Financial Statements
June 30, 2022

Jackson Hole Airport Board

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Independent Auditor's Report

To the Board of Directors
Jackson Hole Airport Board
Jackson, Wyoming

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the business-type activities of the Jackson Hole Airport Board (the Board) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Board's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Board, as of June 30, 2022, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Adoption of New Accounting Standard

As discussed in Note 1 to the financial statements, the Board has adopted the provisions of Government Accounting Standards Board (GASB) Statement No. 87, *Leases*, for the year ended June 30, 2022. Accordingly, a restatement has been made to the business-type activities net position as of July 1, 2021, to restate beginning net position. 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.

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

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our 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 Board's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Board's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Board's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the audit requirements of *Title 2 U.S Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Award Uniform Guidance,* and is not a required part of the financial statements. The schedule of passenger facility charges collected and expended is also presented for purposes of additional analysis, as specified in the Passenger Facility Charge Audit Guide for Public Entities, by the Federal Aviation Administration and is not a required part of the basic financial statement of the Jackson Hole Airport Board. 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 expenditures of federal awards and the schedule of passenger facility charges collected and expended are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 14, 2022 on our consideration of the Board's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Board'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 Board's internal control over financial reporting and compliance.

Eide Bailly LLP

Boise, Idaho
December 14, 2022

The Jackson Hole Airport Board (the Board) is the operator and proprietor of the Jackson Hole Airport (the "Airport"), located north of the Town of Jackson, in Teton County, Wyoming. The Airport Board offers readers of its Financial Statements this narrative overview of its financial activities for the fiscal year ended June 30, 2022 (the "Fiscal Year"). This narrative responds to the requirements of Government Accounting Standards Board ("GASB") No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*.

Financial Highlights. Financial highlights for this fiscal year are as follows:

- The total net position, which represents the residual interest in the Airport Board assets and deferred outflows of resources after liabilities and deferred inflows of resources are deducted, increased by $42,480,845 or 33.41% from last fiscal year. The increase is due to the runway reconstruction project which is 90% complete as well as on-going terminal projects. The runway and terminal projects are financed by capital contributions received from federal and state grants and the issuance of Bond Series 2022A.
- As of the close of the fiscal year, the Airport Board's unrestricted cash and investments balance was $14,790,985 (excluding PFCs and CFCs). Of this, $400,000 was invested in Certificates of Deposit in a federally insured institution, having maturities of greater than three months.
- Following the COVID-19 pandemic, the Airport Board's total operating revenue continued to rebound with the start of the summer tourist season in 2021. In spite of a 78-day closure of the airport's runway due to reconstruction, the Airport Board's total operating revenue increased by $2,987,174 or 11% from last fiscal year.
- Despite the closure, the Airport Board saw an increase of $161,179 or 2.07% of airline revenue which translated to 62,731 or 16.44% increase in enplanements over last fiscal year.
- The airport's rental car and parking/ground transportation revenue also increased by $1,349,942 or 24.92%, and $539,726 or 45.91%, respectively, over last fiscal year.

Overview of the Financial Statements. The management discussion and analysis are intended to serve as an introduction to the Airport Board's financial statements. The Airport Board's financial statements are comprised of basic financial statements which include all assets, deferred outflows, liabilities, deferred inflows, revenue, and expenses, required supplementary information reflecting changes in employer's share of net pension liability and employer's contributions and supplementary information. In addition, this financial report includes a schedule of passenger facility charges collected and expended, a single audit section listing all Federal grants, a report on compliance with the Uniform Guidance, and a summary of the auditor's findings.

Basic Financial Statements. The Basic Financial Statements are made up of four components: (1) Statement of Net Position, at page 9-10; (2) Statement of Revenues, Expenses and Changes in Net Position, at pages 11-12; (3) Statement of Cash Flows, at pages 13-14; and (4) Notes to Financial Statements, at pages 15-30. These are designed to provide readers with a broad overview of the Airport Board's finances, in a manner similar to a private sector business.

Required Supplementary Information. Required supplementary information consists of the Schedule of Employer's Share of Net Pension Liability and the Schedule of Employer's Contributions. The schedules show historical pension and employer contribution data over 8 years and are required by the Government Accounting Standards Boards (GASB).

Net Position

The Statement of Net Position presents the financial position of the Airport Board at the end of the fiscal year. The statement includes all assets and liabilities of the Airport Board. Net Position is the difference between total assets plus deferred outflows and total liabilities plus deferred inflows and is an indicator of the current fiscal health of the Airport Board. A summary of the Airport Board's assets, liabilities, deferred outflows and inflows, and net position is shown below:

	2022	2021 (Restated)
Assets		
Current and other assets	$ 51,721,735	$ 50,691,200
Capital assets, net	178,406,753	119,270,088
Total assets	230,128,488	169,961,288
Deferred Outflows of Resources	1,936,650	1,392,864
Liabilities		
Current liabilities	26,412,605	4,572,731
Long term liabilities	21,737,621	21,365,835
Total liabilities	48,150,226	25,938,566
Deferred Inflows of Resources	14,273,614	18,255,133
Net position		
Net investment in capital assets	160,584,560	103,113,078
Restricted	8,100,527	5,666,582
Unrestricted	956,212	18,380,793
Total net position	$ 169,641,298	$ 127,160,453

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Airport Board, assets plus deferred outflows exceeded liabilities and deferred inflows by $169,641,298 at the close of the fiscal year. Ninety five percent of the total net position of $160,584,560 reflects net investment in capital assets (buildings, runways, equipment, and infrastructure) less any related outstanding debt used to acquire those assets. The Board uses these capital assets to operate the airport; consequently, these assets are not available for future spending. Although the Board's investment in its capital assets is reported net of related debt, it should be noted the resources needed to repay this debt must be provided from airport revenue or other sources acquired by the Airport, since the capital assets themselves cannot be used to liquidate these liabilities.

The remaining five percent of the Board's net position represent resources that are restricted as well as unrestricted. The restricted resources of $8,100,527 are subject to external restrictions on how they are used. These restrictions are due to covenants made to the holders of the Board's revenue bonds. The unrestricted net position resources of $956,212 will be used to meet any of the Airport Board's ongoing operational needs and grant/non-grant projects of the Airport. It is expected that the unrestricted resources will be augmented by proceeds from federal and state grants and bond issuance receipts.

Changes in Net Position

The Statement of Revenues, Expenses and Changes in Net Position separately describe operating revenues and operating expenses by logical categories; non-operating revenues made up of interest, passenger facilities charge (PFC) fees, customer facility charge (CFC) fees, Cares Act funding, ACRG Program funding, ARP Act funding and capital contributions.

The Airport Board's total operating and non-operating revenues including capital contributions of $36,016,281 exceeded total operating and non-operating expenses for an increase in net position of $42,480,846. A summary of revenues and expenses is shown below:

	2022	2021 (Restated)
Program revenues	$ 30,149,462	$ 27,162,288
Program expenses	33,280,296	30,612,657
Loss from operations	(3,130,834)	(3,450,369)
Non-operating revenues and expenses		
Interest income	566,556	18,852
Interest expense	(646,332)	(780,785)
Non-capital grant	-	40,000
Federal assistance - COVID 19	5,828,575	11,924,652
Passenger facilities fees	1,810,704	1,437,225
Customer facility fees	2,040,601	1,663,326
Gain (loss) on disposal of capital asset	(4,706)	75,441
Total non-operating revenues and expenses	9,595,397	14,378,712
Net gain before capital contributions	6,464,563	10,928,343
Capital contributions	36,016,281	3,048,162
Change in Net Position	42,480,845	13,976,506
Net Position, Beginning of Year, as restated	127,160,453	113,183,948
Net Position, End of Year	$ 169,641,298	$ 127,160,453

Analysis of Significant Changes. For the fiscal year ending June 30, 2022, significant changes in the Airport Board's finances are discussed as follows:

General Comments. Operating revenues and expenses from year to year will depend to a significant degree upon the Airport's aircraft and passenger volume. For instance, fees received from many airport tenants are on a "percentage of gross" basis; parking revenues are directly related to parking lot usage; landing fees and fuel revenues are directly related to the volume of aircraft activity. Operating revenues can therefore be expected to mirror future changes in aircraft and passenger volumes. However, operating expenses do not immediately and automatically mirror aircraft and passenger volume and must therefore be closely monitored and adjusted by airport management when appropriate.

Capital outlays are funded in large part through grant revenues and PFC project reimbursements. Grant revenues are largely dependent on the appropriation of federal funds, and the Airport's aircraft and passenger volume upon which the level of grant funding is partially based. The amount of PFC fees is directly related to passenger volumes. Lack of availability of one or both sources of revenue could dramatically limit the Airport Board's ability to make capital outlays in the future.

The Airport Board operates passenger security screening services under a contract from the Transportation Security Administration. Security screening reimbursements and expenses both reflect operations under that contract, extended through February 28, 2023 with one month option to continue services through March 31, 2023. We believe TSA will exercise the option to provide screening services through March 31, 2023. Should the TSA contract terminate after this date, both revenues and expenditures will simultaneously, or nearly simultaneously, cease.

March 11, 2021, the Board was awarded $3,239,894 under the Airport Coronavirus Relief Grant Program (ACRGP). An amendment letter dated August 17, 2021 was issued to increase the program to $3,240,535. During fiscal year 2022, the Airport requested reimbursement from this program and recognized the revenue of $3,240,501 for operating costs incurred during the year. July 22, 2021, the Board was awarded another $5,277,603 under the Airport Rescue Plan Act (ARPA). During fiscal year 2022, the Airport requested reimbursement from this program and recognized the revenue of $2,580,999 for operating costs incurred during the year. During fiscal years 2021 and 2022, FAA awarded the Board total grants of $41,121,9350 (100% FAA share) and $2,934,400 (93.75% FAA share) to finance the full reconstruction of the airport's current runway 1/19 as it reached the end of its life cycle. The Airport requested $35,346,366 from these grants and recognized the revenue to finance the airport runway reconstruction from April 11th, 2022 to June 28th, 2022. FAA considered the runway as 90% complete as of fiscal year end.

Cash Position

Cash (including amounts restricted from PFC and CFC) decreased from $24,079,264 to $17,058,934, a decrease of $7,020,330 over the last fiscal year. The decrease was mainly due to the 78-day runway closure resulting in cessation of operating revenues while many operating expenses (payroll, maintenance, etc.) continued.

Accounts Receivable

Accounts receivable decreased by $1,696,887 over the last fiscal year due to increased cash collection activity close to year-end.

Receivable from State and Federal Governments

As of June 30, 2022, the Airport reported $16,661,796 as receivable from federal government that consists mainly of grants related to runway reconstruction.

Lease Receivables and Deferred Inflows—Lease Related
Lease receivables and deferred inflows were new accounts this year due to the Board adopting GASB 87. Lease receivables and deferred inflows totaled $10,851,975 and $10,635,732, respectively, as of June 30, 2022. See Note 13 for more details.

Accounts Payable and Retainage Payable
Accounts payable and retainage payable at the end of the fiscal year increased from $1,231,549 to $23,498,755, an increase of $22,267,206 from the last fiscal year, resulting from an increase in the number of on-going capital projects at the airport.

Operating Revenues
Overall operating revenue increased by $2,987,174 compared to last year. This increase was mainly due to increased rental car fees and rent by $1,349,942 and parking and ground transportation and related fees by $539,726. Due to the closure of airport runway due to reconstruction, the airport saw minimal increases in airlines and fuel revenue by $161,179 and $88,383, respectively.

Operating Expenses
Operating expenses increased from $30,612,657 to $33,280,296, an increase of $2,667,639 over the last fiscal year, due mainly to increased salaries/wages/payrolltaxes/benefits. The Airport Board introduced a couple of programs this year to enhance recruitment and retention of employees. The Service Recognition Program was started to recognize full-time staff for long-term services at the airport. The Sign-On Bonus Program was launched at the same time to attract new hires and keep them engaged through the first year of employment. Both programs total $1,166,378 expenses this fiscal year.

Capital Assets
At the end of June 30, 2022, the Airport reported $160,584,560 in net investment in capital assets, an increase of $57,471,482 over last year of $103,113,078. This resulted from increased capital assets (due to capital projects) and increased long term liability (due to issuance of new bonds – see next paragraph).

Long-Term Debt Activity
The Airport retired $8,885,010 long-term debt during the year ended June 30, 2022. The Airport has four revenue bonds totaling $16,157,011 outstanding as of June 30, 2021. Three of these revenue bonds were retired, however two revenue bonds were issued during the year (see Note 4 for more information).

Requests for Information
This financial report is designed to provide a general overview of the Jackson Hole Airport Board's finances for all those with interest. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Administrative Offices of the Board at the following address:

Jackson Hole Airport Board
P.O. Box 159
1250 East Airport Road
Jackson, Wyoming 83001
Phone: (307) 733-7695

Assets		
Current Assets		
Cash in bank and on hand	$	14,390,985
Investments		400,000
Accounts receivable		458,405
Lease receivables		5,993,958
Receivable from state and federal governments		16,661,796
Prepaid expenses		390,203
Inventory		467,843
Total current assets		38,763,191
Noncurrent Assets		
Restricted cash - passenger facility charges		191,210
Restricted cash - customer facility fees		2,411,948
Restricted cash for loan settlement / sinking fund		64,791
Restricted investments - sinking funds		5,432,578
Lease receivables		4,858,017
Capital assets not being depreciated		70,499,964
Capital assets being depreciated		184,979,027
Accumulated depreciation		(77,072,238)
Total noncurrent assets		191,365,297
Total assets		230,128,488
Deferred Outflows of Resources-Pension		
Employer contributions subsequent to the measurement date		593,200
Changes in proportion		799,220
Changes in assumptions		441,829
Changes in experience		102,401
Total deferred outflows of resources-pension		1,936,650
Total assets and deferred outflows of resources-pension	$	232,065,138

Liabilities		
Current Liabilities		
Accounts payable	$	20,626,331
Accrued wages payable		520,384
Bonds payable		1,835,800
Compensated absences		160,083
Interest payables		52,122
Refundable deposits		345,463
Retainage payable		2,872,423
Total current liabilities		26,412,605
Noncurrent Liabilities		
Compensated absences		291,182
Bonds payable		15,986,394
Net pension liability		5,460,045
Total noncurrent liabilities		21,737,621
Total liabilities		48,150,226
Deferred Inflows of Resources-Pension		
Changes in experience		8,390
Changes in investment earnings		3,629,482
		3,637,872
Deferred Inflows of Resources-Leases		
Lease related		10,635,742
Total deferred inflows of resources		14,273,614
Net Position		
Net investment in capital assets		160,584,560
Restricted for passenger facility charges expenditures		191,210
Restricted for customer facility charges expenditures		2,411,948
Restricted for loan settlement / sinking fund		5,497,369
Unrestricted		956,212
Total net position		169,641,298
Total liabilities, deferred inflows of resources and net position	$	232,065,138

Operating Revenues	
Airline landing fees and rent	$ 7,938,254
Rental car revenues and related fees	6,766,707
Security screening reimbursement (TSA)	7,972,436
LEO service reimbursement contract (TSA)	66,905
Fuel revenue and related fees	4,627,087
Parking and ground transportation income	1,715,315
F&B concession and related fees	592,203
Gas tax refund	367,002
Miscellaneous	103,552
Total operating revenues	30,149,462
Operating Expenses	
Capital maintenance	524,991
Depreciation	9,460,779
Dues and subscriptions	37,038
Environmental management	1,117,128
Fire rescue training and supplies	80,333
Franchise fees	806,600
Fuel	28,815
Fuel farm cost of sales and related expenses	1,803,436
Insurance	775,635
Repairs, maintenance and supplies	2,016,545
Miscellaneous	120,844
Office expenses	363,073
Payroll taxes and benefits	4,986,643
Professional fees	590,047
Public and employee relations	297,976
Salaries	8,759,862
Screening	112,570
Security	627,905
Snow removal	153,301
Telephone	52,618
Travel, meeting and training	166,756
Utilities	397,402
Total operating expenses	33,280,296
Loss from operations	(3,130,834)

Non-Operating Revenues and Expenses	
Interest income-banks	40,996
Interest income-leases (GASB 87)	525,560
Interest expense	(646,332)
Federal assistance - COVID 19	5,828,575
Passenger facilities fees	1,810,704
Customer facility fees	2,040,601
Loss on disposal of capital assets	(4,706)
Total non-operating revenues and expenses	9,595,397
Income before Capital Contributions	6,464,563
Capital Contributions	36,016,281
Change in Net Position	42,480,845
Total Net Position, Beginning of Year, as restated	127,160,453
Total Net Position, End of Year	$ 169,641,298

Operating Activities	
Cash received from operations	$ 25,899,009
Cash payments to suppliers for services	(7,254,643)
Cash payments to employees for services	(13,990,103)
Net Cash from Operating Activities	4,654,263
Capital and related Financing Activities:	
Acquisitions and construction of property and equipment	(49,083,493)
Proceeds from the disposal of capital assets	19,125
Passenger facilities reimbursements received	1,810,704
Customer facility charges received	2,040,601
Cash received on lease receivables	5,805,880
Cash received for interest on lease receivables	525,560
Proceeds from issuance of bonds payable	10,515,192
Principal payments on bonds payable	(8,850,010)
Interest payments on bonds payable	(651,513)
Grants received from State and Federal governments	22,913,432
Net Cash used for Capital and Related Financing Activities	(14,954,523)
Investing Activities	
Advances to employees	(45,537)
Repayments of advances by employees	8,357
Interest on investments	40,996
Proceeds from matured investments	410,323
Investment in sinking fund	(2,962,783)
Net Cash used for Investing Activities	(2,548,644)
Non-Capital Financing Activities	
Grants received from State and Federal governments	5,828,575
Net Cash from Non-Capital Financing Activities	5,828,575
Net Decrease in Cash	(7,020,329)
Cash in Bank and on Hand, Beginning of Year	24,079,264
Cash in Bank and on Hand, End of Year	$ 17,058,934

Statement of Net Position	
Cash in bank and on hand	$ 14,390,985
Restricted cash-passenger facility fees	191,210
Restricted cash-customer facility fees	2,411,948
Restricted for loan settlement / sinking fund	64,791
Total Cash in Bank and on Hand	$ 17,058,934

The accompanying notes are an integral part of these financial statements

Reconciliation of Loss from Operations to Net Cash from Operating Activities	
Loss from operations	$ (3,130,834)
Adjustments to reconcile loss from operations to net cash from operating activities	
Depreciation	9,460,779
Increase (decrease) in cash and cash equivalents resulting from changes in operating assets and liabilities	
Accounts receivable	1,734,067
Prepaid expenses	281,981
Inventory	(180,304)
Deferred outflows of resources-pensions	(543,786)
Accounts payable	(33,304)
Retainage payable	2,762,730
Deferred inflows of resources-pensions	2,003,001
Deferred inflows of resources-lease related	(5,984,520)
Refundable deposits	(12,735)
Accrued wages payable	62,357
Compensated absences	(52,688)
Net pension liability	(1,712,482)
Net Cash from Operating Activities	$ 4,654,263

Noncash capital and related financing activities: In fiscal year 2022, the Board adopted GASB No 87, *Leases* which resulted in recording noncash increases to lease receivables and deferred inflows-lease related as of the beginning of fiscal year 2022 in the amount of $16,657,855 and $16,620,262, respectively. In addition, capital asset additions include $19,537,774 in changes in accounts payable for fiscal year ending June 30, 2022.

Note 1 - Principal Business Activity and Significant Accounting Policies

Reporting Entity and Organization

The Jackson Hole Airport Board (the Board) is the level of government which has governing responsibilities over all activities related to the Jackson Hole Airport. The Board is a joint powers board created by the Town of Jackson and County of Teton, as authorized by Wyoming Statute Sections 10-5-201 through 10-5-204. Though created by joint action of the Town and County, the Board is a separate and distinct governmental entity and "body corporate."

The Board receives funding from state and federal government sources and must comply with the requirements of these funding source entities. The Board serves as the nucleus for the reporting entity under the provisions of GASB Statement No. 14, 39 and 61 for its basic financial statements. Using this premise, the Board is not financially accountable for any other organizations; thus, the report includes only the financial statements of the Board. The Board has no component units, nor is it considered a component unit of any other government.

The Board operates in Grand Teton National Park under an agreement with the U.S. Department of Interior. The operating agreement between the Board and U.S. Department of Interior expires in 2053. The Board pays a user fee to the U.S. Department of Interior equal to three percent of the first $4,000,000 of eligible operating receipts and four percent of any eligible operating receipts in excess of $4,000,000.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The basic financial statements are reported using the economic resources measurements focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenue and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund's principal ongoing operations. The principal operating revenues of the Board's enterprise fund are charges to users of the airport facilities. Operating expenses for the enterprise fund include the cost of providing the services for the airport, administrative expense, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Accounts Receivables

The Board recognizes bad debts at the time specific accounts become doubtful of collection; accordingly, accounts receivable is included in the accompanying statement of net position at face value with no provision for losses thereon. This form of presentation is preferable due to the nature of receivables and the immaterial amounts of doubtful collections involved. Federal and state reimbursement-type grants are recorded as receivables and revenue when the related expense is incurred.

Cash in Bank and on Hand

For purposes of the cash flow statement, the Board considers cash in bank, cash on hand (petty cash), demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition to be cash in bank and on hand.

Investments

Investments for the Board are reported at fair value. Fair value is determined based on the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants as the measurement date. The Board operates under investment guidelines that permit the Board to invest in U.S. Treasury instruments, certificates of deposits which are fully insured by the FDIC or fully secured by a pledge of U.S. Treasury instruments, and the Wyoming State Treasurer's Asset Reserve as allowed by Wyoming Statutes. Management reviews statements of investments monthly to identify significant downturns which might affect the fair value measurements of investments.

Lease Receivables

Lease receivables are recorded by the Board as the present value of future lease payments expected to be received from the lessee during the lease term, reduced by any provision for estimated uncollectible amounts. Lease receivables are subsequently reduced over the life of the lease as cash is received in the applicable reporting period. The present value of future lease payments to be received are discounted based on the interest rate the Board charges the lessee.

Inventory and Prepaid Items

Inventory consists of avgas, unleaded gas, dyed diesel, and glycol and is valued at cost using the first in/first out (FIFO) method. Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

Capital Assets

Capital assets, which include property, equipment, and infrastructure assets (e.g., runways and aprons), are reported in the basic financial statements. Capital assets are defined by the Board as assets with an initial, individual cost of more than $5,000 and an estimated useful life of more than 2 years. Depreciation is recorded on the straight-line basis over the estimated useful lives of the properties. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

Capital assets are depreciated using the straight-line method over the following estimated useful lives:

	Years
Buildings	10 to 40
Equipment	5 to 10
Furniture, fixtures and computer equipment	5 to 10
Landside terminal expansion	15 to 39
Quick turn around facility	15
Runways	10 to 20
Vehicles including fire trucks	5 to 10
Wastewater conveyance system	7

Deferred Outflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense) until then. The Board only has one item that qualifies for reporting in this category. The Board reports deferred outflows of resources for pension plan items.

Deferred Inflows of Resources

In addition, to the liabilities, the statement of net position may sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The Board has two items that qualifies for reporting in this category. The Board reports deferred inflow of resources for pension plan items. Also, the Board reports deferred inflows related to leases where the Board is the lessor and is reported in the statement of net position. The deferred inflows of resources related to leases are recognized as an inflow of resources (revenue) on a straight-line basis over the term of the lease.

Compensated Absences

Compensated absences (paid time off) are accrued based on an employee's years of employment. Employees receive 128 hours of compensated absences in their first through fourth year of employment, 168 hours in their fifth through ninth year of employment, and 208 hours in their tenth year of employment and beyond. Carryover of compensated absences is limited to 288 hours for both non-exempt and exempt employees. Unused sick leave hours are not paid out upon termination and are not accrued as a liability in the financial statements.

Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates. The estimates of the pension liability are especially significant to the Board. It is reasonably possible that this estimate will change within one year of the date of the financial statements due to one or more future events. The effect of the change could be material to the financial statements and could result in a loss.

Net Position

Net position is reported as restricted when constraints are placed on net position use are externally imposed by creditors (such as debt covenants, grantors, contributors, or laws of regulations of other governments), or when use is constrained through enabling legislation. Net investment in capital assets represents the Board's investment in capital assets (net of accumulated depreciation) reduced by related debt. When both restricted and unrestricted resources are available for use, it is the Board's policy to use restricted resources first, then unrestricted resources as they are needed.

Passenger Facility Charge (PFC) Funds

PFC funds are collected based on an approved FAA application to "impose" charges on enplaned passengers at the Airport. These funds are restricted for "use" on designated capital projects and any debt incurred to finance the construction of these projects.

By letter dated November 29, 1993, the FAA issued a Record of Decision to the Airport that authorized the collection and expenditure of PFC revenue. PFC's are imposed on enplaning passengers by airports for the purpose of generating resources for airport projects that increase capacity, increase safety, security, or that mitigate noise impacts. In the first application, the Airport received approval for a $3 PFC to finance projects totaling approximately $375,000. Collection for the first application began in 1994. There were a number of amendments to the Records of Decision since 1994. These amendments have increased the authorized collections and project expenditures to approximately $39,383,556 in total. Additionally, the May 18, 2001 Record of Decision amended the PFC rate to increase the collection level to $4.50. Passenger Facility Charges collected are reported as restricted assets.

Rental Car Facility Fee (CFC)

In June 2010, the Board established an on-airport rental car facility charge to be collected by on-airport rental car companies from their customers entering into a motor vehicle agreement and paid over to the Board for the purpose of financing and payment of the planning, design, enabling, construction, improvement and/or repair of facilities and improvements which benefit the on-airport rental car companies. The rental car facility charges of $2 per customer per transaction day was increased to $4 per customer per transaction day in October 2012, then to $5 per customer per transaction day in July 2018 with no cap on the number of transaction days. Rental car facility charges are recorded as restricted assets. The rental car facility charges collections commenced on August 1, 2010 and will continue until terminated by the Board.

Bond Sinking Funds

Certain cash and investment accounts are restricted through bond agreements in order to comply with mandatory sinking fund redemption requirements.

Revenue Recognition

Additional types of Airport revenue are recognized as follows:

Airfield Landing Fees

Landing fees are principally generated from scheduled passenger and cargo carriers, as well as non-scheduled commercial aviation, and are based on the landed weight of the aircraft. The estimated landing fee structure is determined annually pursuant to an agreement between the Airport and each of the signatory airlines based on the Certified Gross Weight of the aircraft landed. Landing fees are recognized as revenue when the related facilities are utilized.

Terminal Rents and Concessions

Rental and concession fees are generated from airlines (regulated leases), parking facilities, food and beverage operations, rental car agencies, advertisers, and other commercial tenants. Leases are for terms from one to three years and generally require rentals based on the volume of business; specific minimum annual rental payments are required for some of the leases. Rental revenue is recognized over the life of the respective leases and concession revenue is recognized based on reported concessionaire revenue.

Fuel Farm Facility

The fuel farm provides unleaded gas, dyed diesel and glycol to the fixed based operator and the airlines at FIFO cost plus Board approved administration/disposal fee.

The fuel farm also provides Jet A and AvGas to the fixed based operator and the Board collects customer and fuel facility fees per gallon delivered.

Grant Revenue and Capital Contributions

Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Implementation of GASB Statement No. 87

As of July 1, 2021, the Board adopted GASB Statement No. 87, *Leases*. The implementation of this standard establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. The standard requires recognition of certain right to use leased 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. The standard also requires lessors to recognize a lease receivable and deferred inflow of resources. The effect of the implementation of this standard on beginning net position is disclosed in Note 12, and the additional disclosures required by this standard are included in Note 13.

Implementation of GASB Statement No. 89

As of July 1, 2021, the Board adopted GASB Statement No 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*. This statement enhances the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and simplifies accounting for interest cost incurred before the end of a construction period by requiring that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred, instead of capitalization. The implementation of this standard was applied prospectively.

Note 2 - Investments

As of June 30, 2022, all the Board's investments consisted of Certificates of Deposit with maturity dates no greater than one year and interest rates ranging from 0.01% to 0.15%.

In addition, the Board has $2,725,364 in WYO-STAR, which is a government investment pool, established in 1987 offered exclusively to Wyoming governmental entities. The value of the Board's investment in WYO-STAR is equal to the value of its share in WYO-STAR. Amounts held in WYO-STAR are considered cash in bank. The interest earned for the year was $38,881 with a current yield rate of 0.0978.

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Board's investments and cash and cash equivalents are held in certificates of deposit and in external pooled investment accounts with a focus on liquidity. As a means of limiting its exposure to fair value losses arising from interest rates, the Board attempts to match investment maturities with its expected cash flow needs. With this investment focus, investment and cash and cash equivalents are expected to reach maturity with limited gains and losses. The weighted average maturity for the WYO-Star government investment pool is not calculated.

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. On June 30, 2022, the Board was not exposed to credit risk as respects to investments held in certificates of deposit. With respect to funds held at WYO-STAR, the Board has invested monies at fixed contract rate of interest. WYO-STAR pool is not rated.

Custodial Credit Risk - Deposits

Custodial credit risk is the risk that in the event of a bank failure, the Board's deposits may not be redeemable to it. State Statutes require that the Board's deposits more than the federal depository insurance amount be collateralized. On June 30, 2022, the Board's deposits excluding WYO-STAR investments were collateralized as required by statutes and Board policy with securities held by the pledging financial institution's trust department or agent, in joint custody of the bank and the Board.

	Wells Fargo	Bank of the West	First Interstate Bank	Total
Bank balances	$ 10,824,759	$ 265,007	$ 9,974,606	$ 21,064,372
FDIC insurance	(250,000)	(250,000)	(250,000)	(750,000)
Uninsured	10,574,759	15,007	9,724,606	20,314,372
Collateralized with securities held by the pledging financial institution's trust department in the Board's name	(10,574,759)	(15,007)	(9,724,606)	(20,314,372)
Uninsured and uncollateralized	$ -	$ -	$ -	$ -

Note 3 - Property and Equipment

A summary of changes in capital assets follows:

	Beginning Balance June 30, 2021	Additions	Deletions, Transfers and Reclassifications	Ending Balance June 30, 2022
Capital assets, not being depreciated				
Art - terminal building	$ 759,977	$ -	$ -	$ 759,977
Construction in progress	7,228,730	67,524,502	(5,013,245)	69,739,987
	7,988,707	67,524,502	(5,013,245)	70,499,964
Capital assets, being depreciated				
Apron/taxiway/runway	57,310,818	366,490	(515,205)	57,162,103
Buildings and runways	66,316,340	4,309,273	(409,224)	70,216,389
Equipment	5,925,721	777,150	(676,154)	6,026,717
Fuel farm facility	13,340,277	-	-	13,340,277
Furniture, fixtures and computer equipment	1,039,595	292,314	(59,632)	1,272,277
Landside terminal expansion	17,770,011	284,634	-	18,054,645
RCF-QTA Facility	11,582,967	-	-	11,582,967
Vehicles including fire trucks	4,051,102	80,149	(44,465)	4,086,786
Wastewater conveyance system	3,236,866	-	-	3,236,866
Total capital assets, being depreciated	180,573,697	6,110,010	(1,704,680)	184,979,027
Less accumulated depreciation	(69,292,314)	(9,460,779)	1,680,855	(77,072,238)
Total capital assets, being depreciated, net	111,281,383	(3,350,769)	(23,825)	107,906,789
Capital assets, net	$ 119,270,090	$ 64,173,733	$ (5,037,070)	$ 178,406,753

Depreciation expense for the year ended June 30, 2022 was $9,460,779.

Note 4 - Long-Term Debt, Long-Term Liabilities and Pledged Revenue

The following is a summary of changes in long-term debt and long-term liabilities of the Board for the year ended June 30, 2022:

	Balance June 30, 2021	New Debt Incurred	Debt Retired	Balance June 30, 2022	Due Within One Year
BOW S.2013 Revenue Bond	$ 912,465	$ -	$ 912,465	$ -	$ -
BOW S.2018 Revenue Bond	6,434,812	-	6,434,812	-	-
FIB S.2018B Revenue Bond	8,560,000	-	1,070,000	7,490,000	1,070,000
FIB S.2018C Revenue Bond	249,734	-	249,734	-	-
FIB S.2022A Revenue Bond	-	5,115,192	-	5,115,192	-
FIB S.2022B Revenue Bond	-	5,400,000	182,998	5,217,002	765,800
Total long-term debt	16,157,011	10,515,192	8,850,009	17,822,194	1,835,800
Compensated absences	503,953	76,234	128,922	451,265	160,083
	$ 16,660,964	$10,591,426	$ 8,978,931	$ 18,273,459	$ 1,995,883

On February 28, 2022, the Board issued ten (10) Series 2022A revenue bonds ("Bond") totaling $16,300,000 to finance the cost incurred in connection with the terminal building improvement project. Each revenue bond will mature February 27th of every year commencing 2024. The interest rates for these bonds range from 2.726% to 3.803%. Interest payments are due monthly based on the rate for each bond until all the bonds are retired. Principal on each bond is due at maturity. Payment of loan and interest will come from Pledged Net Revenue of the Airport. There is no prepayment penalty on the Bond. Advances on the Bond shall take place until December 31, 2023 or all $16,300,000 has been advanced, whichever occurs first. As of June 30, 2022, principal of $5,115,192 was advanced. Net revenues totaled $4,654,263 compared to debt service of $9,006 for the year ended June 30, 2022. The annual requirements to pay principal and interest on this loan are as follows:

	FIB Series 2022A Revenue Bonds		
Years Ending June 30,	Principal	Interest	Total
2023	$ -	$ 201,237	$ 201,237
2024	225,192	190,528	415,720
2025	1,630,000	164,239	1,794,239
2026	1,630,000	103,534	1,733,534
2027	1,630,000	41,670	1,671,670
	$ 5,115,192	$ 701,208	$ 5,816,400

On February 28, 2022, the Board issued one Series 2022B refunding revenue bond ("Bond") in the amount of $5,400,000 at an annual fixed rate of 3.75% to re-finance the retired bond (Series 2018A) related to the fuel farm facility. Principal and interest payments are due monthly based on a six year and 6 month fully amortized note. Fuel facility fees of $0.25 per gallon are pledged towards repayment of the Bond. The Bond is subject to redemption prior to the stated maturity, at the option of the Board. There is no prepayment penalty on the Bond. Pledged revenues were $386,262 compared to debt service of $237,594 for fiscal year ended June 30, 2022. The annual requirements to pay principal and interest on this loan are as follows:

	FIB Series 2022B Revenue Bonds		
Years Ending June 30,	Principal	Interest	Total
2023	$ 765,800	$ 184,577	$ 950,377
2024	794,453	155,923	950,377
2025	825,604	124,773	950,377
2026	857,547	92,830	950,377
2027	890,727	59,651	950,378
2028-2029	1,082,872	25,901	1,108,773
	$ 5,217,002	$ 643,655	$ 5,860,657

On October 10, 2018, the Board issued ten (10) Series 2018B revenue bonds ("Bond") totaling $10,700,000 to finance the cost incurred in connection with the design and construction of the rental car quick-turn-around facility. Each revenue bond will mature November 1st of every year. The interest rates for these bonds range from 4.279% to 4.968%. Interest payments are due monthly based on the rate of each bond until all the bonds are retired. Principal on each bond is due at maturity. Payment of loan and interest will come from CFCs collected from rental cars. There is no prepayment penalty on the Bond. Pledged revenues totaled $2,040,601 compared to debt service of $1,459,250 for the year ended June 30, 2022. The annual requirements to pay principal and interest on this loan are as follows:

	FIB Series 2018B Revenue Bonds		
Years Ending June 30,	Principal	Interest	Total
2023	$ 1,070,000	$ 337,768	$ 1,407,768
2024	1,070,000	286,294	1,356,294
2025	1,070,000	232,741	1,302,741
2026	1,070,000	179,375	1,249,375
2027	1,070,000	125,754	1,195,754
2028-2029	2,140,000	90,328	2,230,328
	$ 7,490,000	$ 1,252,260	$ 8,742,260

In June 2018, the Board issued Series 2018A revenue bond ("Bond") in the amount of $8,500,000 at an annual fixed rate of 4.05% to finance the cost incurred in connection with the design and construction of the new fuel facility. The Series 2018 A revenue bond ("Bond") was retired February 28, 2022.

In November 2013, the Board issued Series 2013 revenue bond ("Bond") in the amount of $4,100,000, at an annual fixed rate of 2.66% for the purpose of financing a portion of the design and construction of a new and expanded baggage claim building as part of the passenger terminal building and paying costs incurred in connection with the issuance of this bond. The Series 2013 revenue bond ("Bond") was retired February 28, 2022.

Note 5 - Risk Management

The Board is exposed to various risks of loss related to torts, theft of, damage to and destruction of assets, errors, and omissions, injuries to employees and natural disasters. During the year ended June 30, 2022, the Board contracted with various insurance companies for property insurance (including boiler and machinery), general liability insurance, fuel farm insurance, professional insurance, and vehicle insurance. The coverages under each type of insurance policy vary in amounts and deductibles. The Board has not had significant settlements exceeding insurance coverage in any of the past three fiscal years. The Board paid approximately $775,635 in 2022.

During the fiscal year 2009, the Board received the Support Anti-Terrorism by Fostering Effective Technologies (SAFETY) Act designation. This designation for the Board means that for any claim arising out of an act of terrorism and involving the Board's security screening operation; a) exclusive jurisdiction is in federal court; b) liability is limited to an amount of liability specified by insurance coverage; c) joint and several liability for non-economic damages is prohibited, so the Board can only be liable for that percentage of non-economic damages proportionate to its responsibility for the harm; d) punitive damages and prejudgment interest are barred, and e) plaintiff's recovery is reduced by amounts they receive from "collateral sources", such as insurance benefits.

The Board pays into the State Worker's Compensation System a premium based on a rate per covered payroll. This rate is calculated based on accident history and administrative costs. The Board paid approximately $366,897 in 2022.

Note 6 - Retirement Plan

The Board participates in the Public Employees' Pension Plan ("PEPP"), a statewide cost-sharing multiple-employer public employee retirement system administered by the State of Wyoming Retirement System Board. Substantially all Board full-time employees are eligible to participate.

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

The Wyoming Retirement System issues a publicly available financial report which includes audited financial statements and required supplementary information for each plan. Detailed information about the pension plans' fiduciary net position is available in separately issued Wyoming Retirement System financial report. The report may be obtained from the Wyoming Retirement System website at http://retirement.state.wy.us.

Pension Benefits

The PEPP provides retirement, disability, and death benefits according to predetermined formulas and allows retirees to select one of seven optional methods for receiving benefits, including two joint and survivor forms of benefits: a 100% joint and survivor annuity, and a 50% joint and survivor annuity. The benefit amounts under these options are determined on an actuarially equivalent basis. Any cost-of-living adjustment provided to retirees must be granted by the State Legislature. Benefits are established by Title 9, Chapter 3 of the Wyoming Statutes.

Member and Employer Contributions

PEPP members are required to contribute 9.00% of their annual covered salary and the Board is required to contribute 9.12% of the annual covered payroll. Legislation enacted in 1979 allows the employer to pay any or all the employees' contribution in addition to the matching contribution. The Board currently contributes 16.69% of their annual covered salary and the employees are required to pay 1.43% of their annual salary. Contribution rates are established by Title 9, Chapter 3 of the Wyoming Statutes. The Board's contributions to the PEPP for the year ended June 30, 2022 were $1,165,659.

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

On June 30, 2022, the Board reported a total liability of $5,460,045 for its proportionate share of the net pension liability. The net pension liability was determined based on the results of an actuarial valuation performed as of January 1, 2021 and rolled forward to the measurement date of December 31, 2021. The Board's proportion of the net pension liability was based on the Board's contributions to the pension plans relative to the contributions of all participating governmental entities during the measurement period. On December 31, 2021, the Board's proportion increased to .35810124% from .33002030% compared to December 31, 2020.

For the year ended June 30, 2022, the Board recognized pension expense of $339,933. On June 30, 2022, the Board reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$ -	$ 3,629,482
Differences between actual and expected experience		
Change in assumptions	441,829	-
Change in experience	102,401	8,390
Change in proportion	799,220	-
Subtotal	1,343,450	3,637,872
Contributions subsequent to the measurement date	593,200	-
Total	$ 1,936,650	$ 3,637,872

The Board reported $593,200 as deferred outflows of resources related to pensions resulting from Board contributions subsequent to the measurement date which will be recognized as reduction of the net pension liability in the year ended June 30, 2023.

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

Years Ended June 30,	
2023	$ (175,064)
2024	(874,319)
2025	(627,979)
2026	(617,060)
	$ (2,294,422)

Actuarial Assumptions

The total pension liability in the January 1, 2021, actuarial valuation date was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Assumptions and Methods	
Valuation Date	January 1, 2021
Actuarial cost method	Entry Age Normal
Amortization method	Level Percentage of Payroll, Closed
Remaining amortization period	26 years
Asset valuation method	5-year Smoothed Market
Actuarial assumptions:	
Salary increases	2.50% to 6.50%, including inflation
Payroll growth rate	2.50%
Inflation rate	2.25%
Cost of living increases	0.00%
Investment rate of return	6.80%
Mortality	Pub-2010 General Healthy Annuitant Mortality Table, amount weighted, fully generational, projected with the MP-2020 Ultimate Scale

An experience study was performed in 2021 for the period January 1, 2016 thru December 31, 2020 which reviewed all economic and demographic assumptions, including mortality.

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

For each major asset class that is included in the pension plans' target allocation as of January 1, 2021, these best estimates are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Geometric Real Rate of Return	Long-Term Expected Arithmetic Real Rate of Return
Cash	2.00%	-0.50%	-0.50%
Fixed income	21.00%	1.32%	1.63%
Equity	48.50%	5.63%	7.54%
Marketable alternatives	19.00%	3.74%	4.63%
Private markets	9.50%	4.84%	5.99%
Total	100.00%		

Discount Rate

The discount rate used to measure the total pension liability was 6.8 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions for participating governmental entities will be made at contractually required rates, actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Board's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following table presents the Board's proportionate share of the net pension liability calculated using the discount rate of 6.80 percent, as well as what the Board's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.80 percent) or 1-percentage-point higher (7.80 percent) than the current rate.

Pension Plan	1% Decrease 5.80%	Current Discount Rate 6.80%	1% Increase 7.80%
Net pension liability	$ 10,073,719	$ 5,460,045	$ 1,635,574

Note 7 - Support from Government Units

The Board receives a substantial amount of support from federal and state governments to fund its capital project and airport related studies. If a significant reduction in this level of support were to occur, it may have a significant effect on the Board's ability to continue its capital project activities at their present level. During the fiscal year ended June 30, 2022, the Board received $36,016,281 in support from federal, state, and local governments to fund its capital projects and airport related studies, and $5,828,575 from CARES Act, ACRG Program and ARP Act to reduce the financial impacts of COVID-19.

Note 8 - Major Customers

During 2022, the Board had one major customer (any customer who provided 10% or more of total revenues). The Board received $7,972,436 in revenues from Transportation Security Administration under a contract to provide screening services and had $736,029 in receivables as of June 30, 2022.

Note 9 - Contractual Commitments

As of the fiscal year ended June 30, 2022, the Board had outstanding engineering and construction contracts in the amounts of $25,397,220 for the Runway 1/19 reconstruction project, Hangars #2-#6 designs, ground support equipment (GSE) building, and various terminal building renovation projects. The major funding sources for these projects are the Airport Improvement Program grants, proceeds from issuance of bonds, and operating revenue.

Note 10 - Contractual Obligations

Terminal space is rented to airlines (renewed every July 1st) and to car rental companies on a 3-year period by bidding process.

Note 11 - Commitments and Transactions with Related Organizations

The Board has entered various contracts that extend beyond the current year. The Board has an agreement with the Town of Jackson with respect to the provision of law enforcement services. The 3-year contract was renewed effective July 1, 2020 for another three years for an annual amount of $553,635 payable monthly at $46,136. This agreement may be terminated by either of the parties without cause.

Note 12 - Adoption of New Standard

As of July 1, 2021, the Board adopted GASB Statement No. 87, Leases. The implementation of this standard establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. The Statement requires recognition of certain leased 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. The standard also requires lessors to recognize a lease receivable and deferred inflow of resources. Beginning net position was restated to retroactively adopt the provision of GASB Statement No. 87 as follows:

Net Position at July 1, 2021, as previously reported	$	127,122,860
Recognition of lease receivables		16,657,855
Recognition of deferred inflows from leases		(16,620,262)
Net Position at July 1, 2021, as restated	$	127,160,453

Note 13 - Lessor Activities

The Board has accrued for three leases for a portion of its facilities to car rental companies and accrued for two leases related to its airport hangars. The remaining receivable for these leases was $10,851,975 for the year ended June 30, 2022. Deferred inflows related to these leases were $10,635,742 as of June 30, 2022. Interest revenue recognized on these leases was $525,560 for the year ended June 30, 2022. Principal receipts of $5,815,318 were recognized during the fiscal year. The interest rate on the leases was 3.75%. Final receipt is expected through fiscal year 2024.

Variable Payments – The Board has entered into multiple lease agreements that call for payments that are variable and therefore were not included in lease receivable or deferred inflow of resources for leases. These variable payments are based on a percentage of gross revenues earned by the lessee. A total of $782,186 and $592,203 was recognized as revenue from these variable payments for the year ended June 30, 2022 for car rental fees and concessions, respectively.

Regulated Leases – For certain lease agreements with commercial airline companies, specific terms are regulated by the Federal Aviation Administration (FAA). The Board entered into various lease agreements for the right to lease airport infrastructure to commercial airline companies in accordance with these provisions set by the FAA. Specified regulated terms include limits on lease rates, consistency of lease rates for all lessees, and leasing opportunities made available to any potential lessees if the facilities are vacant. The lease revenue related to these regulated agreements amounted to $3,491,684 for the year ended June 30, 2022.

Note 14 - Subsequent Events

The following two grants were received after the close of the fiscal year.

Federal Grant Title	Federal Grant Number	Grant Award Amount
Rehabilitate Taxiway A and Construct Deicing Pad	AIP 3-56-0014-071-22	$ 839,052
Access Taxiway (Design) Expand Terminal Building	AIP 3-56-0014-072-22	$8,000,000

Transportation Security Administration Agreement

The Board operates passenger security screening services under a contract from the Transportation Security Administration (TSA) (See MD&A General Comments on page 7 and Note 8 to the Financial Statements on page 28). On December 14, 2022, TSA reached the final decision not to renew the contractual agreement with Jackson Hole Airport Board. The contract between the Board and TSA will cease effective March 31, 2023.

Required Supplementary Information
June 30, 2022

Jackson Hole Airport Board

	2022	2021	2020	2019	2018	2017	2016	2015
Public Employees Pension Plan								
Board's proportion of the net pension liability	0.358101241%	0.330020300%	0.320417322%	0.296768821%	0.266028289%	0.247429800%	0.227495553%	0.229180744%
Board's proportionate share of the net pension liability	$ 5,460,045	$ 7,172,528	$ 7,529,573	$ 9,037,473	$ 6,063,690	$ 5,981,615	$ 5,299,162	$ 4,044,335
Board's covered payroll	$ 6,524,613	$ 6,012,907	$ 5,698,913	$ 5,165,063	$ 4,682,409	$ 4,557,759	$ 3,967,627	$ 3,917,644
Board's proportionate share of the net pension liability as a percentage of its covered payroll	83.68%	119.29%	132.12%	174.97%	129.50%	131.24%	133.56%	103.23%
Plan fiduciary net position as a percentage of the total pension liability	86.03%	79.24%	76.83%	69.17%	76.35%	73.42%	73.40%	79.08%

*GASB Statement No. 68 requires ten years of information to be presented in this table. However, until a full 10-year trend is compiled, the Board will present information for those years for which information is available.

Data reported is measured as of December 31 (measurement date).

Mortality assumptions were updated in 2021 to reflect changes in the discount rate, inflation, and life expectancy. The new assumptions increased the total pension liability by $397,284.

	2022	2021	2020	2019	2018	2017	2016	2015
Public Employees Pension Plan								
Contractually required contribution	$ 1,165,659	$ 1,033,065	$ 960,040	$ 854,522	$ 739,186	$ 689,656	$ 676,000	$ 650,000
Contributions in relations to the contractually required contributions	(1,165,659)	(1,033,065)	(960,040)	(854,522)	(739,186)	(676,000)	(650,000)	(650,000)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Board's covered-payroll	$ 6,781,030	$ 6,189,722	$ 5,929,835	$ 5,477,037	$ 4,866,270	$ 4,540,199	$ 4,067,389	$ 4,095,778
Contributions as a percentage of covered payroll	17.19%	16.69%	16.19%	15.60%	15.19%	15.19%	16.62%	15.87%

*GASB Statement No. 68 requires ten years of information to be presented in this table. However, until a full 10-year trend is compiled, the Board will present information for those years for which information is available.

Data reported is measured as of June 30 (fiscal year-end).

Supplementary Information
June 30, 2022

Jackson Hole Airport Board

PFC Projects	Balance Unliquidated PFC June 30, 2021	PFC Collections	Interest Earned	PFC Expenditures	Balance Unliquidated PFC June 30, 2022
APP 12 and 13 Terminal, Master Plan, Operations, and Administration	($12,529,639)	$ 1,810,993	$ 82	$ (17,533)	$ (10,736,098)

Federal Awards Reports in Accordance with the Uniform Guidance

June 30, 2022

Jackson Hole Airport Board

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

To the Board of Directors
Jackson Hole Airport Board
Jackson, Wyoming

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities, of Jackson Hole Airport Board (the Board) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Board's basic financial statements, and have issued our report thereon dated December 14, 2022.

Report on Internal Control over Financial Reporting

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

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

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

Report on Compliance and Other Matters

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

Purpose of this Report

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

Eide Bailly LLP

Boise, Idaho
December 14, 2022

Independent Auditor's Report on Compliance for the Passenger Facility Charge Program; Report on Internal Control Over Compliance Required by the Facility Charge Audit Guide for Public Agencies

To the Board of Directors
Jackson Hole Airport Board
Jackson, Wyoming

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited Jackson Hole Airport Board's (the Board) compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies,* issued by the Federal Aviation Administration (the Guide) that could have a direct and material effect on its passenger facility charge program for the year ended June 30, 2022.

In our opinion, the Board complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended June 30, 2022.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guide. Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

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

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

Report on Internal Control over Compliance

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

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

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

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

Eide Bailly LLP

Boise, Idaho
December 14, 2022

EideBailly
CPAs & BUSINESS ADVISORS

Independent Auditor's Report on Compliance for the Major Federal Program: Report on Internal Control Over Compliance Required by the Uniform Guidance

To the Board of Directors
Jackson Hole Airport Board
Jackson, Wyoming

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited Jackson Hole Airport Board's (the Board) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the Board's major federal program for the year ended June 30, 2022. The Board's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Board complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal programs for the year ended June 30, 2022.

Basis for Opinion on the Major Federal Program

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

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

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Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

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

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

Report on Internal Control over Compliance

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

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

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

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

Eide Bailly LLP

Boise, Idaho
December 14, 2022

Federal Grantor/Pass-Through Grantor/ Program or Cluster Title	Federal Financial Assistance Listing	Identifying Award Number	SEFA
U.S. Department of Transportation			
Airport Improvement Program #63	20.106	3-56-0014-63 - 2020	$ 22,187,247
Airport Improvement Program #67	20.106	3-56-0014-67 - 2021	9,075,648
Airport Improvement Program #70	20.106	3-56-0014-70 - 2022	4,083,471
Jackson Hole MOA	20.106	697DCK-21T-00012	158,757
			35,505,123
COVID-19 Airport Improvement Program #62 *	20.106	3-56-0014-62 - 2020	7,076
COVID-19 Airport Improvement Program #65 **	20.106	3-56-0014-65 - 2021	3,240,501
COVID-19 Airport Improvement Program #68 ***	20.106	3-56-0014-68 - 2021	2,580,999
			$ 41,333,699

* CARES Act
** ACRG Program
*** ARP Act

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of Jackson Hole Airport Board under programs of the federal government for the year ended June 30, 2022. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administration Requirements, Cost Principals and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Jackson Hole Airport Board, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Jackson Hole Airport Board.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the cash basis of accounting. Such expenditures are recognized following, as applicable, either the cost principles in Office of Management and Budget Circular A-87, Cost Principles for State, Local and Indian Tribal Governments, or the cost principles contained in (Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administration Requirements, Cost Principals and Audit Requirements for Federal Awards) (Uniform Guidance), wherein certain types of expenditures are not allowable or are limited as to reimbursement.

Jackson Hole Airport Board has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

Section I - Summary of Auditor's Results

<u>Financial Statements</u>	
Type of auditor's report issued	Unmodified
Internal control over financial reporting:	
Material weakness identified	No
Significant deficiencies	None Reported
Noncompliance material to financial statements noted?	No
<u>Federal Awards</u>	
Internal control over major programs:	
Material weakness identified	No
Significant deficiencies	None Reported
Type of auditor's report issued on compliance for major programs	Unmodified
Any audit findings disclosed that are required to be reported in accordance with Uniform Guidance 2 CFR 200.516	No
Identification of major programs:	
<u>Assistance listing number</u>	<u>Name of Federal Program</u>
20.106	Airport Improvement Program
Dollar threshold used to distinguish between Type A and Type B programs	$1,240,011
Auditee qualified as low-risk auditee?	Yes

Section II – Financial Statement Findings

None

Section III – Federal Award Findings and Questioned Costs

None