiscal Years *
(in thousands)

Year Ended June 30,	Contractually Required Contribution (statutorily determined)	(a) Contributions in Relation to the statutorily Determined Contributions	Contribution Deficiency (Excess)	(b) Covered Payroll †	(a)/(b) Contributions as a Percentage of Covered Payroll
2015	$ 9,842	$ 9,842	$ —	$ 76,440	12.9%
2016	10,963	10,963	—	78,305	14.0%
2017	11,550	11,550	—	82,499	14.0%
2018	12,047	12,047	—	85,678	14.1%
2019	12,633	12,633	—	89,678	14.1%
2020	13,915	13,915	—	94,690	14.7%
2021	12,224	12,224	—	84,034	14.5%
2022	13,135	13,136	—	91,129	14.4%

* FY 2015 was the first year of implementation. This schedule is intended to show information over a period of ten years. Information for additional years will be presented as it becomes available.

† Covered payroll is based on current fiscal year eligible payroll cost.

Schedule of Changes in the Net Other Post Employment Benefit Plan Liability and Related Ratios
Last Ten Fiscal Years *
(in thousands)

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2017	$ 72,515	$ 13,535	$ 4,159	$ 90,209
Changes recognized for the fiscal year:				
Service cost	7,199	979	—	8,178
Interest	2,745	413	118	3,276
Differences between expected and actual experience	510	356	13	879
Changes in assumptions***	(11,662)	(993)	(384)	(13,039)
Benefit payments	(1,323)	(615)	(153)	(2,091)
Net change in total OPEB liability	(2,531)	140	(406)	(2,797)
Net change in plan's fiduciary net position**	(1,858)	N/A	N/A	(1,858)
Net OPEB liability at June 30, 2018	$ 68,126	$ 13,675	$ 3,753	$ 85,554
Covered-employee payroll †	$ 47,578	$ 32,721	N/A	$ 80,299
Net OPEB liability as a percentage of covered-employee payroll	143.0%	42.0%	N/A	107.0%
Proportion of CCSF fiduciary net position as a percentage of CCSF total liability	20.1%	N/A	N/A	N/A

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2018	$ 68,126	$ 13,675	$ 3,753	$ 85,554
Changes recognized for the fiscal year:				
Service cost	6,992	991	—	7,983
Interest	2,993	522	138	3,653
Differences between expected and actual experience	(25,290)	6,043	104	(19,143)
Changes in assumptions***	(21,991)	(2,608)	(207)	(24,806)
Benefit payments	(441)	(206)	(165)	(812)
Net change in total OPEB liability	$ (37,737)	$ 4,742	$ (130)	$ (33,125)
Net change in plan's fiduciary net position**	$ (1,423)	N/A	N/A	$ (1,423)
Net OPEB liability at June 30, 2019	$ 28,966	$ 18,417	$ 3,623	$ 51,006
Covered-employee payroll †	$ 47,954	$ 34,607	N/A	$ 82,561
Net OPEB liability as a percentage of covered-employee payroll	60.4%	53.2%	N/A	61.8%
Proportion of CCSF fiduciary net position as a percentage of CCSF total liability	39.1%	N/A	N/A	N/A

(continued on next page)

Schedule of Changes in the Net Other Post Employment Benefit Plan Liability and Related Ratios
Last Ten Fiscal Years *
(in thousands - continued from previous page)

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2019	$ 28,966	$ 18,417	$ 3,623	$ 51,006
Changes recognized for the fiscal year:				
Service cost	2,408	1,012	—	3,420
Interest	3,779	748	137	4,664
Differences between expected and actual experience	—	—	—	—
Changes in assumptions***	(7,468)	1,385	178	(5,905)
Benefit payments	(421)	(206)	(159)	(786)
Net change in total OPEB liability	(1,702)	2,939	156	1,393
Net change in plan's fiduciary net position**	(12,527)	N/A	N/A	(12,527)
Net OPEB liability at June 30, 2020	$ 14,737	$ 21,356	$ 3,779	$ 39,872
Covered-employee payroll †	$ 49,392	$ 35,645	N/A	$ 85,037
Net OPEB liability as a percentage of covered-employee payroll	29.8%	59.9%	N/A	46.9 %
Proportion of CCSF fiduciary net position as a percentage of CCSF total liability	67.9%	N/A	N/A	N/A

	CCSF	CC RHPP	PEBP	Total
Total OPEB liability at June 30, 2020	$ 14,737	$ 21,356	$ 3,779	$ 39,872
Changes recognized for the fiscal year:				
Service cost	2,209	1,195	0	3,404
Interest	2,512	784	129	3,425
Differences between expected and actual experience	(8,565)	5,536	(1,793)	(4,822)
Changes in assumptions***	(13,857)	8,910	312	(4,635)
Benefit payments	(603)	(305)	(162)	(1,070)
Net change in total OPEB liability	(18,304)	16,120	(1,514)	(3,698)
Net change in plan's fiduciary net position**	(10,755)	N/A	N/A	(10,755)
Net OPEB (asset)	$ (14,322)	$ —	$ —	$ (14,322)
Net OPEB liability	$ —	$ 37,476	$ 2,265	$ 39,741
Net OPEB (asset) liability at June 30, 2021	$ (14,322)	$ 37,476	$ 2,265	$ 25,419
Covered-employee payroll †	$ 56,058	$ 93,443	N/A	$ 149,501
Net OPEB liability as a percentage of covered-employee payroll	-25.5%	40.1%	N/A	14.6%
Proportion of CCSF fiduciary net position as a percentage of CCSF total liability	152.0%	N/A	N/A	N/A

Schedule of Changes in the Net Other Post Employment Benefit Plan Liability and Related Ratios
Last Ten Fiscal Years *
(in thousands - continued from previous page)

	CCSF	CC RHPP	PEBP	Total
Total OPEB (asset) liability at June 30, 2021	$ (14,322)	$ 37,476	$ 2,265	$ 25,419
Changes recognized for the fiscal year:				
Service cost	513	1,586	66	2,165
Interest	2,078	860	—	2,938
Differences between expected and actual experience	—	—	—	—
Changes in assumptions***	—	378	145	523
Benefit payments	(734)	(337)	(143)	(1,214)
Net change in total OPEB liability	1,857	2,487	68	4,412
Net change in plan's fiduciary net position**	(12,218)	N/A	N/A	(12,218)
Net OPEB (asset)	$ (24,683)	$ —	$ —	$ (24,683)
Net OPEB liability	$ —	$ 39,963	$ 2,333	$ 42,296
Net OPEB (asset) liability at June 30, 2022	$ (24,683)	$ 39,963	$ 2,333	$ 17,613
Covered-employee payroll †	$ 47,798	$ 80,284	N/A	$ 128,082
Net OPEB liability as a percentage of covered-employee payroll	-51.6%	49.8%	N/A	(1.9)%
Proportion of CCSF fiduciary net position as a percentage of CCSF total liability	183.9%	N/A	N/A	N/A

	2022	2021	2020	2019	2018
	CCSF	CCSF	CCSF	CCSF	CCSF
Beginning CCSF fiduciary net position	$ 41,875	$ 31,120	$ 18,593	$ 17,170	$ 15,312
Changes in CCSF fiduciary net position recognized for the fiscal year					
Employer contributions	734	8,909	10,802	441	1,323
Employee contributions	—	—	—	—	—
Net investment income	12,220	2,450	2,150	1,423	1,859
Benefit payments	(734)	(603)	(421)	(441)	(1,323)
Administrative expense	(2)	(1)	(4)	—	(1)
Net change in CCSF fiduciary net position	12,218	10,755	12,527	1,423	1,858
Ending CCSF fiduciary net position	$ 54,093	$ 41,875	$ 31,120	$ 18,593	$ 17,170

† Covered-employee payroll based on the annual payroll cost during the measurement period.

* Fiscal year 2018 was the first year of implementation for GASB 75. This schedule is intended to show information over a period of ten years. Information for additional years will be presented as it becomes available. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior (plan measurement year).

** There are no assets accumulated in a trust that meets the criteria in GASB 75 to pay related benefits for CC RHPP and PEBP.

*** Significant changes in assumptions from the June 30, 2017 measurement date to the June 30, 2018 measurement date were as follows:
CCSF: The discount rate was updated from 3.60% at June 30, 2017 to 4.57% at June 30, 2018, based on the blending of the long-term expected return on assets of the plan and the municipal bond rate.

CC RHPP and PEBP: The discount rate was updated from 3.87% at June 30, 2017 to 3.58% at June 30, 2017 based on the municipal bond rate.

All Post Employment Benefit Plans: The marriage assumption was updated to reflect the most recent participant experience. The aging factors were updated to be based on the 2013 Society of Actuaries study. The termination rates and retirement rates were updated based on the 2018 Nevada PERS Actuarial Valuation results. The mortality table was updated from RP-2000 projected to year 2013 using Scale AA to RP-2014 with generational projection scale MP-2018. The salary scale assumption was updated to 3.0%. The inflation rate was updated to 2.00%. The investment rate of return was updated to 7.50%, based on the Nevada Retirement Benefits Investment Fund investment policy objective.

Significant changes in assumptions from the June 30, 2018 measurement date to the June 30, 2019 measurement date were as follows:

CCSF: The discount rate was updated from 4.57% at June 30, 2018 to 5.26% at June 30, 2019, based on the blending of the long-term expected return on assets of the plan and the municipal bond rate. The increase of discount rate was primarily due to the department's increase in trust contribution compared to prior fiscal year.

CC RHPP and PEBP: The discount rate was updated from 3.87% at June 30, 2018 to 3.50% at June 30, 2019, based on the municipal bond rate.

Significant changes in assumptions from the June 30, 2019 measurement date to the June 30, 2020 measurement date were as follows:

CCSF: The discount rate was updated from 5.26% at June 30, 2019 to 7.50% at June 30, 2020, based on the blending of the long-term expected return on assets of the plan and the municipal bond rate. The increase of discount rate was primarily due to the department's additional trust contribution during the measurement period.

CC RHPP and PEBP: The discount rate was updated from 3.50% at June 30, 2019 to 2.21% at June 30, 2020, based on the municipal bond rate.

All Post Employment Benefit Plans: The inflation rate was updated from 2.00% at June 30, 2018 to 2.75% at June 30, 2020, based on 2020 Nevada PERS Actuarial valuation. The trend rates were reset to an initial rate of 7.00% (6.00% for post-Medicare), grading down by 0.25% per year until reaching the ultimate of 4.00% based on Healthcare Analytics (HCA) Consulting trend study performed during measurement period. The marriage assumption is updated to 30% based on the current retiree population data. The plan election rate is updated to 80% PPO, and 20 % HMO based on the retiree election during measurement period. The mortality tables were updated to utilize the Pub-2010 table with MP-2020 improvement scales (previously the RP 2014 with MP-2018 scales).

Significant changes in assumptions from the June 30, 2020 measurement date to the June 30, 2021 measurement valuation were as follows:

CC RHPP and PEBP: The discount rate was updated from 2.21% at June 30, 2020 to 2.16% at June 30, 2021, based on the municipal bond rate.

There have been no significant changes in benefits provided to retirees.

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Schedule of Other Post Employment Benefit Plan Contributions - CCSF
Last Ten Fiscal Years *
(in thousands)

	Fiscal Year Ending June 30, 2022	Fiscal Year Ending June 30, 2021	Fiscal Year Ending June 30, 2020	Fiscal Year Ending June 30, 2019
	CCSF	CCSF	CCSF	CCSF
Required contribution (actuarially determined)	$ 1,664	$ —	$ 3,318	$ 9,129
Contributions in relation to the actuarially determined contributions	1,468	276	8,807	10,802
Contribution excess (deficiency)	$ (196)	$ 276	$ 5,489	$ 1,673
Covered-employee payroll †	$ 86,019	$ 47,798	$ 56,058	$ 49,392
Contributions as a percentage of covered-employee payroll	1.7%	0.6%	15.7%	21.9%

Fiscal Year Ending June 30, 2018
CCSF
$ 8,313
714
$ (7,599)
$ 47,954
1.5%

* Fiscal year 2018 was the first year of implementation for GASB 75. This schedule is intended to show information over a period of ten years. Information for additional years will be presented as it becomes available.

† Covered-employee payroll based on the annual payroll cost during the fiscal year.

SUPPLEMENTARY INFORMATION

CLARK COUNTY DEPARTMENT OF AVIATION
CLARK COUNTY, NEVADA
Supplementary Information
As of June 30, 2022 and 2021

Schedule of Airport Revenue Bond Debt Service Coverage
For the Fiscal Years Ended June 30, 2022 and 2021
(in thousands)

	Reference	FY 2022	FY 2021
Operating revenue		$ 510,678	$ 414,324
Operating expenses		(224,170)	(231,394)
Net operating revenues	(a)	286,508	182,930
CARES Act Airport Grant		—	147,193
CRRSA Act Airport Grant		39,728	36
ARPA Act Airport Grant		9,695	—
BABs Interest Subsidy		10,226	10,226
Interest (loss) income		(13,586)	3,096
Net revenue available for debt service	(b)	332,571	343,481
Other available funds:			
Senior lien coverage	(c)	11,504	17,709
Subordinate lien coverage		13,176	13,177
Total other available funds for debt service	(d)	24,680	30,886
Net revenue and other available funds for debt service	(e)	357,251	374,367
PFC revenue		94,026	58,899
PFC fund interest loss		(1,688)	(846)
Total PFC revenue	(f)	92,338	58,053
Senior lien debt service	(g)	46,018	70,836
Subordinate lien debt service	(h)	131,757	131,766
Subordinate PFC debt service paid with PFC revenue	(i)	78,323	58,053
Subordinate PFC debt service paid with PFC fund balance		—	20,275
Total subordinate PFC debt service		$ 78,323	$ 78,328
Coverage ratios			
Senior lien based on net revenues*	b/g	7.23	4.85
Senior lien including other available funds (1.25 required)	(b+c)/g	7.48	5.10
Subordinate lien after payment of senior lien*	(e-g)/h	2.36	2.30
Senior and subordinate lien including other available funds (1.10 required)	e/(g+h)	2.01	1.85
Subordinate PFC bonds*	f/i	1.18	1.00

*Provided for informational purposes only

Statistical Section

Overview of Information Provided in the Statistical Section

The information provided in the statistical section has not been audited. It is intended to provide financial statement users with additional historical perspective, context, and detail to assist in using the information in the financial statements, the notes to the financial statements, and the required supplementary information in order to understand and assess the Department's economic condition.

Financial trends:

Financial trend data has been provided to assist users in understanding and assessing how the Department's financial position has changed over time. Schedules included are:

- Schedule of Revenues, Expenses, and Changes in Net Position, Budget vs. Actual
- Summary of Changes in Net Position
- Summary of Net Position
- Summary of Operating Expenses
- Summary of Non-operating Income and Expenses

Revenue Capacity:

Revenue capacity information has been provided to assist users in assessing and understanding the Department's major revenue sources. Schedules included are:

- Summary of Operating Revenues
- Summary of Restricted Revenues

Debt Capacity:

Debt capacity information has been provided to assist users in understanding and assessing the Department's ability to service existing debt and ability issue additional debt in the future. Schedules included are:

- Schedule of Airport Revenue Bond Debt Service Coverage
- Ratios of Airport Revenue Bond Debt Service to Total Operating Revenues and Expenses
- Outstanding Debt Principal Balance by Type

Overview of Information Provided in the Statistical Section

Demographic and Economic Information:

These schedules offer demographic and economic indicators to help the reader understand the environment within with the Department's financial activities take place. Schedules included are:

- Visitor, Convention and Room Statistics
- Demographic and Economic Statistics
- Employment by Industry

Operating information:

Operating information has been provided to assist users with contextual information about the Department's operations and resources and to assist the reader in using financial statement information to understand and assess the Department's economic condition. Schedules included are:

- Passenger and Operating Statistics
- Market Share of Air Carriers
- Per Passenger Calculations
- Full Time Equivalent Employees
- Nature, Volume and Usage of Capital Assets

Schedule of Revenues, Expenses, and Changes in Net Position
FY 2022 Budget vs. Actual for the Fiscal Year Ended June 30, 2022, and 2021 (in thousands)

	FY 2022			FY 2021 **
	Budget	Actual	Variance	Actual
Operating Revenues				
Landing fees and other aircraft fees	$ 25,078	$ 28,441	$ 3,363	$ 30,837
Gate use fees	21,489	20,998	(491)	26,410
Terminal concessions	52,820	75,176	22,356	31,249
Terminal building and use fees	208,120	135,890	(72,230)	178,150
Parking and ground transportation fees	77,455	83,220	5,765	46,580
Gaming fees	26,875	53,085	26,210	23,063
Rental car facility and concession fees	51,618	77,684	26,066	48,081
Ground rents and use fees	25,762	24,298	(1,464)	21,446
Other	12,010	11,886	(124)	8,509
Total Operating Revenue	501,227	510,678	9,451	414,325
Operating Expenses				
Salaries and wages	93,659	91,809	(1,851)	86,593
Employee benefits	52,867	8,971	(43,896)	43,207
Contracted and professional services	62,546	64,915	2,369	57,403
Repairs and maintenance	18,271	14,591	(3,680)	10,781
Utilities and communications	25,469	22,699	(2,770)	19,660
Materials and supplies	12,624	15,239	2,615	9,916
Administrative expenses	5,418	5,946	528	3,835
Total Operating Expenses	270,854	224,170	(46,685)	231,395
Operating income before depreciation	230,373	286,508	(56,135)	182,930
Depreciation/Amortization	189,502	196,739	7,237	194,757
Operating income or (loss)	40,871	89,769	(48,898)	(11,827)
Non-operating Revenues (Expenses)				
Passenger Facility Charge revenue	67,366	94,026	(67,366)	58,899
Jet A Fuel Tax	9,400	15,708	6,308	8,242
Interest and investment income	6,200	(9,135)	(15,335)	25,080
Interest expense	118,558	(94,050)	(212,608)	(99,125)
Capital contributions	6,588	16,650	10,062	20,590
Net gain (loss) from disposition of capital assets	2,500	39,103	36,603	(2,653)
Other non-operating revenue	10,226	2,805	(7,421)	7,853
ARPA Act Airport Grants	10,600	9,695	(905)	—
CRRSA Act Airport Grants	40,000	39,728	(272)	36
CARES Act Airport Grant	—	—	—	147,193
Total non-operating revenues (expenses)	271,438	114,530	(250,934)	166,115
Change in net position	312,309	204,299	(108,010)	154,288
Net position, beginning of year	1,681,409	1,681,639	(230)	1,527,351
Net position, end of year	$ 1,993,718	$ 1,885,938	$ (107,780)	$ 1,681,639

** Refer to Note 1 "Accounting Changes and Restatements".

Summary of Changes in Net Position
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Operating Revenue	Percentage Increase/ (Decrease)	Operating Expenses	Percentage Increase/ (Decrease)	Income Before Depreciation	Percentage Increase/ Decrease	Depreciation and Amortization	Percentage Increase/ (Decrease)
2013	$ 496,572	39.7%	$ 236,511	6.0%	$ 260,061	96.6 %	$ 199,528	45.6%
2014	507,055	2.1%	233,978	(1.1%)	273,077	5.0 %	198,247	(0.6%)
2015	521,729	2.9%	235,937	0.8%	285,792	4.7 %	198,672	0.2%
2016	540,200	3.5%	241,158	2.2%	299,042	4.6 %	197,738	(0.5%)
2017	550,612	1.9%	255,386	5.9%	295,226	(1.3)%	195,035	(1.4%)
2018	559,319	1.6%	271,873	6.5%	287,446	(2.6)%	191,840	(1.6%)
2019	565,873	1.2%	280,001	3.0%	285,872	(0.5)%	190,874	(0.5%)
2020	497,833	(12.0%)	286,242	2.2%	211,591	(26.0)%	190,649	(0.1%)
2021 **	414,325	(16.8%)	231,395	(19.2%)	182,930	(13.5)%	194,757	2.2%
2022	510,678	23.3%	224,170	(3.1%)	286,508	56.6 %	196,739	1.0%

This schedule provides information on operating revenues and expenses, non-operating income, capital contributions, and changes in net position for the last ten years of the Department's operations.

** Refer to Note 1 "Accounting Changes and Restatements".

Operating Income (loss)	Percentage Increase/ (Decrease)	Non-Operating Income (Expense)	Percentage Increase/ (Decrease)	Income (loss) before Capital Contributions	Percentage Increase/ (Decrease)	Capital Contributions	Percentage Increase/ (Decrease)	Change in Net Position	Percentage Increase/ (Decrease)
$ 60,533	(1375.2)%	$ (93,200)	(42.6)%	$ (32,667)	(80.4)%	$ 10,467	(71.5)%	$ (22,200)	(83.0)%
74,830	23.6 %	(132,746)	42.4 %	(57,916)	77.3 %	9,794	(6.4)%	(48,122)	116.8 %
87,120	16.4 %	(81,794)	(38.4)%	5,326	(109.2)%	30,013	206.4 %	35,339	(173.4)%
101,304	16.3 %	(99,021)	21.1 %	2,283	(57.1)%	19,222	(36.0)%	21,505	(39.1)%
100,191	(1.1)%	(50,288)	(49.2)%	49,903	2085.9 %	49,276	156.4 %	99,179	361.2 %
95,606	(4.6)%	(27,476)	(45.4)%	68,130	36.5 %	7,517	(84.7)%	75,647	(23.7)%
94,998	(0.6)%	(34,064)	24.0 %	60,934	(10.6)%	22,281	196.4 %	83,215	10.0 %
20,942	(78.0)%	36,841	(208.2)%	57,783	(5.2)%	23,030	3.4 %	80,812	(2.9)%
(11,827)	(156.5)%	145,524	295.0 %	133,697	131.4 %	20,590	(10.6)%	154,287	90.9 %
89,769	(859.0)%	97,880	(32.7)%	187,649	40.4 %	16,650	(19.1)%	204,299	32.4 %

Summary of Net Position
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Net Investment in Capital	Restricted for Capital	Restricted for Debt Service	Restricted for Other	Unrestricted Net Position	Total Net Position
2013	$ 860,622	$ 34,861	$ 152,972	$ 63,631	$ 243,659	$ 1,355,745
2014	775,098	37,846	166,940	75,182	252,557	1,307,623
2015	666,778	64,783	181,526	76,906	198,861	1,188,854
2016	619,109	59,445	242,817	76,349	212,639	1,210,359
2017	714,945	66,129	212,012	82,120	234,332	1,309,538
2018	668,209	84,356	264,923	84,077	261,758	1,363,323
2019	701,267	124,317	316,042	89,152	215,760	1,446,538
2020	937,167	75,802	279,634	65,761	168,987	1,527,351
2021 **	951,423	38,693	280,300	80,646	330,577	1,681,639
2022	1,169,570	61,613	248,505	89,057	317,193	1,885,938

This schedule provides information on the restricted and unrestricted components of net position for the last ten years of the Department's operations.

** Refer to Note 1 "Accounting Changes and Restatements".

Summary of Operating Expenses
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Total	Salaries and Benefits	Professional Services	Utilities	Repairs, Supplies, and Maintenance	Insurance	Administrative
2013	$ 236,511	$ 118,701	$ 56,372	$ 23,001	$ 33,461	$ 2,529	$ 2,447
2014	233,978	117,903	54,205	24,404	32,145	2,579	2,742
2015	235,937	120,067	52,610	25,666	32,770	2,467	2,357
2016	241,158	121,697	54,687	24,338	34,020	2,395	4,021
2017	255,386	134,420	56,667	22,779	36,135	2,283	3,102
2018	271,873	139,783	59,937	24,128	40,001	2,007	6,017
2019	280,001	141,060	65,115	23,946	44,440	2,364	3,076
2020	286,242	151,420	67,154	23,843	38,489	2,075	3,261
2021 **	231,395	129,800	57,403	19,660	20,697	2,346	1,489
2022	224,170	100,780	64,915	22,699	29,830	3,098	2,848

This schedule provides information on operating expenses by type for the last ten years of the Department's operations.

** Refer to Note 1 "Accounting Changes and Restatements".

Summary of Non-Operating Income and Expenses
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Passenger Facility Charges	Jet A Fuel Tax Revenue	Interest and Investment Income	Interest Expense	Other Non-Operating Income	Gain/(Loss) from Disposition of Assets	Total Non-operating Income/ (Expense)
2013	79,933	11,268	48,248	(249,325)	17,283	(607)	(93,200)
2014	79,524	10,389	(8,927)	(230,690)	16,768	190	(132,746)
2015	83,921	10,542	6,813	(210,002)	16,750	10,182	(81,794)
2016	89,567	11,337	(16,977)	(199,850)	16,840	62	(99,021)
2017	90,793	12,050	29,355	(199,267)	16,822	(41)	(50,288)
2018	94,597	11,795	12,807	(164,486)	16,986	825	(27,476)
2019	96,783	11,979	188	(160,194)	16,948	232	(34,064)
2020	70,640	9,676	13,773	(122,953)	65,628	422	37,186
2021 **	58,899	8,242	25,080	(99,125)	155,082	(2,653)	145,525
2022	94,026	15,708	(9,135)	(94,050)	52,228	39,103	97,880

This schedule provides information on non-operating income and expenses by source and/or activity for the last ten years of the Department's operations.

** Refer to Note 1 "Accounting Changes and Restatements".

Summary of Operating Revenues
Last Ten Fiscal Years
(in thousands)

		Rentals and Fees				Concessions				Other
Fiscal Year	Total Operating Revenue	Landing Fees	Aircraft Fees	Building Rentals	Land Rentals	Ground Transportation	Gaming	Terminal Concessions	Parking Fees	Misc.
2013	$ 496,572	$ 53,451	$ 5,997	$ 248,211	$ 20,119	$ 45,049	$ 23,865	$ 62,047	$ 30,540	$ 7,293
2014	507,055	54,924	6,298	242,847	21,605	47,545	25,566	65,910	33,704	8,656
2015	521,729	54,342	6,575	249,505	22,122	50,650	27,657	66,586	36,034	8,258
2016	540,200	50,905	6,715	261,708	22,020	54,873	29,516	67,009	38,852	8,602
2017	550,612	48,833	7,055	257,963	22,849	60,510	34,410	71,153	38,616	9,223
2018	559,319	43,683	7,338	252,938	25,019	62,827	36,051	75,478	39,002	16,983
2019	565,873	43,557	8,337	257,824	25,303	66,920	37,395	75,843	40,759	9,935
2020	497,833	36,253	7,126	246,983	24,146	52,132	28,606	58,999	34,392	9,197
2021**	414,325	25,579	5,258	228,416	21,446	38,652	23,063	31,249	32,153	8,509
2022	510,678	19,940	8,501	191,151	24,298	73,948	53,085	75,176	52,693	11,886

This schedule provides operating income by revenue type as rentals, fees, and concessions for the last ten years of the Department's operations.

** Refer to Note 1 "Accounting Changes and Restatements".

Summary of Restricted Revenues
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Jet A Fuel Tax Revenue	Jet A Fuel Tax Per Enplaned Passenger	Passenger Facility Charges	PFC Per Enplaned Passenger
2014	$ 10,389	0.49	$ 79,524	3.75
2015	10,542	0.48	83,921	3.84
2016	11,337	0.49	89,567	3.84
2017	12,050	0.5	90,793	3.79
2018	11,795	0.48	94,597	3.85
2019	11,979	0.47	96,783	3.84
2020	9,676	0.51	70,640	3.71
2021	8,242	0.63	58,899	4.47
2022	15,708	0.65	94,026	3.91

This schedule provides information on restricted revenues for capital project funding collected from fuel taxes and passenger fees for the last ten years of the Department's operations.

Schedule of Airport Revenue Bond Debt Service Coverage (From Operating Revenues and Interest Income Available for Debt Service)
Last Ten Fiscal Years (in thousands)

Fiscal Year	(a) Total Revenue Available for Senior Debt Service	(b) Total Revenue Available for Subordinate Debt Service	(c) Less: Operating and Maintenance Expenses	(d) (a) minus (c) Net Revenue Available for Senior Debt Service	(e) (b) minus (c) Net Revenue Available for Subordinate Debt Service	(f) Senior Debt Service	(d)/(f) Senior Lien Coverage (1.25 Required*)	(g) Subordinate Lien Debt Service	(e)/(f+g) Senior and Subordinate Lien Coverage (1.10 Required*)
2013	$ 532,135	$ 547,115	$ 236,511	$ 295,624	$ 310,604	$ 71,102	4.16	$ 149,804	1.41
2014	543,229	557,773	233,978	309,251	323,795	70,559	4.38	145,442	1.50
2015	560,237	572,092	235,937	324,300	336,155	79,533	4.08	118,553	1.70
2016	580,171	594,208	241,158	339,013	353,050	75,401	4.50	140,369	1.64
2017	585,379	599,642	255,386	329,993	344,256	71,778	4.60	142,633	1.61
2018	599,958	614,429	271,873	328,085	342,556	71,945	4.56	144,707	1.58
2019	620,677	635,195	280,001	340,676	355,194	70,622	4.82	145,180	1.65
2020	604,004	616,018	286,242	317,762	329,776	96,881	3.28	120,135	1.52
2021**	592,548	605,725	231,394	361,154	374,331	70,836	5.10	131,766	5.27
2022	518,822	531,998	224,170	294,652	307,828	46,018	6.40	131,757	1.73

* Required by Master Indenture of Trust, dated May 1, 2003, as amended
** Refer to Note 1 "Accounting Changes and Restatements".

Schedule of Passenger Facility Charge (PFC) Revenue Bond Debt Service Coverage From PFC Revenues and PFC Interest Income Available for Debt Service Last Ten Fiscal Years (in thousands)

Fiscal Year	PFC Revenue	PFC Debt Service	PFC Coverage (none Required)
2013	$ 80,158	$ 76,402	1.05
2014	80,250	76,231	1.05
2015	84,675	76,185	1.11
2016	91,425	75,977	1.20
2017	91,383	76,957	1.19
2018	95,912	77,231	1.24
2019	103,720	77,810	1.33
2020	75,203	90,595	0.83
2021	58,053	78,328	0.74
2022	92,338	78,323	1.18

This schedule provides information on coverage requirements for senior lien and subordinate lien debt service as defined in the Master Indenture of Trust dated May 1, 2003. For illustrative purposes, this schedule also provides calculated coverage for Passenger Facility Charge revenue bonds issued by the Department.

Ratios of Airport Revenue Bond Debt Service to Total Operating Revenues and Expenses
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Senior Lien Debt Service	Subordinate Lien Debt Service	Total Debt Service	Operating Revenues	Ratio of Debt Service to Revenues	Operating Expenses	Ratio of Debt Service to Expenses
2013	$ 71,102	$ 149,804	$ 220,906	$ 496,572	2.25	$ 236,511	1.07
2014	70,559	145,442	216,001	507,055	2.35	233,978	1.08
2015	79,533	118,553	198,086	521,729	2.63	235,937	1.19
2016	75,401	140,369	215,770	540,200	2.50	241,158	1.12
2017	71,778	142,633	214,411	550,612	2.57	255,386	1.19
2018	71,945	144,707	216,652	559,319	2.58	271,873	1.25
2019	70,622	145,180	215,802	565,873	2.62	280,001	1.30
2020	96,881	120,135	217,016	497,833	2.29	286,242	1.32
2021	70,836	131,766	202,602	414,325	2.05	231,395	1.14
2022	46,018	131,757	177,775	510,678	2.87	224,170	1.26

This schedule provides information on bond debt service ratios for operating revenues and operating expenses for the last ten years of the Department's operations.

Outstanding Debt Principal Balance by Type
Last Ten Fiscal Years
(in thousands)

Fiscal Year	Senior Lien Bonds	Subordinate Lien Bonds	Passenger Facility Charge Bonds	Junior Subordinate Lien Debt and Jet A Bonds	General Obligation Bonds	Total Outstanding Debt	Total Enplaned Passengers	Ratio of Outstanding Debt to Enplaned Passengers
2013	$ 992,820	$ 2,019,542	$ 1,002,761	$ 382,335	$ 78,973	$ 4,476,431	20,872,526	0.21
2014	983,010	2,009,578	982,757	375,286	80,199	4,430,830	21,224,639	0.21
2015	971,455	1,982,261	949,193	368,077	79,958	4,350,944	21,863,773	0.20
2016	953,131	1,960,532	919,885	359,118	79,717	4,272,383	23,307,617	0.18
2017	937,343	1,846,989	852,691	350,188	79,476	4,066,687	23,973,303	0.17
2018	924,198	1,799,575	813,894	341,139	79,235	3,958,041	24,596,343	0.16
2019	910,794	1,718,420	770,715	332,630	78,995	3,811,554	25,223,715	0.15
2020	889,496	1,521,731	651,124	319,182	78,754	3,460,287	19,038,069	0.18
2021	837,446	1,539,863	581,462	210,812	78,513	3,248,096	13,187,187	0.25
2022	809,517	1,367,174	517,923	199,326	78,272	2,972,212	24,025,401	0.12

This schedule provides information on bond debt valued at outstanding principal net of unamortized premiums and discounts for the last ten years of the Department's operations.

Visitor, Convention, and Room Statistics (Las Vegas)
Last Ten Calendar Years

Calendar Year	Total Visitor Volume	Convention Attendance	Total Available Hotel-Motel Rooms	Occupancy Rates
2013	39,668,221	5,107,416	150,593	84.3 %
2014	41,126,512	5,169,054	150,544	86.8 %
2015	42,312,216	5,891,151	149,213	87.7 %
2016	42,936,109	6,310,616	149,339	89.1 %
2017	42,214,200	6,646,200	146,993	88.7 %
2018	42,116,800	6,501,800	149,158	88.2 %
2019	42,523,700	6,649,100	150,259	88.9 %
2020	19,031,100	1,727,200	145,308	42.1 %
2021	32,230,600	2,206,400	150,487	66.8 %
2022	not available	not available	not available	not available

Source: Las Vegas Convention and Visitors Authority - City of Las Vegas figures

This schedule provides visitor, room, and convention statistics for the Las Vegas metropolitan area for the last ten years of the Department's operations.

Demographic and Economic Statistics (Clark County, Nevada)
Last Ten Calendar Years

Calendar Year	(1) Clark County Population	(2) Personal Income	Per Capita Personal Income	(3) School Enrollment	(4) Labor Force	(4) Unemployment Rate
2013	2,062,253	75,957,334,000	36,832	311,218	1,006,724	9.6%
2014	2,102,238	81,821,005,000	39,533	314,598	1,019,653	7.8%
2015	2,147,641	85,970,490,000	40,652	317,759	1,047,528	6.8%
2016	2,205,207	91,150,359,000	42,284	319,172	1,048,043	5.8%
2017	2,248,390	97,457,342,000	44,217	321,991	1,060,660	5.5%
2018	2,284,616	105,087,856,000	47,090	324,030	1,098,114	4.8%
2019	2,325,798	110,628,465,000	48,806	325,081	1,131,551	4.0%
2020	2,376,683	118,678,768,000	51,244	323,787	1,097,286	9.6%
2021	2,333,092	not available	not available	309,707	1,093,227	5.0%
2022	not available	not available	not available	304,782	not available	not available

Source: (1) Clark County Department of Comprehensive Planning
(2) U.S. Bureau of Economic Analysis
(3) Clark County School District (in fiscal year format) * Estimated
(4) State of Nevada Department of Employment, Training and Rehabilitation

This table includes historical revisions, therefore, certain amounts presented may not be comparable to amounts presented in prior reports.

This schedule provides information on certain Clark County demographic and economic statistics for the last ten years of the Department's operations.

Employment by Industry (Clark County, Nevada)
Current Year and Nine Years Ago

Industry	2022 Employees	2022 % of Total Employment	2013 Employees	2013 % of Total Employment
Leisure and Hospitality	274,800	26.03 %	271,200	31.87 %
Trade, Transporation and Utilities	208,100	19.71 %	155,400	18.26 %
Professional and Business Services	157,800	14.94 %	111,600	13.11 %
Government	99,800	9.45 %	92,700	10.89 %
Education and Health Services	113,100	10.71 %	79,000	9.28 %
Construction	74,800	7.08 %	40,700	4.78 %
Financial Activities	57,800	5.47 %	43,500	5.11 %
Other Services	29,100	2.76 %	24,900	2.93 %
Manufacturing	28,700	2.72 %	20,900	2.46 %
Information	11,500	1.09 %	10,800	1.27 %
Mining and Logging	400	0.04 %	300	0.04 %
Total Clark County, Nevada Employment	1,055,900		851,000	

Source: United States Bureau of Labor Statistics

This schedule provides employment by industry in Clark County for the current year and the year nine years prior.

Passenger and Operating Statistics
Last Ten Fiscal Years

Fiscal Year	Aircraft Operations (Departures)	Landed Weight(000 lbs.)	Total Enplaned Passengers	Cargo Tons
2013	221,755	24,313,676	20,872,526	105,100
2014	219,437	24,431,409	21,224,639	104,101
2015	216,604	24,668,357	21,863,773	109,319
2016	215,887	25,803,661	23,307,617	108,695
2017	220,229	26,493,451	23,973,303	117,035
2018	223,879	26,856,277	24,596,343	126,830
2019	225,571	27,418,216	25,223,715	132,975
2020	185,107	22,749,778	19,038,069	125,932
2021	149,370	17,839,131	13,187,187	117,164
2022	217,136	26,408,488	24,025,401	121,634

This schedule provides information on passenger and landed weight statistics for the last ten years of the Department's operations.

Market Share of Air Carriers
Last Three Fiscal Years

	FY 2022			FY 2021			FY 2020		
	Enplaned Passengers			Enplaned Passengers			Enplaned Passengers		
Airline	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease	Number	Percent of Total	Increase/ Decrease
Southwest	8,423,490	35.1%	79.8%	4,685,234	35.7%	(24.9%)	6,241,218	32.8%	(30.4%)
Spirit	2,934,246	12.2%	63.5%	1,794,704	13.6%	(11.1%)	2,019,837	10.6%	(14.5%)
Frontier	2,316,816	9.6%	83.0%	1,266,341	9.6%	(9.7%)	1,401,842	7.4%	13.4%
Delta	2,315,268	9.6%	98.9%	1,163,833	8.8%	(39.5%)	1,923,499	10.1%	(23.4%)
American	2,225,859	9.3%	60.7%	1,385,471	10.5%	(19.4%)	1,718,451	9.0%	(23.4%)
United	1,701,130	7.1%	103.8%	834,904	6.3%	(44.0%)	1,490,791	7.8%	(28.8%)
Allegiant	1,144,105	4.8%	60.9%	711,046	5.4%	(19.8%)	886,811	4.7%	(25.0%)
International	775,459	3.2%	533.0%	122,498	0.9%	(90.6%)	1,300,773	6.8%	(31.0%)
Alaska	760,297	3.2%	61.7%	470,315	3.6%	(40.4%)	788,679	4.1%	(28.2%)
JetBlue	477,113	2.0%	90.2%	250,786	1.9%	(38.7%)	409,161	2.1%	(29.8%)
General Aviation & Other	456,652	1.9%	62.5%	280,975	2.1%	(31.9%)	412,424	2.2%	(23.0%)
Sun Country	174,246	0.7%	27.6%	136,528	1.0%	(34.6%)	208,719	1.1%	(2.5%)
Hawaiian	282,902	1.2%	234.7%	84,512	0.6%	(56.3%)	193,433	1.0%	(23.8%)
Avelo	34,301	0.1%	—%	—	—%	—%	—	—%	—%
Charter Airlines	1,650	—%	4025.0%	40	—%	(99.9%)	30,548	0.2%	(29.9%)
Breeze	1,479	—%	—%	—	—%	—%	—	—%	—%
Advanced Air	228	—%	—%	—	—%	—%	—	—%	—%
Southern Airways Express	160	—%	—%	—	—%	—%	—	—%	—%
Contour	—	—%	—%	—	—%	—%	10,883	0.1%	58.2%
Total Enplanements	24,025,401	100.0%	82.2%	13,187,187	100.0%	(30.7%)	19,037,069	100.0%	(24.5%)

This schedule provides market share information by air carrier for the last three fiscal years of the Department's operations.

Per Passenger Calculations
Last Ten Fiscal Years

Fiscal Year	Concessions				Concession Revenue per Enplaned Passenger	Operating Expenses per Enplaned Passenger	Outstanding Debt per Enplaned Passenger	Airport Revenue Bond Debt Service per Enplaned Passenger	Airline Cost per Enplaned Passenger
	Ground Trsp	Gaming	Terminal	Parking					
2013*	$ 3.89	$ 1.14	$ 2.97	$ 1.46	$ 9.46	$ 11.22	$ 214.47	$ 10.58	$ 12.22
2014	3.92	1.20	3.11	1.59	9.82	11.02	208.76	10.18	11.74
2015	3.95	1.26	3.04	1.65	9.90	10.78	199.00	9.05	11.60
2016	3.95	1.26	2.87	1.66	9.74	10.24	183.30	9.24	11.05
2017	4.14	1.43	2.96	1.61	10.14	10.64	169.41	8.93	10.13
2018	4.14	1.47	3.07	1.59	10.27	11.05	160.92	8.81	9.89
2019	4.16	1.48	3.01	1.62	10.27	11.10	151.11	8.56	9.91
2020	4.31	1.50	3.10	1.81	10.72	15.04	181.76	6.82	12.55
2021**	4.74	1.75	2.37	2.44	11.30	17.55	246.31	15.36	16.34
2022	4.50	2.21	3.13	2.19	12.04	9.33	123.71	7.40	6.68
Average	$ 4.17	$ 1.47	$ 2.96	$ 1.76	$ 10.36	$ 11.80	$ 183.87	$ 9.49	$ 11.21

This schedule provides information on concession revenues, operating expenses, bond debt and service coverage, and airline cost, all normalized per enplaned passenger for the last ten years of the Department's operations.

* In June 2012, Terminal 3 became fully operational.

** Refer to Note 1 "Accounting Changes and Restatements".

Full Time Equivalent Employees
Last Ten Fiscal Years

Fiscal Year	Total
2013	1,481
2014	1,400
2015	1,364
2016	1,377
2017	1,402
2018	1,434
2019	1,453
2020	1,460
2021	1,277
2022	1,281
Average Annual Increase (Decrease)	(2.1%)

This schedule provides information on the number of full time equivalent employees for the last ten years of the Department's operations.

Nature, Volume, and Usage of Capital Assets - Last Ten Fiscal Years

	For the Fiscal Years Ended:			
	2022	2021	2020	2019
Indicators of the Level of Demand for Services				
Airlines:	40	38	33	36
Destinations served:	161	131	156	156
Daily flight operations:	1,517	1,027	1,202	1,492
Daily commercial operations:	934	644	839	992
Annual passengers:	48,062,113	26,458,311	37,963,942	50,488,456
LAS Airport Site:	3,213 acres	2,820 acres	2,820 acres	2,820 acres
Runways:	26R*/8L: 14,515' X 150'	26R*/8L: 14,512' X 150'	26R*/8L: 14,512' X 150'	26R*/8L: 14,510' X 150'
	26L*/8R: 10,525' X 150'	26L*/8R: 10,525' X 150'	26L*/8R: 10,525' X 150'	26L*/8R: 10,525' X 150'
	19R/1L*: 8,988' X 150'	19R/1L*: 8,988' X 150'	19R/1L*: 8,988' X 150'	19R/1L*: 8,988' X 150'
	19L/1R: 9,771' X 150'	19L/1R: 9,775' X 150'	19L/1R: 9,775' X 150'	19L/1000R: 9,775' X 150'
	* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped
Gates	109	109	109	109
Terminal buildings:				
Rentable Space	2,423,719	2,395,245	2,318,410	2,318,410
Public Space	1,584,874	1,587,495	1,617,519	1,617,519
Total Usable Space	4,008,593	3,982,740	3,935,929	3,935,929
Administration	515,402	512,920	520,077	520,077
Mechanical/Utilities	533,876	533,660	640,098	640,098
Total Space	5,057,871	5,029,320	5,096,104	5,096,104
Parking:				
Short-term	1,195	1,195	1,381	1,381
Valet	923	923	917	917
Long-Term	6,596	6,596	7,363	7,363
Surface Lot(s)	7,336	1,342	1,235	1,235
Economy	4,860	4,860	5,724	5,724
Remote	1,130	1,130	526	526
Total Public Parking Spaces	22,040	16,046	17,146	17,146
Consolidated Car Rental Facility:				
Customer Service Building (Sq. Ft.)	176,948	111,000	111,000	111,000
Garage (Sq. Ft.)	1,642,775	1,800,000	1,800,000	1,800,000
Vehicle Capacity	5,000+	5,000+	5,000+	5,000+
Shuttle Bus Fleet (units)	47	48	48	48

This schedule provides information on the nature, volume, and usage of the Department's capital assets for the last ten years of the Department's operations.

Nature, Volume, and Usage of Capital Assets - Last Ten Fiscal Years (continued)

For the Fiscal Years Ended:					
2018	2017	2016	2015	2014	2013
29	29	31	32	35	44
137	150	152	149	(including 27 international)	(including 27 international)
1,480	1,501	1,463	1,429	1,432	1,429
965	953	938	907	931	929
49,226,068	47,946,907	46,629,208	43,685,099	42,323,363	41,681,296
2,820 acres	2,820 acres	2,820 acres	2,820 acres	2,820 acres	2,820 acres
26R*/8L: 14,512' X 150'	26R*/8L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'
26L*/8R: 10,525' X 150'	26L*/8R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'
19R/1L*: 8,988' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'
19L/1R: 9,771' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'
* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped
109	109	109	110	110	110
2,340,694	2,340,694	2,340,694	2,340,694	2,340,694	2,340,694
1,540,266	1,540,266	1,540,266	1,540,266	1,540,266	1,540,266
3,880,960	3,880,960	3,880,960	3,880,960	3,880,960	3,880,960
510,482	510,482	510,482	510,482	510,482	510,482
497,036	497,036	497,036	497,036	497,036	497,036
4,888,478	4,888,478	4,888,478	4,888,478	4,888,478	4,888,478
1,381	1,381	1,381	1,381	1,381	1,381
769	769	857	1,530	1,530	1,530
7,363	7,471	7,363	7,363	7,363	7,363
624	624	624	624	624	624
5,100	5,100	5,100	5,100	5,100	5,100
1,954	1,954	1,954	1,954	1,954	1,954
17,191	17,299	17,279	17,952	17,952	17,952
111,000	111,000	111,000	111,000	111,000	111,000
1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000
5,000+	5,000+	5,000+	5,000+	5,000+	5,000+
48	48	50	50	50	50

Nature, Volume, and Usage of Capital Assets - Last Ten Fiscal Years (continued)

For the Fiscal Years Ended:

2018	2017	2016	2015	2014	2013
29	29	31	32	35	44
137	150	152	149	(including 27 international)	(including 27 international)
1,480	1,501	1,463	1,429	1,432	1,429
965	953	938	907	931	929
49,226,068	47,946,907	46,629,208	43,685,099	42,323,363	41,681,296
2,820 acres	2,820 acres	2,820 acres	2,820 acres	2,820 acres	2,820 acres
26R*/8L: 14,512' X 150'	26R*/8L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'	25R*/7L: 14,510' X 150'
26L*/8R: 10,525' X 150'	26L*/8R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'	25L*/7R: 10,526' X 150'
19R/1L*: 8,988' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'	19R/1000L*: 8,985' X 150'
19L/1R: 9,771' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'	19L/1000R: 9,775' X 150'
* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped	* ILS equipped
109	109	109	110	110	110
2,340,694	2,340,694	2,340,694	2,340,694	2,340,694	2,340,694
1,540,266	1,540,266	1,540,266	1,540,266	1,540,266	1,540,266
3,880,960	3,880,960	3,880,960	3,880,960	3,880,960	3,880,960
510,482	510,482	510,482	510,482	510,482	510,482
497,036	497,036	497,036	497,036	497,036	497,036
4,888,478	4,888,478	4,888,478	4,888,478	4,888,478	4,888,478
1,381	1,381	1,381	1,381	1,381	1,381
769	769	857	1,530	1,530	1,530
7,363	7,471	7,363	7,363	7,363	7,363
624	624	624	624	624	624
5,100	5,100	5,100	5,100	5,100	5,100
1,954	1,954	1,954	1,954	1,954	1,954
17,191	17,299	17,279	17,952	17,952	17,952
111,000	111,000	111,000	111,000	111,000	111,000
1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000
5,000+	5,000+	5,000+	5,000+	5,000+	5,000+
48	48	50	50	50	50