



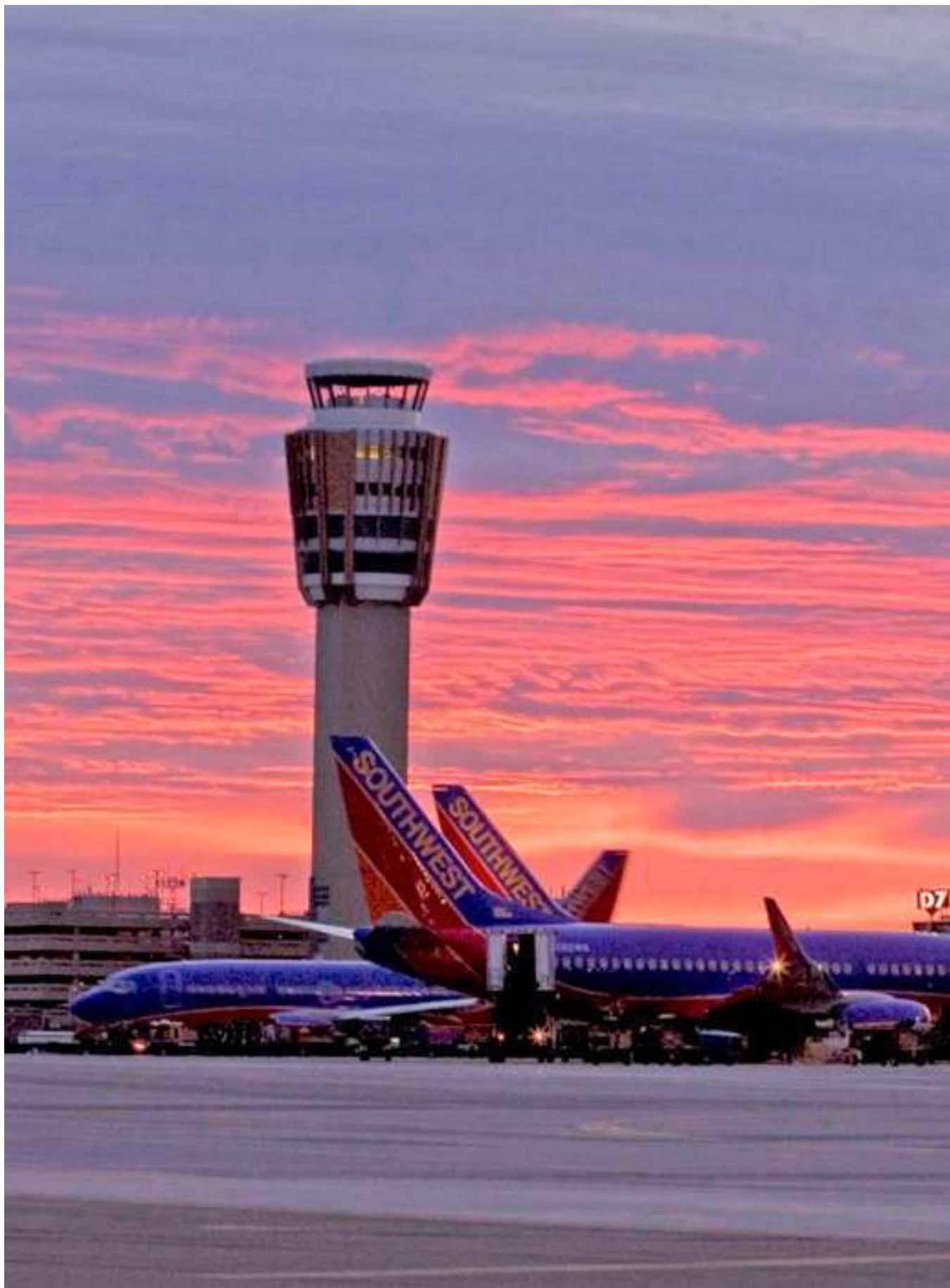
• CITY OF PHOENIX AVIATION DEPARTMENT
An Enterprise Fund of the City of Phoenix, Arizona

Annual Comprehensive Financial Report

FOR THE FISCAL YEAR ENDED JUNE 30

2024







Annual Comprehensive Financial Report

For the Fiscal Year Ended June 30, 2024
An Enterprise Fund of the City of Phoenix, Arizona



Prepared by:
Aviation Department
and
Finance Department

Table of Contents

INTRODUCTORY SECTION

Letter of Transmittal	8
Certificate of Achievement for Excellence in Financial Reporting	15
Organizational Chart	16
List of Officials	17

FINANCIAL SECTION

Independent Auditor's Report	20
Management's Discussion and Analysis (Required Supplementary Information)	24
Basic Financial Statements:	
Statement of Net Position	30
Statement of Revenues, Expenses and Changes in Net Position	33
Statement of Cash Flows	34
Notes to the Financial Statements	38
Required Supplementary Information	68

STATISTICAL SECTION

FINANCIAL TRENDS

Schedule 1: Comparative Schedules of Revenues, Expenditures and Changes in Fund Balances (non-GAAP)	82
Schedule 2: Reconciliation of Airport Cash on Hand to Available Fund Balance per Budgetary Presentation	84
Schedule 3: Reconciliation of GAAP Operating Revenues and Expenses to Revenues and Expenditures per Budgetary Presentation	85
Schedule 4: Changes in Net Position	86

REVENUE CAPACITY

Schedule 5: Principal Revenue Sources	91
Schedule 6: Rates and Charges	92

DEBT CAPACITY

Schedule 7: Outstanding Debt Payable from General Airport Revenue, per Enplaned Passenger	95
Schedule 8: Debt Service Paid from General Airport Revenue, per Enplaned Passenger	96

Table of Contents

STATISTICAL SECTION (CONTINUED)

DEBT CAPACITY (continued)

City of Phoenix Civic Improvement Corporation Bonds

Schedule 9: Bond Ratings	97
Schedule 10: Senior Lien Airport Revenue Bonds – Schedule of Outstanding Debt	98
Schedule 11: Senior Lien Airport Revenue Bonds – Schedule of Debt Service Requirements	99
Schedule 12: Junior Lien Airport Revenue Bonds – Schedule of Outstanding Debt	100
Schedule 13: Junior Lien Airport Revenue Bonds – Schedule of Debt Service Requirements	101
Schedule 14: Rental Car Facility Charge Revenue Bonds – Schedule of Outstanding Debt	102
Schedule 15: Rental Car Facility Charge Revenue Bonds – Schedule of Debt Service Requirements	103

DEMOGRAPHIC AND ECONOMIC INFORMATION

Schedule 16: Demographic Statistics for the Airport Service Area	107
Schedule 17: Principal Employers	108
Schedule 18: Aviation Department Employee Trends	109
Schedule 19: Capital Assets and Other Airport Information	110

OPERATING INFORMATION

Schedule 20: Schedule of Annual Passenger Enplanements – By Type of Passenger	115
Schedule 21: Schedule of Annual Passenger Enplanements – By Flight Destination	116
Schedule 22: Schedule of Enplaned Passengers by Airline	118
Schedule 23: Schedule of Annual Average Cost per Enplanement	120
Schedule 24: Schedule of PFC Approvals and Revenues	122
Schedule 25: Schedule of Annual PFC Collections	123
Schedule 26: Rental Car Facility Charge Revenue Bonds – Schedule of Annual Receipts, Net Annual CFC Revenues, and Debt Service Coverage	124



A photograph of a woman with blonde hair, seen from behind, sitting in a blue lounge chair in an airport terminal. She is looking out through a large window at an airport tarmac. A white airplane with a red tail is on the runway. The sky is cloudy. In the foreground, a large blue circle with a white outline overlaps the bottom right corner of the image, containing the text.

Introductory section

PHX DVT GYR
CITY OF PHOENIX AVIATION DEPARTMENT

December 16, 2024

Honorable Mayor, and City Council

City Manager, Citizens and Stakeholders of the City of Phoenix:

We are pleased to submit the Annual Comprehensive Financial Report of the Aviation Department (an enterprise fund of the City of Phoenix, Arizona) for the fiscal year ended June 30, 2024. These financial statements are prepared and presented in conformity with accounting principles generally accepted in the United States of America (GAAP) as prescribed in pronouncements of the Governmental Accounting Standards Board (GASB).

To the best of our knowledge and belief, this report is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the City of Phoenix, Aviation Department (the Department). Management assumes full responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures.

Management's Discussion and Analysis (MD&A) provides a narrative introduction, overview, and analysis of the basic financial statements. This transmittal letter is designed to complement the MD&A and should be read in conjunction with the associated financial statements, notes, and other schedules.

PROFILE OF THE REPORTING ENTITY

The City of Phoenix, Arizona (the City) owns and operates the following three airports through the Aviation Department:

Phoenix Sky Harbor International Airport (PHX)

Phoenix Deer Valley Airport (DVT)

Phoenix Goodyear Airport (GYR)

Phoenix Sky Harbor International Airport (the Airport) has been owned and operated by the City since 1935. The Airport occupies approximately 3,400 acres of land located about four miles east of the downtown Phoenix area. It is the only Arizona airport designated as a large hub by the Federal Aviation Administration (FAA) and is the principal commercial service airport serving metropolitan Phoenix and most of the State's population. There are no other U.S. large-hub commercial service airports within a 5-hour drive of Phoenix, with the closest being Las Vegas' Harry Reid International Airport (approximately 290 miles to the northwest). The Airport served over 25.4 million enplaned passengers in fiscal year 2024.

The City serves the area's general aviation traffic activity through two reliever airports. Phoenix Deer Valley Airport is located in the northern part of the City, and Phoenix Goodyear Airport is located to the west. Together, these two facilities handled 603,714 general aviation operations in fiscal year 2024.

The City was incorporated in 1881 and operates under a Council-Manager form of government as provided by its Charter. The Mayor and City Council set policy direction, and the City Manager implements those policies. The Mayor is elected at-large, while City Council members are elected by voters in each of eight separate districts they represent. The Mayor and City Council members each have equal voting power.

The Department's financial operations are accounted for as a separate Aviation Enterprise Fund according to GAAP for governmental entities. The City has operated the airports through the Department as a self-supporting enterprise since 1967.

The City Council establishes the major policies relating to the development and operation of the airports. The City Council appoints the City Manager to act as the chief operating officer. The City Manager appoints the Aviation Director, who reports to a Deputy City Manager.

The Director is responsible for executing the City Council's aviation policies and administering the operations of the airports. Reporting to the Director are three Assistant Directors. The Director and Assistant Directors lead the Department staff.

The Phoenix Aviation Advisory Board (PAAB) provides non-binding advisory recommendations regarding the airports, including concession agreements, leases, master plans, studies and development plans.

Certain accounting, bond financing, treasury, and related financial functions are performed by the City's Finance Department.

The City was a member government in the Phoenix-Mesa Gateway Airport Authority, which owns and operates Phoenix-Mesa Gateway Airport, located approximately 30 miles east of the Airport. Phoenix-Mesa Gateway Airport serves as a commercial reliever to the Airport. The City terminated participation as a member government on June 30, 2024.

AIRPORT PASSENGERS

The ten largest U.S. passenger airlines provide regular service at the Airport, providing non stop passenger service to 145 destinations. The following passenger and cargo airlines currently provide service at the Airport:

AIRLINES REPORTING ENPLANED PASSENGERS AND AIR CARGO			
Phoenix Sky Harbor International Airport			
MAJOR/NATIONAL	REGIONAL/COMMUTER	FOREIGN-FLAG	ALL-CARGO AIRLINES
Alaska Airlines	Advanced Air	Air Canada	ABX Air Inc.
Allegiant	Breeze Airways	Air France	Air Cargo Carriers
American Airlines	Contour Airlines	British Airways	Air Transport International
Delta Airlines	Denver Air Connection	Condor Airlines	Ameriflight
Frontier Airlines	Envoy Air (American Airlines)	Flair Airlines	Empire
Hawaiian Airlines	Skywest (American Eagle, Delta Connection, United Express)	Jazz Aviation (Air Canada) Volaris	Federal Express Northern Air Cargo (DHL)
JetBlue Airways	Southern Airways Express	WestJet	Sun Country (Prime Air) Swift (DHL)
Southwest Airlines			UPS
Spirit Airlines			
Sun Country Airlines			
United Airlines			

The composition of enplaned passengers saw a gradual increase in Origination and Destination (O&D) traffic, though the international segment has not materially changed over the past several years, as the Airport remained primarily a domestic origin and destination (O&D) market. For more detailed information on enplaned passengers, please refer to Schedules 20, 21, and 22 in the Airport Statistics schedules of the Supplementary Information.

In fiscal year 2024, 94.6% of passengers enplaned on domestic flights, while the remaining 5.4% boarded international flights. Domestic passengers increased by 7.6%, while international passengers increased by 12.4% from fiscal year 2023. Overall, enplaned passengers increased by 7.8% in fiscal year 2024.

In fiscal year 2024, 72.6% of enplaned passengers traveled directly from or to the Airport as O&D passengers. Of the total O&D passengers, 46.0% were residents initiating their trips at the Airport and 54.0% were visitors who initiated their trips at other airports and were making their return journey from the Airport. The remaining enplaned passengers connected through the Airport.

INITIATIVES AND DEVELOPMENTS

Terminal 3 New Concourse

The Airport is currently in the planning stages to build a second north concourse at Terminal 3, just east of the existing north concourse. Enabling projects are under construction as engineering and design continue on the concourse.

New Crossfield Taxiway

Design for a new cross field taxiway was procured in 2022. The new taxiway, to be named Taxiway Uniform, will be located on the west side of the airport, and will connect Taxiway Charlie on the north to Taxiway Delta on the south. A portion of this project will be paid for using Bipartisan Infrastructure Law grant funds. Construction is currently underway.

ECONOMIC CONDITION AND OUTLOOK

Travel and Tourism

The Airport typically provides service to more than 135,000 passengers with approximately 1,200 aircraft arriving and departing every day. Flights at Phoenix Sky Harbor International Airport serve more than 120 domestic and 25 international destinations. The Airport serves the entire Phoenix metropolitan area including the major cities of Glendale, Mesa, Scottsdale, and Tempe, plus all of Maricopa and Pinal counties. The area is widely known for its mild winters, warm summers, and low annual rainfall averaging 8.3 inches per year.

Phoenix is a popular tourist destination with attractions including resorts, spas, professional sports, shopping, golf, restaurants, and nightlife, all set amidst the Sonoran Desert. The area also offers museums and galleries, a variety of sporting events, Old West and Native American history, and outdoor recreation facilitated by more than 300 days of sunshine each year. In addition to the attractions within the Phoenix area, northern Arizona is home to Grand Canyon National Park, the Red Rock Country of Sedona, the Painted Desert, the Petrified Forest, Meteor Crater, ancient Native American ruins, and the Navajo and Hopi reservations.

COVID-19 Pandemic

Early in calendar year 2020, commercial airports across the United States, including Phoenix Sky Harbor International Airport, saw passenger traffic numbers drop to near zero as the global economy began to face impacts of the COVID-19 pandemic.

Beginning in the spring of 2021 and continuing through 2024, the Airport has experienced steady passenger growth. Enplaned passengers increased 7.8% in fiscal year 2024 compared to fiscal year 2023 for the Airport's busiest year on record.

FINANCIAL POLICIES

Management is focused on maintaining sound financial performance which is evident in the strong financial metrics and high bond ratings achieved. In fiscal year 2023, the Airport's bond ratings remain among the highest airport ratings in the United States. In October 2022, S&P announced that it upgraded its rating to AA- from A+ for the Senior lien revenue bonds and junior lien revenue bonds to A+ from A. In May 2023, Moody's Investors Service (Moody's) upgraded their rating to Aa2 from Aa3 on the outstanding senior lien revenue bonds. Moody's also upgraded their rating to Aa3 from A1 on the Airport's outstanding junior lien revenue bonds. In upgrading their ratings, Moody's noted the Airport's strong financial performance, maintenance of a low-cost, low-debt facility, vibrant O&D market, and extremely strong management and governance.

The City has adopted specific financial targets and debt management policies to ensure the Airport's continued solid financial performance. These financial policies include:

Debt Service Coverage: Management seeks to maintain Senior Lien Revenue Bond debt service coverage of at least 1.75x. Management also seeks to maintain aggregate debt service coverage (coverage of Senior Lien Revenue Bond debt service and Junior Lien Revenue Bond debt service) of at least 1.50x.

Passenger Facility Charge (PFC) Leveraging: Management has established a PFC leverage target of no greater than 75% of annual collections to preserve adequate PFC pay-as-you-go capacity and provide bondholder protection should unexpected volatility occur in operations and revenue.

Cash and Liquidity: Management has established a target of at least 475 Days Cash on Hand. Days cash on hand is defined as unrestricted cash and investments available for operations, divided by the annual operating expenses (excluding depreciation), times 365 days.

Cost per Enplanement (CPE): The Airport maintains one of the industry's lowest CPE figures for similarly sized U.S. airports. Management has the flexibility to increase rates and charges to maintain financial metrics and develop facilities.

FINANCIAL TARGETS AND MANAGEMENT POLICIES				
Four Year Results				
	2024	2023	2022	2021
Debt Service Coverage ⁽¹⁾				
Senior Lien Bond Debt Service Coverage	5.41x	64.63x	171.68x	12.65x
Aggregate Debt Service Coverage	3.11x	31.76x	56.28x	7.36x
PFC Leveraging	59%	64%	62%	43%
Cash and Liquidity - Days Cash on Hand	1007	834	674	585
Cost Per Enplanement ⁽²⁾	\$7.84	\$6.48	\$5.34	\$8.98

⁽¹⁾ The coverage is dramatically inflated in fiscal years 2021 through 2023 due to the master ordinance handling of the federal (COVID) grants.

⁽²⁾ The use of COVID related grants for debt service resulted in lower costs of operation included in airline fees in fiscal years 2021 through 2023.

ACCOUNTING AND BUDGETING CONTROLS

Internal Controls

Management assumes full responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures. To provide a reasonable basis for making these representations, the City has established a comprehensive framework of internal controls that is designed to protect the City's assets from loss, theft or misuse and to compile sufficient reliable information for the preparation of the basic financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefit, the City's comprehensive framework of internal controls has been designed to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Budgetary Controls

The City maintains budgetary controls which are designed to ensure compliance with legal provisions of the annual budget adopted by the City Council. An operating budget is legally adopted by ordinance each fiscal year for the Aviation Enterprise Fund on a modified accrual basis plus encumbrances. Legal budget control is maintained by the City at the fund level.

After tentative adoption of the budget, the City Council may make changes, but may not increase the budget totals except in those budget areas exempted by State law. The exemptions apply to federal funds, debt service, and bond funds. After final adoption, transfers between budget appropriations for non-exempt areas may be made by the City Council. Throughout the budget year, the City Council may also appropriate additional general purpose funds by use of a contingency appropriation reserved to cover emergencies or other necessary expenditures as determined by the City Council. Supplemental appropriations may be adopted for expenditures exempt from the State expenditure limitation, such as federally funded programs, provided funds are available. State law requires the City to re-budget (reappropriate) funds for the completion of contracts which were originally budgeted for and encumbered in a previous fiscal year. This law necessitates an additional appropriation ordinance to re-budget funds for contracts not completed by June 30.

Cash Management

As noted, the Department operates as a separate enterprise fund of the City. However, cash resources are pooled with other City departments and invested by the City Treasurer. Interest earned by the pool is distributed monthly to individual funds based on daily equity in the pool.

Cash and cash equivalents are considered to be cash in bank, cash on hand, and short-term investments with original maturities of 90 days or less from the date of acquisition. The City's investments are stated at fair value. Fair value is based on quoted market prices as of the valuation date.

Airline Rates and Charges

In 1981, the Mayor and City Council formally adopted a compensatory (cost of services) rate-setting policy which provides (1) that charges to aviation users be established on the basis of the costs to provide, maintain, and operate the Airport facilities and services, and (2) that these costs be recovered from aviation users on a basis not to exceed their proportional use thereof. Under this compensatory rate setting methodology, the Department bears the risk of any non-airline revenue shortfall and retains any surplus in non-airline revenue for its own discretionary expenditures. Rates and charges are typically set at the beginning of each fiscal year after the Department has reviewed proposed rate changes and capital expenditures with airline representatives. However, the Department retains its proprietary right to adjust fees and to determine its capital expenditures without airline approval. The Department also has the ability to adjust terminal rates and landing fees at any time to reflect changes in cost. Any such adjustment is subject to federal law and regulations.

On December 13, 2017, the City Council adopted an ordinance authorizing the Director to establish fee structures for use of the airport facilities, including airline rates and charges, provided the resulting cost per enplanement remains below the large hub airport median.

The Department uses short-term (month-to-month) Letters of Authorization (each, a LOA) for airline space within its terminal facilities. These LOA's can be terminated by either party upon 30-days notice, providing the City with the flexibility to maximize the use of its terminal facilities.

INDEPENDENT AUDITS

The City Charter requires an annual audit by independent certified public accountants. The independent audit firm of Forvis Mazars, LLP was selected to perform the audit of the City's Annual Comprehensive Financial Report (City ACFR) as well as this separately issued Annual Comprehensive Financial Report for the Aviation Enterprise Fund, for fiscal year 2024. Included in the financial section of this report is the Independent Auditor's Report on the financial statements of the Aviation Enterprise Fund.

The City is also required to undergo an annual single audit in conformity with the provisions of *Title 2 U.S. Code of Federal Regulations Part 200 Uniform Administrative Requirements, Cost of Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*, which superseded OMB Circular A-133 and other related documents. Forvis Mazars, LLP was also contracted to perform the single audit of the City's major grant programs. Due to the size and complexity of the City's financial systems, the single audit report is issued separately from the City's ACFR and other financial reports.

CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Aviation Enterprise Fund for its annual comprehensive financial report for the fiscal year ended June 30, 2023. This was the eighth consecutive year that the Aviation Enterprise Fund has achieved this prestigious award. In order to be awarded a Certificate of Achievement, the Aviation Enterprise Fund must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

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

ACKNOWLEDGMENTS

The preparation of the Annual Comprehensive Financial Report was made possible by the combined efforts of the Aviation and Finance departments.

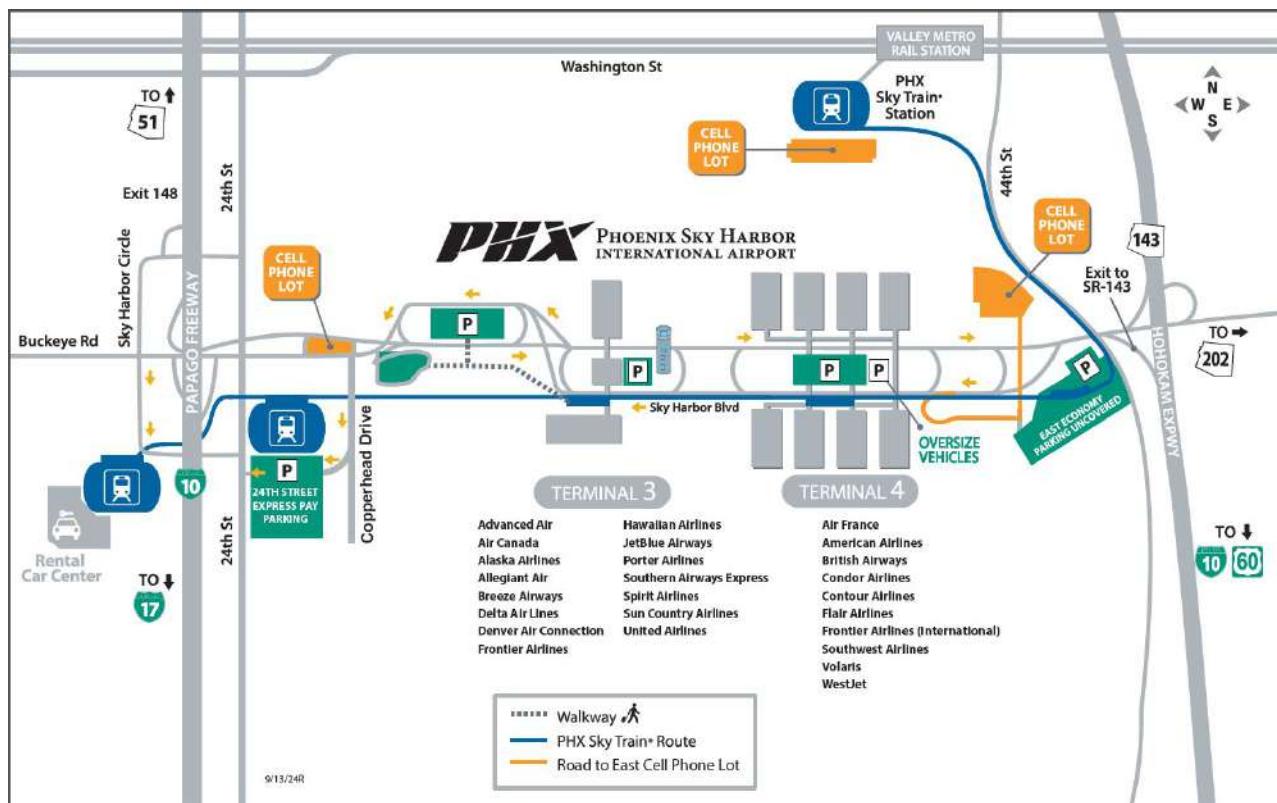
Respectfully submitted,

INTRODUCTORY SECTION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Kathleen Gitkin
Chief Financial Officer
Finance Department

Chad R. Makovsky, A.A.E.
Aviation Director
Aviation Department





Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

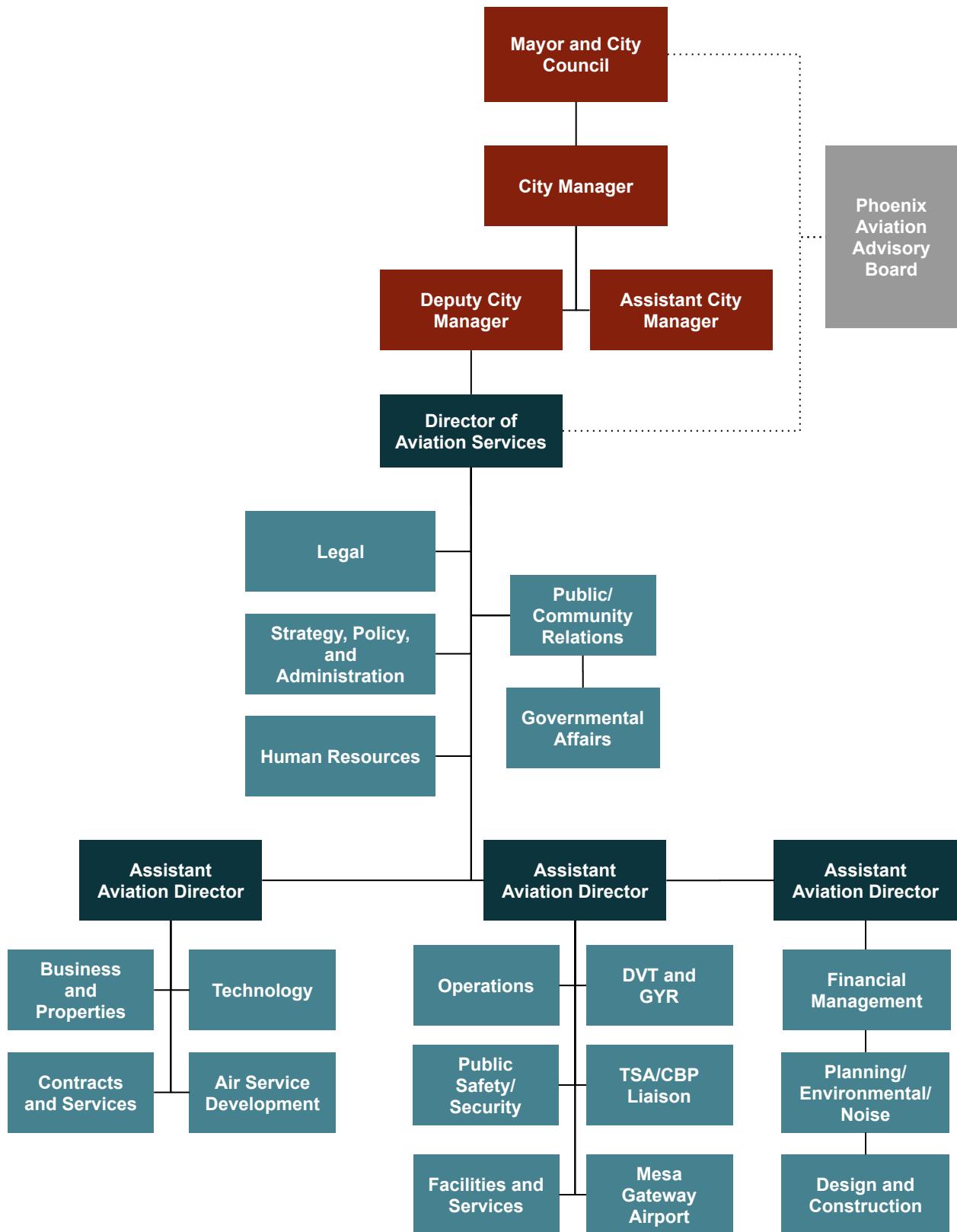
**City of Phoenix Aviation Department
Arizona**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO





MAYOR AND CITY COUNCIL

Kate Gallego, Mayor
Ann O'Brien, District 1
Jim Waring, District 2
Debra Stark, Vice Mayor, District 3
Laura Pastor, District 4
Betty Guardado, District 5
Kevin Robinson, District 6
Carlos Galindo-Elvira, District 7
Kesha Hodge Washington, District 8

CITY MANAGER'S OFFICE

Jeffrey J. Barton, City Manager

AVIATION DEPARTMENT

Chad Makovsky, Aviation Director

FINANCE DEPARTMENT

Kathleen Gitkin, Chief Financial Officer





Financial section

The financial section includes an independent auditor's report by Forvis Mazars, LLP, the management's discussion and analysis, the audited financial statements, notes to the financial statements, and the required supplementary information.

Forvis Mazars, LLP
 14221 Dallas Parkway, Suite 400
 Dallas, TX 75254
 P 972.702.8262 | F 972.702.0673
forvismazars.us



Independent Auditor's Report

Honorable Mayor and Members of the City Council
 City of Phoenix, Arizona
 Phoenix, Arizona

Opinion

We have audited the financial statements of the Aviation Enterprise Fund of the City of Phoenix, Arizona (Aviation Enterprise Fund), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Aviation Enterprise Fund's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Aviation Enterprise Fund of the City of Phoenix, Arizona as of June 30, 2024, and the changes in financial position and its cash flows 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). 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 Aviation Enterprise Fund, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

Reporting Entity

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

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.

Honorable Mayor and Members of the City Council
City of Phoenix, Arizona

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 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, 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 Aviation Enterprise Fund's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

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

Required Supplementary Information

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

Other Information

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

Honorable Mayor and Members of the City Council
City of Phoenix, Arizona

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

Forvis Mazars, LLP

Dallas, Texas
December 16, 2024



A Southwest Airlines airplane is shown in flight, angled upwards towards the top left. The aircraft is blue and red with 'SOUTHWEST' written on the tail. The background features a large, semi-transparent circular graphic. Inside the circle, there is a smaller, lighter circle containing the text 'Management's Discussion and Analysis'. The background outside the circle shows a landscape with mountains, a city with buildings and roads, and a bridge. The overall design is professional and modern.

Management's Discussion and Analysis

MANAGEMENT'S DISCUSSION AND ANALYSIS (MD&A)

(unaudited)

The following Management's Discussion and Analysis (MD&A) is a narrative overview and analysis of the financial activities of the City of Phoenix (the City) Aviation Enterprise Fund. It provides an introduction and discussion of the financial statements of Phoenix Sky Harbor International Airport (the Airport) and two general aviation airports, Phoenix Goodyear Airport and Phoenix Deer Valley Airport (collectively, the Aviation Enterprise Fund) as of and for the fiscal year ended June 30, 2024, with selected comparable data for the fiscal year ended June 30, 2023. This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes which follow this section.

OVERVIEW OF THE FINANCIAL STATEMENTS

The Aviation Enterprise Fund is an enterprise fund of the City. This fund is used to account for the airports' ongoing operations and activities, which are similar to those often found in the private sector where cost recovery and the determination of net income is useful or necessary for sound fiscal management. It uses the accrual basis of accounting, where revenues are recognized when earned and expenses are recognized as incurred. Following the MD&A are the financial statements, notes to the financial statements, and required supplementary information. These statements, notes, and required schedules, together with the MD&A, are designed to provide an understanding of the Aviation Enterprise Fund's financial position, results of operations, and cash flows.

The Statement of Net Position presents information on all of the Aviation Enterprise Fund's assets, liabilities, deferred inflows and outflows of resources, and net position as of June 30, 2024. The difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources is reported as net position. Over time, increases and decreases in net position may serve as a useful indicator about whether the Aviation Enterprise Fund's financial condition is improving or deteriorating.

The Statement of Revenues, Expenses, and Changes in Net Position presents financial information showing how the Aviation Enterprise Fund's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying events occurred, regardless of the timing of the related cash flows. Thus, revenues and expenses were recorded and reported in the statement for some items that will result in cash flows in future fiscal years.

The Statement of Cash Flows presents information showing how the Aviation Enterprise Fund's cash and cash equivalents changed during the fiscal year. Consequently, only transactions that affect the cash and cash equivalent balances of the Aviation Enterprise Fund are recorded in the statement. A reconciliation follows the statement to assist in understanding the difference between operating income (loss) and cash flows from operating activities.

FINANCIAL HIGHLIGHTS

- Total net position for the Aviation Enterprise Fund at June 30, 2024 was \$2.1 billion, an increase of \$128.0 million or 6.5% from the prior fiscal year.
- Total revenues increased \$5.8 million in fiscal year 2024. Many aeronautical revenue areas saw increases up to 25% as passenger traffic continued to exceed pre-pandemic levels in fiscal year 2024. The decrease in grant revenue was due to the final reimbursement of the federal COVID grant received in fiscal year 2023.
- Total expenses increased \$20.1 million in fiscal year 2024, due to an increase in personal services, contractual services and depreciation offset by a decrease in contributions to concessionaires.

NET POSITION

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

	2024	2023
Assets		
Unrestricted Current Assets	\$ 950,643	\$ 806,175
Restricted Current Assets	455,152	397,426
Noncurrent Assets		
Capital Assets	3,122,828	3,243,657
Other Noncurrent Assets	400,723	451,386
Total Assets	<u>4,929,346</u>	<u>4,898,644</u>
Deferred Outflows of Resources	<u>34,697</u>	<u>40,674</u>
Liabilities		
Current Liabilities Payable from Current Assets	68,281	54,791
Current Liabilities Payable from Restricted Assets	213,079	191,332
Noncurrent Liabilities	2,310,072	2,402,006
Total Liabilities	<u>2,591,432</u>	<u>2,648,129</u>
Deferred Inflows of Resources	<u>261,627</u>	<u>308,230</u>
Net Position		
Net Investment in Capital Assets	1,030,997	1,084,035
Restricted	247,123	188,641
Unrestricted	832,864	710,283
Total Net Position	<u><u>\$ 2,110,984</u></u>	<u><u>\$ 1,982,959</u></u>

Total assets remained steady at \$4.9 billion in fiscal years 2024 and 2023. Capital assets make up the majority of the Aviation Enterprise Funds assets. Net capital assets decreased slightly to \$3.1 billion in fiscal year 2024, compared to \$3.2 in fiscal year 2023 as depreciation outpaced construction activity.

Total liabilities were relatively steady in fiscal years 2024 and 2023 at \$2.6 billion. Current liabilities increased \$35.2 million during the fiscal year. The noncurrent liabilities, which make up approximately 89% of the total liabilities are long-term bonds payable and OPEB liabilities. Noncurrent liabilities decreased \$91.9 million in fiscal year 2024, primarily due to a decrease in bonds payable. For more detail on these liabilities, see Note 5 in the Notes to the Financial Statements.

Total net position increased by \$128.0 million, or 6.5%, in fiscal year 2024. As of June 30, 2024, \$1.0 billion was an investment in capital assets and \$832.9 million was unrestricted and available for short term operations and ongoing obligations. The amount restricted for debt service remained at \$3.3 million for fiscal year 2024. The amounts restricted for Passenger Facility Charges (PFC) and Rental Car Customer Facility Charges (CFC) totaled \$242.3 million for fiscal year 2024, a total increase of \$58.4 million.

The following is a summary of changes in net position for the fiscal years ended June 30 (in thousands):

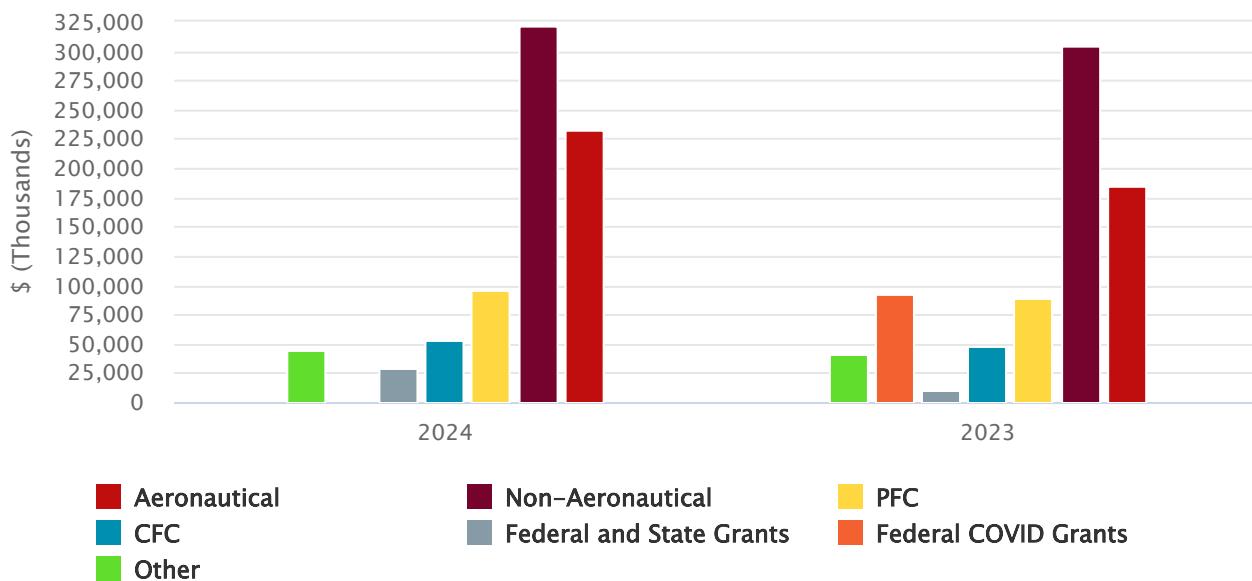
	2024	2023
Operating Revenues	\$ 553,112	\$ 488,647
Operating Expenses	(553,083)	(506,787)
Operating Income (Loss)	29	(18,140)
Nonoperating Revenues	193,553	270,313
Nonoperating Expenses	(93,194)	(119,527)
Capital Contributions	28,359	10,439
Transfers	(722)	(754)
Change in Net Position	128,025	142,331
Net Position, July 1	1,982,959	1,840,628
Net Position, June 30	<u><u>\$ 2,110,984</u></u>	<u><u>\$ 1,982,959</u></u>

REVENUES

The following is a schedule of total revenues for the fiscal years ended June 30 (in thousands):

	2024	2023
Operating Revenues		
Aeronautical Revenue	\$ 232,378	\$ 184,274
Non-Aeronautical Revenue	320,734	304,373
Passenger Facility Charges	96,391	89,363
Customer Facility Charges	52,942	48,129
Federal COVID Grants	-	92,089
Capital Contributions	28,359	10,439
Other	44,592	40,941
 Total Revenues	 <u><u>\$ 775,396</u></u>	 <u><u>\$ 769,608</u></u>

Total Revenues



Phoenix Sky Harbor International Airport is the largest of the three airports and thus comprises a majority of Aviation Enterprise Fund revenue. In fiscal year 2024, Sky Harbor accounted for 98% of total revenue, while Phoenix Deer Valley Airport and Phoenix Goodyear Airport together accounted for the remaining 2%.

Total revenues increased to \$775.4 million in 2024 from \$769.6 million in fiscal year 2023, an increase of \$5.8 million, or 0.8%.

Aeronautical revenue increased \$48.1 million or 26.1% in fiscal year 2024. Most of the aeronautical revenue is composed of terminal and landing fees paid by the commercial airlines at Phoenix Sky Harbor International Airport. These fees are established each year to recover the cost of operations, maintenance and debt service related to the airfield and terminal space.

Non-aeronautical revenue increased \$16.4 million, or 5.4%. These revenues are the combination of several lines of business, with the largest being parking, rental cars, and terminal concessions. Parking revenues increased from growth in parking transactions. The Airport also saw year over year increases in its rental car transactions and resulting revenue. Rental revenue increases are the result of CPI based contractual adjustments.

Passenger Facility Charges (PFC) increased 7.9% to \$96.4 million in fiscal year 2024, due to continued increases in passenger activity. PFCs are collected by the airlines at the time the customer books the flight then remitted to the Airport. Most enplaned passengers are assessed this fee. However, based on the enabling federal legislation, PFCs are not paid by non-revenue passengers.

Customer Facility Charges (CFC) totaled \$52.9 million, a 10.0% increase in fiscal year 2024. CFCs are assessed to rental car customers at the rate of \$6 per transaction day. These fees are collected by the rental car companies and then remitted to the Airport. Transaction days increased 9.6% in fiscal year 2024.

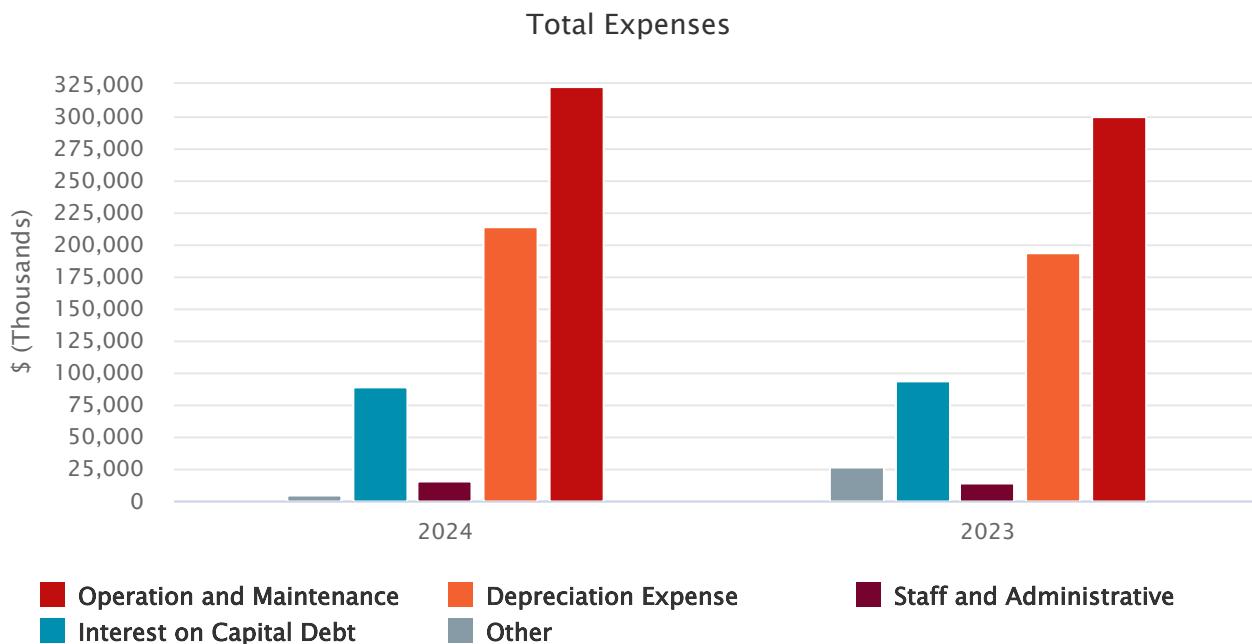
The federal COVID grants (CARES, CRRSA, ARPA) were approved by the United States Congress and signed into law by the President in 2020 and 2021. The final reimbursement for the ARPA grant, totaling \$92.1 million, was requested and received in fiscal year 2023.

Federal and state grant revenue increased \$17.9 million in fiscal year 2024. The amount of the grant receipts varies from year to year based on the amount of funds allocated to the Airport, along with the amount of construction that is completed during the year.

EXPENSES

The following is a summary of expenses for the fiscal years ended June 30 (in thousands):

	<u>2024</u>	<u>2023</u>
Operating Expenses		
Operation and Maintenance	\$ 324,133	\$ 299,304
Depreciation Expense	213,898	193,849
City Staff and Administrative	15,052	13,634
Interest on Capital Debt	89,142	93,600
Other	5,146	26,890
 Total Expenses	 \$ 647,371	 \$ 627,277



Total expenses increased by \$20.1 million, or 3.2%, in fiscal year 2024. Operation and maintenance, depreciation, and interest on capital debt make up approximately 96.9% of total expenses.

Operation and Maintenance expenses increased by \$24.8 million, or 8.3%, in fiscal year 2024. The increase corresponds to the operational launch of two new assets. Terminal 4 S1 Concourse opened in June 2023 prior to the start of fiscal year 2024 and the Sky Train extension to the Rental Car Center opened in December 2023, midway through fiscal year 2024. The introduction of the concourse resulted in a full year of operational expenses while the Sky Train resulted in a partial year increase of operational expenses such as staffing, electricity, and other operating costs in fiscal year 2024 compared to fiscal year 2023.

Depreciation expense increased 10.3% to \$213.9 million in fiscal year 2024, due to the completion of the Terminal 4 S1 Concourse in June of 2023 and stage 2 of the PHX Sky Train in December of 2023. Central service costs saw an increase of \$1.4 million compared to last fiscal year.

LONG-TERM DEBT

City of Phoenix Civic Improvement Corporation Airport Revenue Bonds

The Aviation Enterprise Fund, through the City, has entered into certain agreements with the City of Phoenix Civic Improvement Corporation (the CIC) for the funding of certain improvement and expansion projects at the City's airports. The CIC issued bonds for the improvement and expansion projects, and the Aviation Enterprise Fund made a pledge of revenues to make payments sufficient to pay principal and interest on the bonds.

The debt service requirements on senior lien airport revenue bonds are secured by a first lien pledge of Net Airport Revenues. The term Net Airport Revenues is defined in the Airport Revenue Bond Ordinance to mean Airport Revenues, after provisions for payment of the costs of operation and maintenance.

The debt service requirements on junior lien airport revenue bonds are junior to the senior lien airport revenue bonds and are secured by a pledge of the Designated Revenues. The term Designated Revenues is defined in the Airport Revenue Bond Ordinance to mean Net Airport Revenues, after payments required on any senior lien airport revenue bonds.

The Rental Car Facility Charge Revenue Bonds are special revenue obligations of the CIC, payable solely from certain payments required to be made by the Aviation Enterprise Fund, through the City, to the CIC pursuant to the City Purchase Agreement dated December 5, 2019. Pledged revenues consist primarily of Customer Facility Charge (CFC) revenues and amounts on deposit in various reserve funds. Pledged revenues do not include amounts required to be paid by the rental car companies as ground rents or concession fees, amounts on deposit or required to be deposited to the Administrative Costs Fund, amounts on deposit in the Transportation Operations and Maintenance (O&M) Fund or the Transportation Reserve Fund, the Aviation Enterprise Fund Transportation O&M Fund, or CFC's that exceed the pledged rate.

The total bond principal outstanding for the Civic Improvement Corporation Airport Revenue Bonds as of June 30 are as follows (in thousands):

	2024	2023
Senior Lien Bonds	\$ 610,250	\$ 633,945
Junior Lien Bonds	1,252,555	1,290,315
Rental Car Facility Charge Bonds	271,345	279,340
Total Revenue Bond Principal Outstanding	\$ 2,134,150	\$ 2,203,600

The debt service reserve requirements for the Airport Revenue Bonds for the fiscal years ended June 30 (in thousands):

	2024	2023
Senior Lien Bonds	\$ 51,049	\$ 51,049
Junior Lien Bonds	99,602	99,602
Rental Car Facility Charge Bonds	20,546	20,546
Total Debt Service Reserve Requirements	\$ 171,197	\$ 171,197

CAPITAL ASSETS

The Aviation Enterprise Fund's capital assets, net of accumulated depreciation, was \$3.1 billion and \$3.2 billion in fiscal years 2024 and 2023, respectively.

Additions to capital assets included the following (in thousands):

	2024	2023
PHX Sky Train	\$ 13,685	\$ 35,850
Airfield and runway projects	18,541	16,403
Terminal projects	27,003	23,651
Other	24,695	8,141

Additional information on the Aviation Enterprise Fund's capital assets can be found in Note 4 in the Notes to the Financial Statements.

REQUESTS FOR FINANCIAL INFORMATION

This financial report is designed to provide a general overview of the Aviation Enterprise Fund's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the City of Phoenix Finance Department, 251 West Washington Street, 9th Floor, Phoenix, Arizona 85003.

For prior annual reports, airport statistics, and other City financial information please visit our investor website at: <http://phoenix.gov/finance/investor>.

STATEMENT OF NET POSITION

June 30, 2024

(in thousands)

	2024
ASSETS	
Current Assets	
Cash and Cash Equivalents	\$ 72,411
Investments	815,113
Receivables	
Accounts Receivable, Net of Allowance for Doubtful Accounts (\$2,179)	18,616
Leases	40,732
Deposits in Escrow	10
Inventories	3,761
	<hr/>
Total Unrestricted Current Assets	950,643
Restricted Assets	
Debt Service	
Cash and Securities with Fiscal Agents/Trustees	121,562
Customer Facility Charges	
Cash and Securities with Fiscal Agents/Trustees	68,745
Accounts Receivable	3,753
Capital Projects	
Cash and Cash Equivalents	12,041
Investments	221,244
Receivables	
Intergovernmental	14,255
Passenger Facility Charges	13,498
Accrued Interest Receivable	54
	<hr/>
Total Restricted Current Assets	455,152
	<hr/>
Total Current Assets	1,405,795
Noncurrent Assets	
Capital Assets	
Land	577,413
Buildings	2,404,584
Improvements Other Than Buildings	2,051,065
Equipment and Artwork	1,131,426
Intangibles	37,916
Construction in Progress	105,734
Less: Accumulated Depreciation	(3,185,310)
	<hr/>
Total Capital Assets, Net of Accumulated Depreciation	3,122,828
Other Noncurrent Assets	
Restricted Cash with Fiscal Agent	171,197
Leases Receivable	228,045
Net OPEB Asset	1,481
	<hr/>
Total Noncurrent Assets	3,523,551
Total Assets	<hr/> 4,929,346
	<hr/>
DEFERRED OUTFLOWS OF RESOURCES	
Deferred Loss on Refunding Bonds	34,601
OPEB Related	96
	<hr/>
Total Deferred Outflows of Resources	34,697

The accompanying notes are an integral part of this financial statement

STATEMENT OF NET POSITION (CONTINUED)

June 30, 2024

(in thousands)

	2024
LIABILITIES	
Current Liabilities Payable from Current Assets	
Accounts Payable	\$ 43,973
Trust Liabilities and Deposits	39
Advance Payments	23,112
Current Portion of Pollution Remediation	75
Current Portion of Accrued Compensated Absences	<u>1,082</u>
	<u>68,281</u>
Total Current Liabilities Payable from Current Assets	<u>68,281</u>
Current Liabilities Payable from Restricted Assets	
Debt Service	
Matured Bonds Payable	69,450
Interest Payable	52,112
Arbitrage Liability	3,777
Current Portion of Municipal Corporation Obligations:	
Current Portion of Rental Car Facility Revenue Bonds	8,185
Current Portion of Aviation Revenue Bonds	64,575
Capital Projects	
Accounts Payable	<u>14,980</u>
	<u>14,980</u>
Total Current Liabilities Payable from Restricted Assets	<u>213,079</u>
Total Current Liabilities	<u>281,360</u>
Noncurrent Liabilities	
Municipal Corporation Obligations:	
Rental Car Facility Revenue Bonds	298,582
Aviation Revenue Bonds	1,995,084
Pollution Remediation	1,050
Accrued Compensated Absences	7,647
Net OPEB Liability	<u>7,709</u>
	<u>7,709</u>
Total Noncurrent Liabilities	<u>2,310,072</u>
Total Liabilities	<u>2,591,432</u>
DEFERRED INFLOWS OF RESOURCES	
Deferred Gain on Refunding Bonds	8,239
OPEB Related	332
Leases Related	<u>253,056</u>
	<u>253,056</u>
Total Deferred Inflows of Resources	<u>261,627</u>
NET POSITION	
Net Investment in Capital Assets	1,030,997
Restricted for:	
Debt Service	3,314
Passenger Facility Charges	174,966
Rental Car Customer Facility Charges	67,362
OPEB	1,481
Unrestricted	<u>832,864</u>
	<u>832,864</u>
Total Net Position	<u>\$ 2,110,984</u>

The accompanying notes are an integral part of this financial statement



**STATEMENT OF REVENUES, EXPENSES,
AND CHANGES IN NET POSITION**

For the Fiscal Year Ended June 30, 2024
(in thousands)

	2024
Operating Revenues	
Aeronautical Revenue	
Terminal Fees	\$ 134,025
Landing Fees	63,102
Air Cargo and Hangar Rental	10,245
Other	25,006
Non-Aeronautical Revenue	
Parking	136,791
Rental Cars	80,308
Terminal - Food and Beverage	30,781
Terminal - Retail	17,363
Rental Revenue	25,241
Ground Transportation	26,690
Other	3,560
	<hr/>
Total Operating Revenues	553,112
Operating Expenses	
Operation and Maintenance	
Personal Services	147,903
Contractual Services	150,363
Supplies	14,210
Equipment/Minor Improvements	11,657
Depreciation	213,898
City Staff and Administrative	15,052
	<hr/>
Total Operating Expenses	553,083
Operating Income	<hr/> 29
Nonoperating Revenues (Expenses)	
Passenger Facility Charges	96,391
Rental Car Customer Facility Charges	52,942
Investment Income	25,305
Interest Income from Leases	9,015
Interest on Capital Debt	(89,142)
Utility Easement	9,349
Gain on Disposal of Capital Assets	551
Loss on Lease Cancellation	(4,052)
	<hr/>
Total Nonoperating Revenues (Expenses)	100,359
Income Before Contributions and Transfers	100,388
Capital Contributions	28,359
Transfer from City of Phoenix	372
Transfer to City of Phoenix - Capital Projects Fund	(1,094)
	<hr/>
Change in Net Position	128,025
Net Position, July 1	<hr/> 1,982,959
Net Position, June 30	<hr/> \$ 2,110,984

The accompanying notes are an integral part of this financial statement

STATEMENT OF CASH FLOWS
 For the Fiscal Year Ended June 30, 2024
 (in thousands)

	2024
Cash Flows from Operating Activities	
Receipts from Customers	\$ 541,476
Payments to Suppliers	(211,173)
Payments to Employees	(93,012)
Payment of Staff and Administrative Expenses	<u>(15,052)</u>
 Net Cash Provided by Operating Activities	 <u>222,239</u>
Cash Flows from Noncapital Financing Activities	
Non-Capital Grants	64,948
Transfers from Other Funds	372
Transfers to Other Funds	<u>(1,094)</u>
 Net Cash Provided by Noncapital Financing Activities	 <u>64,226</u>
Cash Flows from Capital and Related Financing Activities	
Principal Paid on Capital Debt	(58,525)
Interest Paid on Capital Debt	(103,354)
Acquisition and Construction of Capital Assets	(90,630)
Proceeds from Sales of Capital Assets	655
Passenger Facility Charges	95,425
Rental Car Customer Facility Charges	52,568
Interest Income from Leases	9,015
Capital Contributions	<u>30,621</u>
 Net Cash Used by Capital and Related Financing Activities	 <u>(64,225)</u>
Cash Flows from Investing Activities	
Purchases of Investment Securities	(336,434)
Proceeds from Sale and Maturities of Investment Securities	349,683
Net Activity for Short-Term Investments	<u>(245,259)</u>
Interest on Investments	<u>25,258</u>
 Net Cash Used by Investing Activities	 <u>(206,752)</u>
 Net Increase in Cash and Cash Equivalents	 <u>15,488</u>
 Cash and Cash Equivalents, July 1	 <u>430,478</u>
 Cash and Cash Equivalents, June 30	 <u>\$ 445,966</u>

The accompanying notes are an integral part of this financial statement

STATEMENT OF CASH FLOWS (CONTINUED)
For the Fiscal Year Ended June 30, 2024
(in thousands)

	2024
Reconciliation of Operating Income to Net Cash Provided by Operating Activities	
Operating Income	\$ 29
Adjustments	
Depreciation	213,898
Deferred Outflows - OPEB	923
Deferred Inflows - OPEB	(63)
Change in Assets and Liabilities	
Receivables	(6,563)
Allowance for Doubtful Accounts	1,143
Leases Receivable	(4,201)
Inventories	(311)
Net OPEB Asset	(118)
Accounts Payable	19,157
Advance Payments	(2,015)
Pollution Remediation	(75)
Accrued Compensated Absences	1,282
Net OPEB Liability	<u>(847)</u>
Net Cash Provided by Operating Activities	<u>\$ 222,239</u>
Noncash Investing, Capital and Financing Activities	
Amortization of Deferred Gains/Losses on Bond Refundings	\$ 4,005
Unrealized Gain (Loss) on Investments	(17,643)
Accounts Payable Related to Capital Asset Additions	<u>14,980</u>
Total Noncash Capital and Financing Activities	<u>\$ 1,342</u>
Cash and Cash Equivalents	
Unrestricted	
Cash and Cash Equivalents	\$ 72,411
Deposits in Escrow	<u>10</u>
Total Unrestricted	<u>72,421</u>
Restricted	
Cash and Cash Equivalents	12,041
Capital Projects	121,562
Cash and Securities with Fiscal Agents/Trustees:	
Debt Service	68,745
Customer Facility Charge	
Total Restricted	<u>202,348</u>
Noncurrent	
Cash and Securities with Fiscal Agents/Trustees	<u>171,197</u>
Total Cash and Cash Equivalents	<u>\$ 445,966</u>

The accompanying notes are an integral part of this financial statement





A large American Airlines airplane is shown in flight, angled upwards towards the top right. The aircraft is white with red and blue accents on the tail and engine nacelles. It is set against a background of a blue sky with scattered white clouds. The entire image is framed by a large, light blue circle that overlaps a dark blue triangle at the bottom.

Notes to the Financial Statements



NOTES TO THE FINANCIAL STATEMENTS

- 1 Summary of Significant Accounting Policies
- 2 Cash, Cash Equivalents, and Investments
- 3 Receivables
- 4 Capital Assets
- 5 Financial Obligations
- 6 Refunded, Refinanced and Defeased Obligations
- 7 Risk Management
- 8 Leases
- 9 Contractual and Other Commitments
- 10 Contingent Liabilities and Other Contingencies
- 11 Deferred Compensation Plan (DCP)
- 12 Pension Plan
- 13 Other Postemployment Benefits (OPEB) Plans

The City of Phoenix, Arizona (the City) owns and operates Phoenix Sky Harbor International Airport (the Airport) and two general aviation airports, Phoenix Goodyear Airport and Phoenix Deer Valley Airport (collectively, the Aviation Enterprise Fund). The City has operated the Aviation Enterprise Fund as a self-supporting enterprise since 1967, according to Part II, Chapter 4 of the City of Phoenix Code of Ordinances.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

a) Reporting Entity

The accompanying financial statements include only the Aviation Enterprise Fund and are not intended to present fairly the financial position of the City, the changes in its financial position or, where applicable, its cash flows in conformity with accounting principles generally accepted in the United States of America.

b) Jointly Governed Organizations-Phoenix-Mesa Gateway Airport Authority

The Phoenix-Mesa Gateway Airport Authority is a nonprofit corporation established and funded by the City of Phoenix, City of Mesa, Towns of Gilbert and Queen Creek, and the Gila River Indian Community. The purpose of the entity is the redevelopment of Williams Air Force Base that was closed in September 1993 to become the Phoenix-Mesa Gateway Airport. The Board of Directors consists of the mayors for the respective municipalities and the governor of the tribal community. The Aviation Enterprise Fund contributes \$1.3 million per year (inception to date \$28.6 million) to the Phoenix-Mesa Gateway Airport Authority operating and capital budget. The City's participation as a member government ended on June 30, 2024.

c) Basis of Accounting

The Aviation Enterprise Fund is an enterprise fund of the City and the cost of providing services is recovered primarily through their fees and charges. The Aviation Enterprise Fund, through the City, has established activity rates and fees to recover the cost, including capital costs, of providing services and has issued debt backed by these revenues.

Since the Aviation Enterprise Fund is an enterprise fund of the City, the accrual basis of accounting is followed, whereby revenues are recognized in the accounting period in which they are earned and expenses are recognized when incurred. Operating revenues and expenses are distinguished from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the fund's principal ongoing operations. Operating expenses include the cost of operating and maintaining the airports, environmental expenses, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating items.

d) Pooled Cash and Investments

The Aviation Enterprise Fund's cash resources are combined through the City to form a cash and investment pool managed by the City Treasurer. Excluded from this pool are the investments of the City of Phoenix Employee Retirement System and certain other legally restricted funds. Interest earned by the pool is distributed monthly to individual funds based on daily equity in the pool.

The Aviation Enterprise Fund's cash and cash equivalents include cash in bank, cash on hand, and short-term investments with original maturities of 90 days or less from the date of acquisition.

The Aviation Enterprise Fund's investments are stated at fair value. Fair value is based on quoted market prices as of the valuation date.

e) Accounts Receivable

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

f) Leases

The Aviation Enterprise Fund, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions. The lease receivable is

measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources is measured as the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods, less any lease incentives before the commencement of the lease term.

g) Deposits in Escrow

Deposits in escrow are performance bonds and security deposits made by airport tenants.

h) Inventories

Inventories consist of materials and supplies which have been valued at average cost.

i) Capital Assets

Capital assets are defined as assets with an initial, individual cost of more than \$5,000 and an estimated useful life greater than two years. All artwork and land is capitalized. Capital assets are recorded at cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the estimated acquisition value at the date of donation.

Major outlays for capital assets and improvements are capitalized as the projects are constructed. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Major improvements are capitalized and depreciated over the remaining useful lives of the related capital assets.

Depreciation is computed using the straight-line method over the estimated useful lives of the related assets as follows:

Buildings	10 to 40 years
Improvements other than Buildings	
Runways and Taxiways	18 to 25 years
Other Improvements	10 to 50 years
Equipment	5 to 30 years
Intangible Assets	5 to 40 years

A gain or loss on disposal of capital assets is recognized when assets are retired from service or are sold or otherwise disposed of.

j) Compensated Absences

Vacation and compensatory time benefits are accrued as liabilities as employees earn the benefits to the extent that they meet both of the following criteria: 1) the Aviation Enterprise Fund's obligation through the City is attributable to employees' services already rendered; and 2) it is probable that the Aviation Enterprise Fund, through the City, will compensate the employees for the benefits through paid time off or some other means, such as cash payments.

Sick leave benefits are accrued as a liability as the benefits are earned by employees, but only to the extent that it is probable that the Aviation Enterprise Fund, through the City, will compensate the employees through cash payments conditioned on the employees' termination or retirement. All of the outstanding compensated absences are recorded as a liability.

k) Long-Term Obligations

In the financial statements, long-term debt and other long-term obligations are reported as liabilities in the Statement of Net Position. Bond premiums and discounts are amortized over the life of the bonds using the interest method.

l) Deferred Outflows and Inflows of Resources

A deferred outflow of resources is a consumption of net assets by the Aviation Enterprise Fund that is applicable to a future reporting period. The Aviation Enterprise Fund reports deferred loss on refunding bonds and certain OPEB related items as deferred outflows of resources.

A deferred inflow of resources is the acquisition of net assets by the Aviation Enterprise Fund that is applicable to a future reporting period. The Aviation Enterprise Fund reports deferred gain on refunding bonds, certain OPEB related items and lessor-related lease items as deferred inflows of resources.

m) Net Position

Net Investment in Capital Assets - This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributed to the acquisition, construction, or improvement of these assets reduce the balance in this category.

Restricted Net Position - This category presents external restrictions imposed by creditors, grantors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted Net Position - This category represents the net position that is not restricted for any project or other purpose.

n) Pension

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension, and pension expense, information about the fiduciary net position of the pension plan described in Note 12 and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

o) Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, OPEB expense, information about fiduciary net position of the City's defined benefit other postemployment benefit plans, as described in Note 13, and addition to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by the Plans. For this purpose, the Plans recognize benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

p) Statement of Cash Flows

For purposes of the Statement of Cash Flows, all highly liquid investments (including restricted assets) with original maturities of 90 days or less when purchased are considered to be cash equivalents.

q) Rates and Charges

The Aviation Enterprise Fund annually establishes airline facility rental fees, landing fees and other charges sufficient to recover the costs of operations, maintenance and debt service related to the airfield and space rented by the airlines. Any differences between amounts collected and the actual costs allocated to the airlines' leased space are credited or billed to the airlines.

r) Capital Contributions

The Aviation Enterprise Fund periodically receives grant revenues from federal and state agencies which are for capital projects. Revenue is considered earned as the related approved capital outlays are incurred. Revenues from capital grants are reported as capital contributions on the Statement of Revenues, Expenses, and Changes in Net Position. In fiscal year 2024, the Department received \$28.4 million in federal and state grants.

s) Passenger Facility Charges

The Passenger Facility Charge Program allows the collection of PFC fees up to \$4.50 for boarded passengers at commercial airports controlled by public agencies. PFC fees are not levied on "non-revenue" passengers and are applied only on the first two legs of a connecting flight. The Airport uses these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. The fees are currently set at \$4.50.

t) Customer Facility Charges

All on-airport rental car companies who lease space at the Airport and all off-airport rental car companies who obtain customers through the Sky Harbor Rental Car Center collect a daily customer facility charge of \$6.00 per transaction day per vehicle from Sky Harbor Airport customers. Vehicle rental companies remit customer facility charges that were collected or should have been collected from its airport customers on a monthly basis to the City, together with the monthly statement of transactions and transaction days.

u) Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make a number of estimates and assumptions that affect the reported amounts of assets, liabilities, deferred inflows and outflows of resources, and net position, the disclosure of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

v) New Accounting Pronouncements

New Accounting Pronouncements Adopted in 2024:

GASB Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*, improves the accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, comparable information for decision-making and will result in greater consistency in application in practice. Accounting changes, as defined in this standard, include changes in accounting principles, changes in accounting estimates, and changes to or within the financial reporting entity. The City has implemented this Statement in fiscal year 2024. The Aviation Enterprise Fund has determined there is no impact to the financial statements as a result of this Statement.

Pronouncements Issued But Not Yet Effective:

GASB has issued the following pronouncements that may affect future financial position, results of operations, cash flows, or financial presentation of the Aviation Enterprise Fund upon implementation. The Aviation Enterprise Fund has not fully determined the effect these pronouncements will have on its financial statements.

GASB Statement No.	GASB Accounting Standard	Effective Fiscal Year
101	<i>Compensated Absences</i>	2025
102	<i>Certain Risk Disclosures</i>	2025
103	<i>Financial Reporting Model Improvements</i>	2026
104	<i>Disclosure of Certain Capital Assets</i>	2026

2. CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and cash equivalents at June 30, 2024 was composed of the following (in thousands):

	2024
Cash in Bank	\$ 34
Cash on Hand	2
Short-Term Investments	84,426
Cash with Fiscal Agents/Trustees	<u>361,504</u>
 Total Cash and Cash Equivalents	 <u>\$ 445,966</u>

A summary of Aviation Enterprise Fund cash and cash equivalents, including deposits in escrow, at June 30, 2024 (in thousands):

	2024
Unrestricted	\$ 72,421
Restricted	<u>373,545</u>
 Total Cash and Cash Equivalents	 <u>\$ 445,966</u>

Deposits

Cash deposits are subject to custodial risk. Custodial risk is the risk that in the event of a bank failure, the Aviation Enterprise Fund's deposits through the City may not be returned. The Aviation Enterprise Fund's deposits through the City at fiscal year-end were entirely covered by federal depository insurance or by collateral held by the City's agent in the City's name. There were two days during fiscal year 2024 that had undercollateralized deposit liabilities. The Aviation Enterprise Fund's deposits at June 30, 2024 were (in thousands):

			<u>2024</u>
Deposits			
Carrying Amount		\$ 34	
Bank Ledger Balance		1	

Cash with fiscal agents and trustees are subject to custodial risk. The Aviation Enterprise Fund's contracts through the City with the fiscal agents and trustees call for these deposits to be fully covered by collateral held in the fiscal agents' and trustees' trust departments but not in the City's name. Each trust department pledges a pool of collateral against all trust deposits it holds. The Aviation Enterprise Fund's cash with fiscal agents was (in thousands):

			<u>2024</u>
Cash with Fiscal Agent			
Carrying Amount		\$ 361,504	
Bank Ledger Balance		361,504	

Investments

Aviation Enterprise Fund investments are included in the City's pooled investments. The City Charter and ordinances authorize the City to invest in U.S. Treasury securities, securities guaranteed, insured or backed by the full faith and credit of the U.S. Government, U.S. Government agency securities, repurchase agreements, commercial paper, money market accounts, certificates of deposit, the State Treasurer's Local Government Investment Pool "LGIP", highly rated securities issued or guaranteed by any state or political subdivision thereof rated in the highest short-term or second highest long-term category, and investment grade corporate bonds, debentures, notes and other evidence of indebtedness issued or guaranteed by a solvent U.S. corporation which are not in default as to principal or interest. Investments are carried at fair value. It is the City's policy generally to hold investments until maturity.

The Aviation Enterprise Fund maintains a portion of its unrestricted and restricted cash and investments in the City's cash and investment pool. The following table summarizes the amounts reported as "Investments" at June 30, 2024 (in thousands):

Aviation Portion of City Investments	Fair Value	Weighted Average Maturity (Years)	June 30, 2024
Pooled Investments			
Repurchase Agreements collateralized			
by U.S. Treasury Securities	\$ 38,914	0.010	
U.S. Treasury Securities	716,132	1.341	
U.S. Government Agency Securities			
Housing and Urban Development	674	0.086	
FFCB Notes	25,935	2.728	
FNMA Notes	19,956	1.893	
FHLMC Notes	31,532	2.371	
FHLB Notes	<u>133,871</u>	2.489	
Total U.S. Government Agency Securities	<u>211,968</u>	2.437	
Pre-Refunded Municipal Securities	5,053	1.123	
Certificates of Deposit	24,299	0.008	
Commercial Paper	18,801	0.194	
Mortgage Backed Securities			
GNMA	3,568	3.106	
FHLMC Notes	<u>19,545</u>	2.406	
Total Mortgage Backed Securities	<u>23,113</u>	2.514	
Total Pooled Investments	1,038,280	1.477	
Less: Short-Term Pooled Investments	<u>(94,027)</u>		
Net Pooled Investments	<u>944,253</u>		
Non-Pooled Investments			
U.S. Treasury Securities	84,174	0.224	
FHLB Notes	<u>7,930</u>	0.202	
Total Non-Pooled Investments	<u>92,104</u>	0.222	
Total Investments	<u>\$ 1,036,357</u>		

Fair Value Hierarchy

Aviation Enterprise Fund pooled investments are included in the City's pooled investments. The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The three levels of the fair value hierarchy are as follows:

- Level 1 inputs are quoted prices in active markets for identical financial assets.
- Level 2 inputs are significant other observable inputs.

- Level 3 inputs are significant unobservable inputs for the financial asset.

The following is a summary of the fair value hierarchy of the fair value of investments of the City as of June 30, 2024 (in thousands):

Investments by Fair Value Level	Fair Value Measurement Using:			
	06/30/24	Level 1	Level 2	Level 3
U.S. Government securities	\$ 839,220	\$ 2,637	\$ 836,583	\$ -
U.S. Government agency obligations	219,898	-	219,898	-
U.S. Government agency MBS/CMO	23,113	-	23,113	-
Municipal bonds	5,053	-	5,053	-
Commercial Paper	18,801	-	18,801	-
Total Investments, including those classified as cash equivalents, by fair value level	\$ 1,106,085	\$ 2,637	\$ 1,103,448	\$ -

Interest Rate Risk

Interest rate risk is the risk that changes in market rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. The Aviation Enterprise Fund follows the City's policies for interest rate risk. In order to limit interest rate risk, the City's investment policy limits maturities as follows:

U.S. Treasury Securities	5 year final maturity
Securities guaranteed, insured, or backed by the full faith and credit of the U.S. Government	5 year final maturity
U.S. Government Agency Securities	5 year final maturity
Repurchase Agreements	60 days
Municipal Obligations	5 years for long-term issuances
Money Market Mutual Funds	90 days
Commercial Paper	270 days
Corporate Debt	5 year final maturity

For Mortgage Backed Securities (MBS) and Collateralized Mortgage Obligations (CMO), the maximum weighted average life using current Public Securities Association (PSA) prepayment assumptions shall be 12 years at the time of purchase for MBS and 5 years at the time of purchase for CMO.

Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investments. The Aviation Enterprise Fund follows the City's policies regarding credit risk. The City's investment policy limits its purchase of investments to the top ratings issued by nationally recognized statistical rating organizations such as Standard & Poor's (S&P) and Moody's Investors Service (Moody's). The portfolio is primarily invested in securities issued by the U.S. Treasury or by U.S. Government Agency Securities which are rated Aaa by Moody's and AA+ by S&P. Repurchase agreements are generally collateralized by U.S. Treasuries and U.S. Government Agency Securities at 102%. Municipal securities must have a short-term minimum rating of A1 by S&P and P1 by Moody's and a long-term uninsured rating of A+ by S&P and A1 by Moody's. The rating requirements do not apply to obligations issued by the City of Phoenix. Money market mutual funds must have a current minimum money market rating of AAA by S&P and Aaa by Moody's. For commercial paper, an Issuer's program must have a minimum rating of A1 by S&P and P1 by Moody's. The issuing corporation must be organized and operating in the United States and have a minimum long-term debt rating of A+ by S&P and A1 by Moody's. Programs rated by only one of the agencies are ineligible.

Concentration of Credit Risk

Concentration of credit risk is the risk that too many resources have been invested in a single issuer, and that issuer may fail. Investments in any one issuer, excluding U.S. Treasury Securities, that represent 5% or more of total Aviation Enterprise Fund investments are as follows:

Issuer	2024
Federal Home Loan Bank	12.54%

3. RECEIVABLES

Receivables, excluding leases which are discussed in note 8, at June 30, 2024 are stated net of the allowance for doubtful accounts, and are summarized as follows (in thousands):

	<u>June 30, 2024</u>
Unrestricted	
Accounts Receivable	\$ 18,616
Restricted	
Passenger Facility Charge Receivable	13,498
Customer Facility Charge Receivable	3,753
Intergovernmental Receivable	14,255
Interest Receivable	54
	<u> </u>
Total Receivables	<u>\$ 50,176</u>

⁽¹⁾ Intergovernmental Receivables include monies due from other governmental entities for grants.

An allowance for doubtful accounts of \$2.2 million has been recorded as of June 30, 2024. Accounts Receivable includes unbilled charges of \$12.0 million.

4. CAPITAL ASSETS

Capital asset activity for the Aviation Enterprise Fund for the fiscal year ended June 30, 2024 was as follows (in thousands):

	<u>Balances</u>	<u>July 1, 2023</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balances</u>	<u>June 30, 2024</u>
Non-depreciable assets:						
Land	\$ 577,047	\$ 366	\$ -	\$ 577,413		
Artwork	8,602	1,202	-	9,804		
Construction-in-Progress	<u>57,595</u>	<u>59,937</u>	<u>(11,798)</u>	<u>105,734</u>		
	<u>643,244</u>	<u>61,505</u>	<u>(11,798)</u>	<u>692,951</u>		
Total non-depreciable assets						
Depreciable assets:						
Buildings	2,393,943	10,641	-	2,404,584		
Improvements	2,035,949	15,116	-	2,051,065		
Equipment	1,127,744	17,303	(23,425)	1,121,622		
Intangible Assets	<u>37,510</u>	<u>406</u>	<u>-</u>	<u>37,916</u>		
	<u>5,595,146</u>	<u>43,466</u>	<u>(23,425)</u>	<u>5,615,187</u>		
Less accumulated depreciation for:						
Buildings	(1,116,675)	(73,559)	-	(1,190,234)		
Improvements	(1,323,360)	(66,721)	-	(1,390,081)		
Equipment	(525,123)	(70,261)	23,321	(572,063)		
Intangible Assets	<u>(29,575)</u>	<u>(3,357)</u>	<u>-</u>	<u>(32,932)</u>		
	<u>(2,994,733)</u>	<u>(213,898)</u>	<u>23,321</u>	<u>(3,185,310)</u>		
Total accumulated depreciation						
Total depreciable assets, net	<u>2,600,413</u>	<u>(170,432)</u>	<u>(104)</u>	<u>2,429,877</u>		
Total capital assets, net	<u>\$ 3,243,657</u>	<u>\$ (108,927)</u>	<u>\$ (11,902)</u>	<u>\$ 3,122,828</u>		

5. FINANCIAL OBLIGATIONS

Long-Term Obligations

Changes in long-term obligations for the fiscal year ended June 30, 2024 are summarized as follows (in thousands):

	Balances July 1, 2023	Additions	Reductions	Balances June 30, 2024	Amounts Due Within One Year
Bonds and Notes Payable:					
Municipal Corporation Obligations					
Rental Car Facility Revenue Bonds	\$ 279,340	\$ -	\$ (7,995)	\$ 271,345	\$ 8,185
Aviation Revenue Bonds	1,924,260	-	(61,455)	1,862,805	64,575
Subtotal	2,203,600	-	(69,450)	2,134,150	72,760
Discounts/Premiums	251,685	-	(19,409)	232,276	-
Total Bonds and Notes Payable	2,455,285	-	(88,859)	2,366,426	72,760
Other Liabilities:					
Accrued Compensated Absences	7,447	8,729	(7,447)	8,729	1,082
Pollution Remediation	1,200	-	(75)	1,125	75
Net OPEB Liability	8,557	-	(848)	7,709	-
Total Other Liabilities	17,204	8,729	(8,370)	17,563	1,157
Total Long-Term Obligations	<u>\$ 2,472,489</u>	<u>\$ 8,729</u>	<u>\$ (97,229)</u>	<u>\$ 2,383,989</u>	<u>\$ 73,917</u>

Issues of long-term debt were as follows at June 30, 2024 (dollars in thousands):

June 30, 2024								
Issue Date	Purpose	Maturity Dates	Effective Interest Rate	Average Life (Years)	Original Amount	Principal Outstanding	Interest Outstanding	Unamortized Discount (Premium)
Municipal Corporation Obligations ⁽¹⁾								
11/21/17	Airport Revenue (AMT) (2a)	7/1/18-47	3.84	18.7	\$ 190,930	\$ 168,485	\$ 118,808	\$ 19,535
11/21/17	Airport Revenue Refunding (Non-AMT) (2a)	7/1/21-38	3.23	13.5	173,440	148,275	61,435	17,770
11/28/18	Airport Revenue (AMT) (2a)	7/1/19-48	4.22	19.3	226,180	205,430	152,995	14,681
06/07/23	Airport Revenue Refunding (2a)	7/1/24-32	3.50	5.4	96,540	88,060	20,938	6,357
	Total Sr. Lien Obligations				687,090	610,250	354,176	58,343
09/01/10	Airport Revenue (Taxable) (2b) ⁽³⁾⁽⁴⁾	7/1/40	3.67	29.8	21,345	21,345	22,540	-
12/15/15	Airport Revenue (Non-AMT) (2b) ⁽³⁾	7/1/16-45	3.99	18.6	95,785	80,295	49,597	6,618
12/15/15	Airport Revenue Refunding (Non-AMT) (2b) ⁽³⁾	7/1/34	4.08	18.5	18,655	18,655	9,328	1,320
12/21/17	Airport Revenue Refunding (Non-AMT) (2b) ⁽³⁾	7/1/21-40	3.36	14.2	474,725	407,165	170,838	38,860
12/11/19	Airport Revenue (Non-AMT) (2b) ⁽³⁾	7/1/41-49	3.61	25.9	341,095	341,095	326,006	41,964
12/11/19	Airport Revenue (AMT) (2b)	7/1/20-49	3.44	19.1	392,005	373,970	264,753	49,749
12/11/19	Airport Refunding (Taxable) (2b)	7/1/23-25	2.38	4.6	29,435	10,030	238	-
	Total Jr. Lien Obligations				1,373,045	1,252,555	843,300	138,511
12/05/19	Rental Car Facility (Taxable) ⁽⁵⁾	7/1/28-45	3.33	18.4	244,245	244,245	158,492	35,422
12/05/19	Rental Car Facility Refunding (Taxable) ⁽⁵⁾	7/1/20-28	2.60	4.6	60,485	27,100	1,555	-
	Total Rental Car Facility Obligations				304,730	271,345	160,047	35,422
	Total Aviation Enterprise Fund Bonds				<u>\$ 2,364,865</u>	<u>\$ 2,134,150</u>	<u>\$ 1,357,523</u>	<u>\$ 232,276</u>

Notes:

⁽¹⁾ Enhanced by a municipal bond insurance policy, a reserve account surety bond, or a debt service reserve fund.

⁽²⁾ The City has pledged net airport revenues as security for these bonds. The net revenues pledged are as follows:

(a) Senior lien pledge on all outstanding airport obligations.

(b) Junior lien pledge on all outstanding airport obligations.

(3) The City has further pledged an irrevocable commitment of 100% of net proceeds of a passenger facility charge for these bonds, with the exception of the Series 2015A and 2019A bonds. The Series 2015A bonds have a pledge equivalent to 30% of the principal and interest requirement. The Series 2019A bonds have a pledge equivalent to 93% of the principal and interest requirement. The Passenger Facility Charge (PFC) is currently imposed at the rate of \$4.50 per qualifying enplaned passenger.

(4) The City has irrevocably elected to treat these bonds as RZEDB for purposes of the American Recovery and Reinvestment Act of 2009 and the Internal Revenue Code of 1986. The RZEDB subsidy payments rebate 45% of the interest requirement for these bonds. On March 1, 2013, the federal government announced the implementation of certain automatic budget cuts known as the sequester, which has resulted in a reduction of the federal subsidy payments by 5.7% (the Sequester Reduction) for the fiscal year 2024. However, the City does not expect the Sequester Reductions to have a material adverse effect on its ability to make payments of interest on this issue.

(5) The City has made a first priority pledge of a \$6.00 per day car rental usage fee to be paid by rental car customers arriving at Phoenix Sky Harbor International Airport as security for the bonds.

The Aviation Enterprise Fund, through the City, has complied with all significant financial covenants of its bonded indebtedness. A brief description of the Aviation Enterprise Fund's long-term obligations follows.

Municipal Corporation Obligations

The Aviation Enterprise Fund, through the City, has entered into certain agreements with the City of Phoenix Civic Improvement Corporation (the "CIC") a blended component unit of the City, for the construction and acquisition of certain Aviation Enterprise Fund facilities and equipment. Under the terms of these agreements, the CIC issued bonds or certificates of participation to finance the facilities and equipment, and the Aviation Enterprise Fund, through the City, agreed to make lease and purchase payments sufficient to pay principal and interest on the outstanding obligations. The Aviation Enterprise Fund, through the City, also pays all expenses of operating and maintaining the facilities and equipment.

In the event of non-payment of CIC bond principal and interest, the remedy is specific performance. Specific performance is when a bondholder has the right to ask a judge to order the City to raise applicable revenue sources for the defaulted bond in an amount needed to pay any past or current amounts due. CIC bonds are not subject to acceleration.

Debt Service Requirements

Debt service requirements, including principal and interest are as follows (in thousands):

Fiscal Year	Municipal Corporation Obligations					
	Senior Lien		Junior Lien		Rental Car Facility	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	\$ 25,195	\$ 30,312	\$ 39,380	\$ 58,564	\$ 8,185	\$ 12,359
2026	26,460	29,053	30,820	56,858	8,385	12,157
2027	27,780	27,730	32,355	55,317	8,605	11,939
2028	29,170	26,341	33,980	53,700	8,835	11,705
2029	30,625	24,882	35,675	52,001	9,235	11,306
2030 - 2034	149,765	100,533	205,645	231,395	53,600	49,121
2035 - 2039	128,805	65,635	262,300	176,451	68,395	34,314
2040 - 2044	96,600	37,924	285,160	113,894	86,435	16,276
2045 - 2049	95,850	11,766	327,240	45,120	19,670	870
Total	\$ 610,250	\$ 354,176	\$ 1,252,555	\$ 843,300	\$ 271,345	\$ 160,047

Debt Service Reserve

Debt service reserve balances at June 30 are as follows (in thousands):

Bond Series	2024
Airport Revenue Bonds	
Junior Lien Airport Debt Service Reserve for Series 2010A, 2010B, 2010C	\$ 2,134
Airport Revenue Refunding Bonds, Series 2015B (Non-AMT) Reserves	1,866
Senior Lien Airport Parity Reserve for Series 2017A, 2017B, 2018, 2023	51,049
Junior Lien Airport Parity Reserve for Series 2015A, 2017D, 2019A, 2019B, 2019C	95,602
Airport Rental Car Facility Bonds	
Rental Car Facility Parity Reserve for Series 2019A, 2019B	20,545
Total	\$ 171,196

Pollution Remediation

This liability is primarily a result of leaking underground storage tanks at the Airport and Phoenix Goodyear Airport. The tanks at the Airport were discovered to be leaking in 1988 and the Aviation Enterprise Fund is implementing a corrective action plan which was approved by the Arizona Department of Environmental Quality (ADEQ) to ensure the contamination does not spread. The remediation of a fuel release at Phoenix Goodyear Airport discovered in the 1980's is being implemented as approved by the United States Environmental Protection Agency (US EPA). The total remaining liability for all remediation activities for the Aviation Enterprise Fund as of June 30, 2024 is \$1.1 million. This liability is based on estimates completed by engineers in respect to the efforts needed to complete the remediation.

6. REFUNDED, REFINANCED AND DEFASSED OBLIGATIONS

Bonds are refunded to retire all or a portion of an outstanding bond issue. Most typically, refundings are done to refinance at a lower interest rate to reduce overall debt service. Prior to January 2018, certain issues of bonds could have been refunded prior to the call date, known as an advanced refunding. The Tax Cuts and Jobs Act of 2017 prohibits refunding tax-exempt bonds before their call date, unless the bonds are refunded with taxable bonds. In most cases an advanced refunding of tax-exempt bonds with taxable bonds would not be financially beneficial. However, there may be circumstances when the benefits of the advanced refunding outweigh the disadvantages of issuing taxable bonds.

Future principal and interest payments on refunded bonds have been provided through advanced refunding bond issues whereby refunding bonds are issued and the net proceeds, plus any additional resources that may be required, are used to purchase securities issued and guaranteed by the United States government, when available. When U.S. government securities are not available, conventional treasury securities will be purchased. These securities are then deposited in an irrevocable trust under an escrow agreement which states that all proceeds from the trust will be used to fund the principal and interest payments of the previously issued debt being refunded. The trust deposits have been computed so that the securities in the trust, along with future cash flows generated by the securities, will be sufficient to service the previously issued bonds.

The deferred and amortized amounts of accounting gains and losses on bond refundings (which are reported as deferred inflows or deferred outflows of resources) at June 30, 2024 are summarized as follows (in thousands):

	June 30, 2024			
	Deferred Amount July 1	Additions (Gains)/Losses	Amortization Gains/(Losses)	Deferred Amount June 30
Deferred Outflows of Resources				
Municipal Corporation Obligations	\$ 39,655	\$ -	\$ (5,053)	\$ 34,602
Deferred Inflows of Resources				
Municipal Corporation Obligations	(9,288)	1,049	-	(8,239)
Total	\$ 30,367	\$ 1,049	\$ (5,053)	\$ 26,363

7. RISK MANAGEMENT

The Aviation Enterprise Fund maintained a combination of commercial insurance and self-insurance during the fiscal year ended June 30, 2024, as described below.

Liability - The Aviation Enterprise Fund purchased commercial airport liability insurance specifically covering Airport premises and operations for the Department. The stand-alone insurance program provides first dollar coverage through a combination of both primary and excess liability policies. Additionally, general Aviation Enterprise Fund liabilities other than airport operations are covered under the City's self-insurance program, which has a \$7.5 million retention. Excess liability coverage was purchased for losses that exceed the self-insured retention.

Property - Aviation Enterprise Fund property is insured under the City's blanket commercial property and boiler/machinery insurance purchased for City owned buildings and structures.

Workers' Compensation - As City employees, Aviation Enterprise Fund employees have the same benefits package as their City co-workers, whether purchased commercially or self-insured. The City maintained a self-insured retention of \$10.0 million for its workers' compensation exposure. Excess workers' compensation insurance was purchased for losses exceeding the self-insured retention.

Fidelity and Surety - Aviation Enterprise Fund officials and employees are covered by public official bonds and surety bonds as required by state statute or City Charter. Further, the City's blanket "Crime" policy extends to Aviation Enterprise Fund employees.

Health and Dental - Health insurance plans for Aviation Enterprise Fund employees were self-insured through the City of Phoenix Health Care Benefits Trust fiduciary fund. Dental coverage was provided through two different plans. A dental PPO was self-insured through the City of Phoenix Health Care Benefits Trust and a dental HMO was provided through commercial insurance accounted for in the City of Phoenix General Fund.

The Aviation Enterprise Fund is included in the City's self-insurance reserve. Self-insured claims are reported as liabilities in the accompanying financial statements when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. This determination is based on an actuarial analysis of reported claims and estimates of claims incurred but not reported.

With the exception of health, dental and long-term disability, the City reports its self-insurance activities in the City General Fund, the Transit Special Revenue Fund and the Government-Wide Statement of Net Position, with the other funds reimbursing the General Fund for their share of the cost of the City's self-insurance program. Settlements have not exceeded coverages for each of the last three fiscal years.

Long-term disability benefits for Aviation Enterprise Fund employees were self-insured through the City of Phoenix Long-Term Disability Trust fiduciary fund.

For additional information regarding the City's Risk Management policies, including information on fiduciary funds, please refer to Note 13 in the Notes to the Financial Statements in the City ACFR.

8. LEASES

The Department leases a portion of its properties to various third parties who use the space to conduct their operations on the Airport grounds. As lessor, the related asset is recognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable at the commencement of the lease term that relates to future periods.

For the purposes of the GASB No. 87, Airport leases have been categorized as follows:

1. GASB No. 87 Leases – Included
2. GASB No. 87 Leases – Excluded Leases – Regulated
3. GASB No. 87 Leases – Excluded Leases – Short Term
4. GASB No. 87 Leases – Excluded Leases – Other

GASB No. 87 Leases - Included

For the year ended June 30, 2024, the Department reported total revenue under these contracts of \$76,454,315, which is comprised of lease revenue of \$43,751,469, interest revenue of \$9,014,835 and variable revenue of \$23,688,011. Changes in the lease receivables are as follows for 2024:

	Beginning Balance	Additions	Reductions	Ending Balance	Current Portion	Long-Term Portion
Terminal - Food and Beverage	\$ 87,760	\$ 14,570	\$ 18,826	\$ 83,504	\$ 21,304	\$ 62,200
Terminal - Retail	53,776	14,810	15,160	53,426	7,151	46,275
Advertising	5,336	8,640	3,500	10,476	3,578	6,898
Rental Car	14,704	-	2,257	12,447	2,331	10,116
Building and Land Rent	152,543	-	43,619	108,924	6,368	102,556
Total	\$ 314,119	\$ 38,020	\$ 83,362	\$ 268,777	\$ 40,732	\$ 228,045

Terminal Concessions - Food and Beverage

The Department entered into contracts with several lessees for the use of terminal space for food and beverage locations in Terminals 3 and 4. The contracts for Terminal 4 began in June 2021 and will conclude in August 2026. The contracts for Terminal 3 began in February 2018 and will conclude in January 2033.

The terms of the contracts include a minimum rent component and a variable component based on gross sales. For the year ended June 30, 2024, the Department recognized total revenue under these contracts of \$34,766,406, which is comprised of lease revenue of \$20,342,186, interest of \$2,817,636 and variable revenue of \$11,606,584.

The following is a schedule by year of minimum payments to be received under the Terminal Concessions - Food and Beverage leases that are included in the measurement of the lease receivable as of June 30, 2024 (in thousands):

Fiscal Year	Principal	Interest	Total
2025	\$ 21,304	\$ 2,324	\$ 23,628
2026	22,003	1,624	23,627
2027	8,609	1,110	9,719
2028	6,023	914	6,937
2029	6,121	717	6,838
2030-2034	19,444	1,204	20,648
Total	\$ 83,504	\$ 7,893	\$ 91,397

Terminal Concessions - Retail

The Department entered into contracts with several lessees for the use of terminal space for retail locations in Terminals 3 and 4. The contracts for Terminal 4 began in October 2016 and May 2017. These contracts will conclude in December 2029 and November 2030. The contracts for Terminal 3 began in February 2018 and will conclude in January 2033. The terms of the contracts include a minimum rent component and a variable component based on gross sales. For the year ended June 30, 2024, the Department recognized total revenue under these contracts of \$19,444,279, which is comprised of lease revenue of \$8,414,368, interest of \$1,770,909 and variable revenue of \$9,259,002.

The following is a schedule by year of minimum payments to be received under the Terminal Concessions - Retail leases that are included in the measurement of the lease receivable as of June 30, 2024 (in thousands):

Fiscal Year	Principal	Interest	Total
2025	\$ 7,151	\$ 1,599	\$ 8,750
2026	7,068	1,370	8,438
2027	7,271	1,138	8,409
2028	7,510	900	8,410
2029	7,757	653	8,410
2030-2034	16,668	835	17,503
Total	\$ 53,425	\$ 6,495	\$ 59,920

Advertising

The Department entered into two contracts for outdoor advertising and one contract for in-terminal advertising. These contracts have various start dates from July 2010 through November 2021. The in-terminal advertising contract will conclude in May 2026 and the outdoor contracts will conclude in October and December 2031. The terms of the contracts include a minimum rent component and a variable component based on gross sales. For the year ended June 30, 2024, the Department recognized total revenue under these contracts of \$5,312,454, which is comprised of lease revenue of \$3,607,604, interest of \$389,614 and variable revenue of \$1,315,236.

The following is a schedule by year of minimum payments to be received under the Advertising contracts that are included in the measurement of the lease receivable as of June 30, 2024 (in thousands):

Fiscal Year	Principal	Interest	Total
2025	\$ 3,577	\$ 275	\$ 3,852
2026	3,321	161	3,482
2027	534	106	640
2028	551	89	640
2029	569	71	640
2030-2032	1,923	99	2,022
Total	<u>\$ 10,475</u>	<u>\$ 801</u>	<u>\$ 11,276</u>

Rental Car Service Site Land Rent

The Department entered into contracts with Avis, Enterprise and Hertz for overflow parking outside of the Consolidated Rental Car Center. These contracts began in January 2006 and will conclude in June 2029. The terms of the contracts include an annual adjustment based on the Consumer Price Index (CPI). Revenue recognized under these lease contracts during the year ended June 30, 2024 was \$3,309,854, which includes lease revenue of \$2,377,453, interest of \$435,135, and variable revenue of \$497,266.

The following is a schedule by year of minimum payments to be received under the rental car service site land rent contracts that are included in the measurement of the lease receivable as of June 30, 2023 (in thousands):

Fiscal Year	Principal	Interest	Total
2025	\$ 2,331	\$ 361	\$ 2,692
2026	2,408	284	2,692
2027	2,487	205	2,692
2028	2,568	124	2,692
2029	2,653	40	2,693
Total	<u>\$ 12,447</u>	<u>\$ 1,014</u>	<u>\$ 13,461</u>

Building and Land Rent

The Department entered into numerous contracts for land and/or building rent in areas surrounding the airports. These contracts have various end dates ranging from January 2026 to July 2071. The terms of the contracts include periodic rent adjustments which could be set in the contract or based on CPI. Revenue recognized under these lease contracts during the year ended June 30, 2024 was \$13,621,322, which includes lease revenue of \$9,009,858, interest of \$3,601,541, and variable revenue of \$1,009,923.

The following is a schedule by year of minimum payments to be received under the building and land contracts that are included in the measurement of the lease receivable as of June 30, 2024 (in thousands):

Fiscal Year	Principal	Interest	Total
2025	\$ 6,369	\$ 3,392	\$ 9,761
2026	5,304	3,195	8,499
2027	3,235	3,071	6,306
2028	3,275	2,967	6,242
2029	3,353	2,859	6,212
2030-2034	11,060	13,043	24,103
2035-2039	8,350	11,602	19,952
2040-2044	10,077	10,147	20,224
2045-2049	12,953	8,290	21,243
2050-2054	14,429	5,999	20,428
2055-2059	11,692	4,013	15,705
2060-2064	12,300	1,936	14,236
2065-2069	5,576	469	6,045
2070-2072	952	55	1,007
Total	\$ 108,925	\$ 71,038	\$ 179,963

GASB No. 87 Excluded Leases - Regulated

In accordance with GASB No. 87, the Department does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings, e.g. the U.S. Department of Transportation and the Federal Aviation Administration, between airports and air carriers and other aeronautical users. Regulated leases include the following:

Airline Use Agreements

The Airport has entered into a Letter of Authorization (LOA) with each airline for the use of exclusive space in the terminals. By definition, these LOAs are considered to be regulated leases under GASB No. 87. Each LOA includes a provision that either party may terminate the agreement with 30 days' written notice. The Airlines currently have exclusive use of 113,868 sq ft in Terminal 3 and 531,755 sq ft in Terminal 4. This represents 26% of the total building space. The rental rate for the exclusive space is computed on a cost-reimbursement rate. The revenue recognized for exclusive use terminal space during the year ended June 30, 2024 was \$115,776,075.

In addition to the exclusive use space, the Department recognized revenue from the Airlines on a usage basis for common use gates, baggage fees and landing fees. The revenue recognized for these usage-based fees during the year ended June 30, 2024 was \$84,633,038.

Due to the variable nature of the above revenues from year to year, expected future minimum payments are indeterminable.

Airline Hangar Buildings

The Department has entered into lease agreements with American Airlines and Southwest Airlines for use of two large maintenance hangars located on the east side of the airport. The lease with American Airlines began in October 1986 and will end in September 2026. The lease with Southwest Airlines began in August 1992 and will end in July 2047. These contracts include periodic rate adjustments based on CPI. The revenue recognized for these Hangar contracts during the year ended June 30, 2024 was \$2,824,659.

Future Minimum lease payments are as follows (in thousands):

Fiscal Year	Principal
2025	\$ 1,793
2026	1,793
2027	1,193
2028	993
2029	993
2030-2034	3,963
2035-2039	3,910
2040-2044	3,910
2045-2048	<u>2,053</u>
Total	<u>\$ 20,601</u>

Fixed Based Operators

The Department has entered into several contracts with Fixed Base Operators (FBO) for the lease of certain airport land and buildings. An FBO is a commercial enterprise that provides aeronautical services such as fueling, aircraft parking and storage to the general aviation community, and therefore is considered to be a regulated lease. These contracts have various start dates ranging from 1988 to 2021 and end dates ranging from 2028 to 2061. The revenue recognized for these FBO contracts during the year ended June 30, 2024 was \$1,256,957.

Future minimum lease payments are as follows (in thousands):

Fiscal Year	Principal
2025	\$ 1,038
2026	1,038
2027	1,039
2028	1,281
2029	929
2030-2034	4,220
2035-2039	4,220
2040-2044	4,220
2045-2049	3,634
2050-2054	1,226
2055-2059	1,038
2060-2061	<u>381</u>
Total	<u>\$ 24,264</u>

GASB No. 87 Excluded Leases – Short-Term

In accordance with GASB No. 87, the Department does not recognize a lease receivable and a deferred inflow of resources for short-term leases. Short-term leases are certain leases that, at the commencement of the lease term, have a maximum possible term under the lease contract of 12 months or less.

Hangars and Tie-Downs

Phoenix Deer Valley Airport has 779 hangars and 380 covered and uncovered tie-down spaces, leased on a month-to month basis. Revenue recognized under these lease contracts during the year ended June 30, 2024 was \$3,044,401.

Phoenix Goodyear Airport has 147 hangars and 22 tie-down spaces, leased on a month-to-month basis. Revenue recognized under these lease contracts during the year ended June 30, 2024 was \$1,241,482.

GASB No. 87 Excluded Leases – Other

The Department entered into leases with five rental car companies for space in the Consolidated Rental Car Center (RCC). Contracts with Avis, Enterprise and Hertz began in July 2017 and will end in June 2029, while contracts with Fox and SIXT began in January 2018 and will end in December 2027. The terms of the contracts include a minimum rent component and a variable component based on gross sales. The

RCC contracts include language that abates the minimum rent component in the event of a significant drop in passenger traffic at the Airport. Due to this contractual provision, the rent on these contracts has been deemed to not be fixed in substance. Revenue recognized under these lease contracts during the year ended June 30, 2024 was \$63,746,917.

9. CONTRACTUAL AND OTHER COMMITMENTS

The Aviation Enterprise Fund has entered into various construction contracts and these commitments have not been recorded in the accompanying financial statements. Only the currently payable portions of these contracts have been included in accounts payable in the accompanying financial statements. Commitments of \$708.2 million are remaining at June 30, 2024.

10. CONTINGENT LIABILITIES AND OTHER CONTINGENCIES

Pending Litigation

The Aviation Enterprise Fund, through the City, is contingently liable in respect to lawsuits and other claims incidental to the ordinary course of its operations. As discussed in Note 7 (and in more detail in Note 13 in the Notes to the Financial Statements of the City ACFR), the Aviation Enterprise Fund, through the City, is primarily self-insured. As with any risk retention program, however, the Aviation Enterprise Fund, through the City, is contingently liable in respect to claims beyond those currently accrued. In the opinion of City management, based on the advice of the City Attorney, the outcome of such claims will not have a material adverse effect on the Aviation Enterprise Fund's financial position, results of operations or liquidity as of and for the fiscal year ended June 30, 2024.

Sick Leave

Aviation Enterprise Fund employees are covered under the same sick leave benefits as City employees. Sick leave is continuously accumulated at the rate of 15 days per year but can only be taken in the event of illness. Upon retirement, for every 173 hours of unused sick leave, one month of creditable service is allowed in determining a General Employee Retirement Plan pension. A balance of over 80 hours after making the above calculation will allow an extra month of creditable service. The dollar amount of any cash payment as described below is included in the final average compensation, but the hours used are excluded from credited service.

Supervisory and Professional, Confidential Office and Clerical, Field Unit 1, Field Unit 2, and Office and Clerical employees who have accumulated 750 qualifying hours or more of unused sick leave at the time of normal service retirement are eligible to receive a payment equal to their base hourly rate for 25% of the hours in excess of 250 hours.

Middle management and Executive General City employees who have accumulated 750 qualifying hours or more of accrued or unused sick leave at the time of normal service retirement are eligible to receive a payment up to 20% of their base hourly rate. Payment percentage is increased by 1% for each full year of service in excess of 20 years to a maximum of 50%.

Sick leave is accrued as a liability (accrued compensated absences) as it is earned by the employees only if the leave is attributable to past service and it is probable that the employees will be compensated through cash payments conditioned on the employees' termination or retirement. In accordance with these criteria, a portion of the sick leave accumulated by general employees as described above has been accrued as a liability in the accompanying financial statements. The June 30, 2024 actuarial valuation of the sick leave liability was based on the termination method, with the liability prorated based on the current service of a participant. The projected sick leave benefit payment under the termination method is calculated as the maximum sick leave hours eligible for payment multiplied by the probability of an individual employee reaching retirement multiplied by the employee's projected salary at first eligibility for retirement prorated based on the employee's current service to date over the projected service to retirement increased by the cost of salary related fringe benefits.

The Aviation Enterprise Fund employees' sick leave benefit balances (both accrued and unaccrued) at June 30, 2024 was as follows (in thousands):

	<u>2024</u>
Sick Leave Benefit Less: Amount Accrued as a Liability	<u>\$ 17,473 (2,259)</u>
Total Sick Leave Benefit Balance	<u>\$ 15,214</u>

Liabilities Under Grants

The Aviation Enterprise Fund participates in a number of federal and state assisted grant programs. The audits of these programs for earlier years and the year ended June 30, 2024 have not been completed in all cases; accordingly, final determination of the Aviation Enterprise Fund's compliance with applicable grant requirements will be determined at a future date. The amount, if any, of expenditures which may be disallowed by the granting agencies cannot be determined at this time; although City management believes any such claims would be immaterial to the Aviation Enterprise Fund's financial position at June 30, 2024.

11. DEFERRED COMPENSATION PLAN (DCP)

Aviation Enterprise Fund employees are covered under the same Deferred Compensation Plan and Defined Contribution Plan as City Employees. The City established the Deferred Compensation Plan and the Defined Contribution Plan to provide eligible employees with a means to supplement retirement income.

The Deferred Compensation Plan was created in accordance with Internal Revenue Code Section 457. It allowed eligible employees to defer up to \$23,000 of their salaries during calendar year 2024. The plan has numerous investment options and allows enrollment or changes on an ongoing basis. A 1996 federal law requires all assets and income of Internal Revenue Code Section 457 deferred compensation plans to be held in trust, custodial accounts, or annuity contracts for the exclusive benefit of participants and their beneficiaries. On September 23, 1998, the City Council approved Ordinance No.S-25613 that amended the Plan to comply with the 1996 federal law. The Ordinance established a trust into which all assets of the Plan were transferred December 4, 1998.

The Defined Contribution Plan was created in accordance with Internal Revenue Code Section 401(a) and provides employees with an additional option for tax-deferred retirement savings. Eligible employees may make personal contributions to the Plan by electing to defer a designated percentage of their salary to the Plan. Employee contribution elections are irrevocable. The annual contribution limit was \$69,000 in 2024. The City also contributes to the Plan on behalf of eligible employees in an amount equal to a percentage of the employee's base annual salary. The Aviation Enterprise Fund, through the City, contributed \$3,047,649 for the year ended June 30, 2024.

A governing board makes decisions about investment options available within each plan, but all investment decisions are made by employees. All assets and income earned thereon are held in trust for the exclusive benefit of Plan participants. The Plans are administered by Nationwide Investment Services, which also serves as trustee of the assets.

12. PENSION PLAN

Plan Description

Substantially all Aviation Enterprise Fund full-time employees are covered by the City of Phoenix Employees' Retirement System (COPERS), a single-employer defined benefit pension plan (the Plan), established by the Phoenix City Charter. The purpose of COPERS is to provide retirement, disability retirement, and survivor benefits to its members. The Plan can be amended or repealed by a vote of the residents of the City.

The general administration, management and operation of COPERS is vested in a nine member Retirement Board consisting of three elected employee members, four statutory members, a citizen member and a retiree member. The Retirement Board appoints the Retirement Program Administrator and contracts investment counsel and other services necessary to properly administer the Plan.

Employees participate in the plan upon beginning employment with the City. COPERS' membership data for the Aviation Enterprise Fund is as follows:

	June 30 2024
Active Members	
Tier 1	376
Tier 2	54
Tier 3	499
Subtotal	929
Terminated Vested	121
In-Pay Members	
Service Retirees	702
Beneficiaries	130
Disabled Retirees	24
Terminated Members with Refunds Due	319
Subtotal	1,175
Total Members	2,225

Plan Benefits

Benefits are calculated on the basis of a given rate, final average compensation and service credit.

Tier 1 Pension Benefits: Employees hired prior to July 1, 2013 are eligible for retirement benefits upon meeting one of the following age and service requirements:

- i) Age 60 years, with 10 or more years of credited service.
- ii) Age 62 years, with 5 or more years of credited service.
- iii) Any age, which added to years of credited service equals 80.

The pension benefit for Tier 1 employees is based on 2% of final average compensation multiplied by the first 32.5 years of service credit, 1% in excess of 32.5 years to 35.5 years, and 0.5% thereafter.

Tier 2 and 3 Pension Benefits: Employees hired on or after July 1, 2013 for Tier 2 and January 1, 2016 for Tier 3 are eligible for retirement benefits upon meeting one of the following age and service requirements:

- i) Age 60 years, with 10 or more years of credited service.
- ii) Age 62 years, with 5 or more years of credited service.
- iii) Any age, which added to years of credited service, equals 87.

The pension benefit for Tier 2 employees is based on 2.1% of final average compensation multiplied by years of service credit for those with less than 20 years, 2.15% for 20-24.9 years, 2.2% for 25-29.9 years and 2.3% thereafter.

The pension benefit for Tier 3 employees is based on 1.85% of final average compensation multiplied by years of service credit for those with less than 10 years, 1.9% for 10-19.9 years, 2% for 20-29.9 years and 2.1% thereafter.

A deferred pension is available at age 62 for terminated members with 5 or more years of service credit who leave their accumulated contributions in the Plan.

A member who becomes permanently disabled for the performance of duty is eligible for a disability benefit if the disability is 1) due to personal injury or disease and the member has 10 or more years of service credit or 2) due to injuries sustained on the job, regardless of service credit.

Dependents of deceased members may qualify for survivor benefits if the deceased member had 10 or more years of service credit or if the member's death was in the line of duty with the City and compensable under the Workman's Compensation Act of the State of Arizona. Chapter XXIV, Section 25 of the City Charter, specifies the conditions for eligibility of survivor benefits.

A supplemental post-retirement payment and permanent benefit increase (under the Pension Equalization Program) may be provided to Tier 1 and Tier 2 retirees if sufficient reserves are available at the end of the fiscal year. The reserve is funded if the 5-year average investment return exceeds 8%.

Contributions and Funding Policy

The City contributes an actuarially determined percentage of payroll to COPERS, as required by City Charter, to fully fund benefits for active members and to amortize any unfunded actuarial liability as a level percent of projected member payroll over a closed 15 year period. For the fiscal year ended June 30, 2024, the total contribution rate was 35.24% of compensation. Tier 1 employees contributed 5% of compensation and beginning January 1, 2016, Tier 2 and Tier 3 employees contributed 11.0% and the Aviation Enterprise Fund contributed the remainder, \$22.3 million for fiscal year 2024.

Net Pension Liability

The City's net pension liability was measured as of June 30, 2024 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of the same date. The City requires the Aviation Enterprise Fund to pay its share of the total net pension liability. Therefore, the Aviation Enterprise Fund has recognized its portion of the total net pension liability, related pension expense and other pension-related measures. The Aviation Enterprise Fund's share of the City's total net pension liability is based on the Fund's share of the City contributions into COPERS for the fiscal year ended June 30, 2024. The schedule below details the changes in the Aviation Enterprise Fund's net pension liability (in thousands) for the year ended June 30, 2024:

	Total Pension Liability (TPL) (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (NPL) (a)-(b)
Balance at July 1, 2023	\$ 492,948	\$ 492,948	\$ -
Changes for the Year:			
Service Cost	9,436	-	9,436
Interest	35,543	-	35,543
Differences between Expected and Actual Experience	12,631	-	12,631
Changes in Assumptions	-	-	-
Contributions - Employer	-	22,334	(22,334)
Contributions - Member	-	6,049	(6,049)
Net Investment Income	-	29,743	(29,743)
Benefit Payments	(29,717)	(29,717)	-
Administrative Expense	-	(516)	516
Net Changes	27,893	27,893	-
Balance at June 30, 2024	\$ 520,841	\$ 520,841	\$ -

COPERS is reflected as a pension trust fund of the City. Detailed information about the plan's fiduciary net position is available in the separately issued COPERS Annual Comprehensive Financial Report available online at www.phoenix.gov/copers.

Actuarial Assumptions

Actuarial assumptions used to determine the total pension liability in the June 30, 2024 valuation were based on the results of the actuarial experience study covering the period from July 1, 2014 through June 30, 2019. Those assumptions, applied to all periods included in the measurement, are as follows:

Investment Rate of Return	7.00%
Inflation	2.30%
Salary Increase Rate	2.80% plus merit component based on service ranging from 4.20% at 1 year of service to 0.00% for members with 15 or more years of service.
COLA (cost of living adjustments)	0.50% through 2024, 1.00% from 2025-2029 and then 1.25% thereafter.
Administrative Expenses	Assumed to be equal to the prior year's amount, increased by 2.50%.

Mortality rates were based on Pub-2010, Amount-Weighted, General mortality tables with adjustments, projected with MP-2019 Ultimate Scale.

Based on the assumption that employee and City contributions to COPERS will continue to follow the established contribution policy and the sufficiency of the Fiduciary Net Position, the long-term expected rate of return on COPERS investments, 7.00%, was applied as the single rate to all periods of projected benefit payments to determine the total pension liability.

The projection of cash flows used to determine this Single Discount Rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Actual Allocation	Expected Real Rate of Return (Arithmetic)
US Equity	16.0%	23.3%	8.1%
Developed Market Equity (Non-U.S.)	9.0	9.4	9.0
Emerging Market Equity	8.0	8.4	9.5
Private Equity	9.0	7.7	12.3
Investment Grade Bonds	-	-	4.9
TIPS	6.0	4.2	4.5
Private Debt	10.0	-	10.1
High Yield Bonds	5.0	4.5	7.0
Bank Loans	3.0	2.9	6.9
Emerging Market Bonds	3.0	2.3	7.3
Infrastructure	4.0	3.2	7.3
Natural Resources	4.0	1.9	9.6
Hedge Funds	-	1.5	5.6
Real Estate	12.0	13.1	7.4
Risk Mitigating Strategies	5.0	3.5	3.0
Short Duration Bonds	6.0	10.2	3.8
GTAA	-	-	6.0
Cash	-	3.9	2.4

Pension Expense

For the year ended June 30, 2024, the Aviation Enterprise Fund recognized pension expense of \$20.4 million.

13. OTHER POSTEMPLOYMENT BENEFITS (OPEB) PLANS

Postemployment Healthcare and Long-Term Disability Program

The Aviation Enterprise Fund, through the City, provides certain postemployment health care benefits for its retirees. Retirees meeting certain qualifications are eligible to participate in the City's health insurance program along with the City's active employees. As of August 1, 2007, separate rates have been established for active and retiree health insurance.

Medical Expense Reimbursement Plan

Plan Description

Employees eligible to retire in 15 years or less from August 1, 2007 will receive a monthly subsidy from the City's Medical Expense Reimbursement Plan (MERP) when they retire. The MERP is a single-employer, defined benefit other postemployment benefit plan.

The purpose of the monthly subsidy is to reimburse retirees for qualified medical expenses. The subsidy varies, with length of service or bargaining unit, from \$117 to \$202 per month. Retirees may be eligible for additional subsidies depending on their bargaining unit, retirement date, or enrollment in the City's medical insurance program. Current and future eligible retirees who purchase health insurance through the City's plan during retirement will receive an additional subsidy to minimize the impact of unblending health insurance rates for active and retired employees.

The City established the City of Phoenix MERP Trust to fund all or a portion of the City's share of liabilities incurred in providing the benefits as reflected in Administrative Regulation 2.42 - Medical Expense Reimbursement Plan for Retirees and Eligible Surviving Spouses or Qualified Domestic Partners. A five member Board of Trustees has been delegated responsibility for fiduciary oversight of the MERP Trust, subject to oversight of the City Council.

Plan Benefits

The MERP benefit provides an offset to out of pocket healthcare expenses such as premiums, deductibles and co-pays, whether the retiree or survivor elects to purchase coverage through city sponsored retiree plans or other sources. City sponsored health plans are provided to eligible non-Medicare retirees and dependents. There are currently four plans to choose from: United Healthcare (UHC) - Retiree Choice HSA, UHC - Retiree Choice PPO, UHC - Retiree HMO, and UHC - Retiree HDHP. The City also sponsors a retiree exchange through UHC to offer individual health plan coverage to non-Medicare and Medicare retirees and dependents.

The Aviation Enterprise Fund employees covered by MERP at June 30, 2023, the effective date of the biennial OPEB valuation, are:

	<u>2023</u>
Plan Members Currently Receiving Benefits	628
Active Plan Members	<u>113</u>
Total Plan Members	<u><u>741</u></u>

Contributions

Contributions by the City (plus earnings thereon) are the sole source of funding for the MERP. The City's Board of Trustees, subject to oversight by the City Council has the authority to establish and amend the contribution requirements of the City and active employees. The Board of Trustees establishes the rates based on an actuarially determined rate recommended by an independent actuary. The actuarial determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Aviation Enterprise Fund contributed \$1.0 million for the year ended June 30, 2024. Employees are not required to contribute to the MERP.

Net OPEB Liability

The Aviation Enterprise Fund's share of the City's net OPEB liability for MERP is based on the Fund's share of the City contributions into MERP for the fiscal year ended June 30, 2024. The net OPEB liability was measured as of June 30, 2024, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2023. The net OPEB liability is measured as the total OPEB liability, less the amount of the plan's fiduciary net position. In actuarial terms, this is analogous to the accrued liability less the fair value of assets (not the smoothed actuarial value of assets that is often encountered in actuarial valuations based on the Board's adopted assumptions and methods).

A single discount rate of 6.50% was used to measure the total OPEB liability as of June 30, 2024. This single discount rate was based on an expected rate of return on OPEB plan investments of 6.50%. Based on the stated assumptions and the projection of cash flows, the OPEB plan's fiduciary net position and future contributions were projected to be available to finance all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

The Aviation Enterprise Fund's changes in net OPEB liability for MERP is (in thousands):

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (NPL) (a)-(b)
Balance at July 1, 2023	\$ 21,463	\$ 12,907	\$ 8,556
Changes for the Year:			
Service Cost	184	-	184
Interest	1,347	-	1,347
Difference between expected and actual experience	-	-	-
Changes of assumptions	-	-	-
Contributions - Employer	-	961	(961)
Net Investment Income	-	1,461	(1,461)
Benefit Payments	(1,683)	(1,683)	-
Other	3	(41)	44
Net Changes	(149)	698	(847)
Balance at June 30, 2024	\$ 21,314	\$ 13,605	\$ 7,709

Actuarial Assumptions

The following table summarizes the more significant actuarial methods and assumptions used to calculate the total OPEB liability.

Valuation date	6/30/23
Actuarial cost method	Entry Age Normal
Actuarial assumptions:	
Investment rate of return	6.50%
Projected payroll increases	3.50%
Healthcare Trend Rates	Rates starting at 7.00% in 2024 grading down to 4.25% in 2039

Mortality rates are based on the sex-distinct employee and annuitant mortality tables described below, including adjustment factors applied to the published tables for each group. 1% of pre-retirement deaths for general employees are assumed to be duty-related and 12% of pre-retirement deaths for safety employees are assumed to be duty-related.

The long-term expected rate of return on the MERP investments was based primarily on historical returns on plan assets, adjusted for changes in target portfolio allocations and recent changes in long-term interest rates based on publicly available information. The target allocation and best estimates of rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation
Domestic Equities	35.0%
International Equities	30.0
Fixed Income	20.0
Marketable Alternatives	10.0
Real Estate	5.0

Sensitivity of the Aviation Enterprise Fund's Net OPEB Liability to the Single Discount Rate Assumption

Below is a table providing the sensitivity of the Aviation Enterprise Fund's net OPEB liability for MERP to changes in the discount rate as of June 30, 2024. In particular, the table presents the Aviation Enterprise Fund's net OPEB liability if it were calculated using a single discount rate that is one percentage point lower or one percentage point higher than the current single discount rate (in thousands):

	1% Decrease (5.50%)	Current Single Discount Rate Assumption (6.50%)	1% Increase (7.50%)
Net OPEB Liability for MERP	\$ 9,725	\$ 7,709	\$ 5,987

Sensitivity of the Aviation Enterprise Fund's Net OPEB Liability to the Healthcare Cost Trend Rates Assumption

Below is a table providing the sensitivity of the Aviation Enterprise Fund's net OPEB liability for MERP to changes in the healthcare cost trend rates as of June 30, 2024. In particular, the table presents the Aviation Enterprise Fund's net OPEB liability for MERP if it were calculated using a healthcare cost trend rate that is one percentage point lower or one percentage point higher than the current healthcare cost trend rates (in thousands):

	Healthcare Cost Trend Rates Assumption		1% Increase
Net OPEB Liability	\$ 7,696	\$ 7,709	\$ 7,724

OPEB Expense and Deferred Outflows of Resources Related to OPEB

For the year ended June 30, 2024, the Aviation Enterprise Fund recognized an OPEB expense of \$0.8 million. At June 30, 2024, the Aviation Enterprise Fund reported deferred outflows of resources related to OPEB from the following sources (in thousands):

	<u>2024</u>
Deferred Outflows of Resources	
Net Difference Between Projected and Actual Earnings on OPEB Plan Investments	\$ <u>23</u>
Total	<u>\$ 23</u>

Amounts reported as deferred outflows and deferred inflows of resources at June 30, 2024 will be recognized in OPEB expense as follows (in thousands):

	<u>Year Ending June 30</u>
2025	\$ (61)
2026	408
2027	(194)
2028	<u>(130)</u>
Total	<u>\$ 23</u>

Postemployment Health Plan

Employees eligible to retire in more than 15 years from August 1, 2007 who have payroll deductions for City medical insurance coverage are entitled to a \$150 monthly contribution by the Aviation Enterprise Fund to the employee's Postemployment Health Plan (PEHP) account in lieu of MERP subsidies. PEHP is a single-employer defined contribution plan administered by Nationwide Retirement Solutions. Funds accumulated in the employee's account can be used upon termination of employment for qualified medical expenses. The Aviation Enterprise Fund had expenses related to PEHP of \$1.2 million in fiscal year 2024.

Long-Term Disability Program

Plan Description

The City established the City of Phoenix Long-Term Disability (LTD) Trust to fund all or a portion of the City's liabilities incurred in providing the benefits as reflected in Administrative Regulation 2.323 City of Phoenix Long-Term Disability Program. The LTD Trust is a single-employer, defined benefit other postemployment benefit plan. A five member Board of Trustees has been delegated fiduciary responsibility for the LTD Trust, subject to oversight by the City Council. The LTD Trust issues a separate report that can be obtained through the City of Phoenix, Finance Department, Financial Accounting and Reporting Division, 251 W. Washington Street, 9 th Floor, Phoenix, Arizona, 85003.

Plan Benefits

Long-term disability benefits are available to regular, full-time, benefit-eligible employees who have been employed by the City for at least 12 consecutive months. The program provides income protection of 2/3 of an employee's monthly base salary following a continuous three-month waiting period from the last day worked and the use of all leave accruals. The benefit continues to age 80 for those disabled prior to July 1, 2013 and age 75 for those disabled on or after July 1, 2013. Contributions to the LTD Trust by the City, plus earnings thereon, are the sole source of funding for the LTD program. The City pays 100 percent of the cost of this benefit.

The number of Aviation Enterprise Fund participants as of June 30, 2023, the effective date of the biennial OPEB valuation, follows.

<u>2023</u>	
Current Active Employees	650
Currently Disabled Employees	<u>16</u>
Total Covered Participants	<u>666</u>

Contributions

Contributions by the City (plus earnings thereon) are the sole source of funding for the LTD program. The City's Board of Trustees, subject to oversight by the City Council has the authority to establish and amend the contribution requirements of the City and active employees. The Board of Trustees establishes the rates based on an actuarially determined rate recommended by an independent actuary. The actuarial determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. For the year ended June 30, 2024, the Aviation Enterprise Fund contributed \$85 thousand to the LTD program, even though it is fully funded. Employees are not required to contribute to the LTD program.

Net OPEB Asset

The Aviation Enterprise Fund's share of the City's net OPEB asset for LTD is based on the Fund's share of the City contributions into LTD for the fiscal year ended June 30, 2024. The net OPEB asset was measured as of June 30, 2024, and the total OPEB liability used to calculate the net OPEB asset was determined by an actuarial valuation as of June 30, 2023. The net OPEB asset is measured as the total OPEB liability, less the amount of the plan's fiduciary net position. In actuarial terms, this is analogous to the accrued liability less the fair value of assets (not the smoothed actuarial value of assets that is often encountered in actuarial valuations based on the Board's adopted assumptions and methods).

A single discount rate of 6.50% was used to measure the total OPEB asset as of June 30, 2024. This single discount rate was based on an expected rate of return on OPEB plan investments of 6.50%. Based on the stated assumptions and the projection of cash flows, the OPEB plan's fiduciary net position and future contributions were projected to be available to finance all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB asset.

The schedule below indicates changes in the Aviation Enterprise Fund's net OPEB asset for LTD (in thousands):

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (Asset) (a)-(b)
Balance at July 1, 2023	\$ 2,570	\$ 3,933	\$ (1,363)
Changes for the Year:			
Service Cost	228	-	228
Interest	170	-	170
Difference between expected and actual experience	-	-	-
Changes of assumptions	-	-	-
Contributions - Employer	-	85	(85)
Net Investment Income	-	512	(512)
Benefit Payments	(241)	(241)	-
Administrative Expense	-	(30)	30
Other	50	(1)	51
Net Changes	207	325	(118)
Balance at June 30, 2024	\$ 2,777	\$ 4,258	\$ (1,481)

Actuarial Assumptions

The following table summarizes the more significant actuarial methods and assumptions used to calculate total OPEB liability.

Valuation date	6/30/23
Actuarial cost method	Entry Age Normal
Actuarial assumptions:	
Investment rate of return	6.50%
Projected payroll increases	Use Actual Salary Scale
Inflation	2.50%

Mortality rates are based on the sex-distinct employee and annuitant mortality tables described below, including adjustment factors applied to the published tables for each group. Half of active member deaths are assumed to be duty related.

The long-term expected rate of return on LTD investments was based primarily on historical returns on plan assets, adjusted for changes in target portfolio allocations and recent changes in long-term interest rates based on publicly available information. The target allocation and best estimates of rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation
Domestic Equities	35.0%
International Equities	30.0
Fixed Income	20.0
Marketable Alternatives	10.0
Real Estate	5.0

Sensitivity of the Aviation Enterprise Fund's Net OPEB Asset for LTD to the Single Discount Rate Assumption

Below is a table providing the sensitivity of the Aviation Enterprise Fund's net OPEB asset to changes in the discount rate as of June 30, 2024. In particular, the table presents the Aviation Enterprise Fund's net OPEB asset if it were calculated using a Single Discount Rate that is one percentage point lower or one percentage point higher than the current Single Discount Rate (in thousands):

	1% Decrease (5.50%)	Current Single Discount Rate Assumption (6.50%)	1% Increase (7.50%)
Net OPEB Asset for LTD	\$ (1,298)	\$ (1,481)	\$ (1,646)

OPEB Expense and Deferred Outflows of Resources Related to OPEB

For the year ended June 30, 2024, the City recognized an OPEB expense of \$131.2 thousand. At June 30, 2024 the Aviation Enterprise Fund reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources (in thousands):

	<u>2024</u>
Deferred Outflows of Resources	
Differences Between Expected and Actual Experience	\$ 9
Changes in Assumptions	44
Net Difference Between Projected and Actual Earnings on OPEB Plan Investments	20
Total	<u>\$ 73</u>
Deferred Inflows of Resources	
Differences Between Expected and Actual Experience	138
Changes in Assumptions	194
Total	<u>\$ 332</u>

Amounts reported as deferred inflows and outflows of resources at June 30, 2024, will be recognized in OPEB expense as follows (in thousands):

	<u>Year Ending June 30</u>
2025	\$ (90)
2026	78
2027	(118)
2028	(98)
2029	(19)
Thereafter	<u>(12)</u>
Total	<u>\$ (259)</u>

PHX DVT GYR
CITY OF PHOENIX AVIATION DEPARTMENT



A white Frontier Airlines Boeing 737 aircraft is parked on a tarmac under a clear blue sky. The plane features the airline's signature green and blue livery with the word "FRONTIER" in large letters. The tail fin is decorated with a detailed graphic of a moose's head. The aircraft's registration, N301FR, is visible on the rear fuselage. In the background, airport infrastructure like light poles and a white cargo truck are visible.

Required Supplementary Information

City of Phoenix Employees' Retirement System (COPERS)

Schedule of Changes in Net Pension Liability and Related Ratios (in thousands)

	2024	2023	2022	2021
Total pension liability				
Service cost	\$ 9,436	\$ 8,645	\$ 8,466	\$ 8,336
Interest (includes interest on service cost)	35,543	34,347	33,033	32,129
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience of total pension liability	12,631	3,052	5,581	(461)
Changes of assumption	-	-	-	-
Benefit payments, including refunds of employee contributions	(29,717)	(28,991)	(27,842)	(26,470)
Net change in total pension liability	27,893	17,053	19,238	13,534
Total pension liability - beginning	492,948	475,895	456,657	443,123
Total pension liability - ending	\$ 520,841	\$ 492,948	\$ 475,895	\$ 456,657
Plan fiduciary net position				
Contributions - employer	\$ 22,334	\$ 20,472	\$ 18,902	\$ 186,929
Contributions - employees	6,049	5,061	5,655	4,299
Net investment income	29,743	20,657	35,578	19,890
Benefit payments, including refunds of employee contributions	(29,717)	(28,991)	(27,842)	(26,470)
Pension plan administrative expense	(516)	(146)	(272)	(205)
Net change in plan fiduciary net position	\$ 27,893	\$ 17,053	\$ 32,021	\$ 184,443
Plan fiduciary net position - beginning	492,948	475,895	443,874	259,431
Plan fiduciary net position - ending	\$ 520,841	\$ 492,948	\$ 475,895	\$ 443,874
Net pension liability - ending	\$ -	\$ -	\$ -	\$ 12,783
Plan fiduciary net position as a percentage of the total pension liability	100.00%	100.00%	100.00%	97.20%
Covered payroll (in thousands)	\$ 79,518	\$ 69,246	\$ 63,102	\$ 61,528
Net pension liability as a percentage of covered payroll	0.00%	0.00%	0.00%	20.78%

The information in this schedule has been determined as of the measurement date 06/30/24 of the City's net pension liability and is intended to show information for 10 years. However, until a full 10-year trend is compiled in accordance with the provisions of GASB 68, only periods of which such information is available are presented.

City of Phoenix Employees' Retirement System (COPERS)

**Schedule of Changes in Net Pension Liability
and Related Ratios (in thousands) (continued)**

	2020	2019	2018	2017	2016
Total pension liability					
Service cost	\$ 8,599	\$ 7,765	\$ 7,746	\$ 7,288	\$ 8,076
Interest (includes interest on service cost)	33,220	31,858	31,152	29,326	29,321
Changes of benefit terms	-	-	-	-	(323)
Differences between expected and actual experience of total pension liability	(8,236)	4,173	(4,535)	43	(7,689)
Changes of assumption	(6,613)	-	-	242	(6,942)
Benefit payments, including refunds of employee contributions	(25,667)	(25,163)	(24,123)	(22,367)	(21,619)
Net change in total pension liability	1,303	18,633	10,240	14,532	824
Total pension liability - beginning	441,820	423,187	412,947	398,415	397,591
Total pension liability - ending	\$ 443,123	\$ 441,820	\$ 423,187	\$ 412,947	\$ 398,415
Plan fiduciary net position					
Contributions - employer	\$ 18,650	\$ 17,574	\$ 16,855	\$ 15,215	\$ 11,984
Contributions - employees	4,172	3,715	3,534	3,087	2,952
Net investment income	5,341	15,154	9,070	27,184	917
Benefit payments, including refunds of employee contributions	(25,667)	(25,163)	(24,123)	(22,367)	(23,216)
Pension plan administrative expense	(266)	(84)	(40)	(38)	(23)
Net change in plan fiduciary net position	\$ 2,230	\$ 11,196	\$ 5,296	\$ 23,081	\$ (7,386)
Plan fiduciary net position - beginning	257,201	246,005	240,709	217,628	225,014
Plan fiduciary net position - ending	\$ 259,431	\$ 257,201	\$ 246,005	\$ 240,709	\$ 217,628
Net pension liability - ending	\$ 183,692	\$ 184,619	\$ 177,182	\$ 172,238	\$ 180,787
Plan fiduciary net position as a percentage of the total pension liability	58.55%	58.21%	58.13%	58.29%	54.62%
Covered payroll (in thousands)	\$ 60,217	\$ 59,565	\$ 55,827	\$ 52,130	\$ 47,397
Net pension liability as a percentage of covered payroll	305.05%	309.94%	317.38%	330.40%	381.43%

City of Phoenix Employees' Retirement System (COPERS)

Schedule of Employer Contributions (in thousands)

Year Ended June 30,	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (excess)	Covered Payroll	Actual Contribution as a percentage of Covered Payroll
2024	\$ 20,409	\$ 22,334	\$ (1,925)*	\$ 79,518	28.09%
2023	19,039	20,472	(1,433)*	69,246	27.49%
2022	17,791	18,902	(1,111)*	63,102	29.95%
2021	16,929	186,929	(170,000)*	61,528	303.81%
2020	18,650	18,650	-	60,217	30.97%
2019	17,574	17,574	-	59,565	29.50%
2018	16,855	16,855	-	55,827	30.19%
2017	15,215	15,215	-	52,130	29.19%
2016	11,984	11,984	-	47,397	25.28%
2015	11,709	11,709	-	48,431	24.18%

* The Aviation Enterprise Fund made additional contributions in fiscal years 2021 through 2024.

Notes to Schedule

Valuation date:

June 30, 2022. Actuarially determined contribution rates are calculated based on the actuarial valuation one year prior to the beginning of the current measurement period. The rates for fiscal year end June 30, 2024 were determined based on the July 1, 2022 valuation.

Methods and assumptions used to determine contribution rates:

Actuarial cost method

Entry age normal

Amortization method

The UAL as of June 30, 2013 is amortized as a level percentage of payroll over a closed 25-year period. The impact of the September 2013 assumption change is amortized over a closed 25-year period with a four-year phase-in. The impact of the August 2015 assumption change is amortized over a closed 25-year period with a four-year phase-in. Future gains and losses are amortized over closed 20-year periods. However, future gains will not be amortized over a shorter period than the remaining period on the amortization of the 2013 UAL.

Asset valuation method

4-Year smoothed fair value, 25% corridor

Salary increases

2.80% plus merit component based on age ranging from 4.20% at 1 year of service to 0.00% for members with 15 or more years of service.

Investment Rate of Return

7.00%

Retirement Age

Experience-based table of rates that are specific to the type of eligibility condition. Last updated for the 2020 valuation pursuant to an experience study of the period 2014-2019.

Mortality

Pub-2010, Amount-Weighted, General mortality tables with adjustments, projected with the MP-2019 Ultimate Scale

COLA

0.5% through 2024, 1.00% from 2025-2029, and then 1.25% thereafter.

Other:

None



MERP

Schedule of Changes in Net OPEB Liability and Related Ratios (in thousands)

	2024	2023	2022	2021	2020	2019	2018	2017
Total OPEB Liability								
Service cost	\$ 184	\$ 165	\$ 223	\$ 232	\$ 289	\$ 278	\$ 305	\$ 295
Interest (includes interest on service cost)	1,347	1,467	1,538	1,616	1,661	1,634	1,614	1,591
Changes of benefit terms	-	-	-	-	-	1,289	-	-
Differences between expected and actual experience	-	(1,645)	-	(392)	-	(1,179)	-	-
Changes of assumptions	-	(155)	522	(771)	543	(41)	-	-
Benefit payments, including refunds of employee contributions	(1,683)	(1,712)	(1,770)	(1,740)	(1,769)	(1,659)	(1,567)	(1,556)
Other	3	(736)	(72)	(498)	109	-	-	-
Net change in OPEB liability	(149)	(2,616)	441	(1,553)	833	322	352	330
Total OPEB liability - beginning	21,463	24,079	23,638	25,191	24,358	24,036	23,684	23,354
Total OPEB liability - ending	\$ 21,314	\$ 21,463	\$ 24,079	\$ 23,638	\$ 25,191	\$ 24,358	\$ 24,036	\$ 23,684
Plan fiduciary net position								
Contributions - employer	\$ 961	\$ 1,222	\$ 1,768	\$ 1,984	\$ 1,762	\$ 1,567	\$ 1,682	\$ 1,811
Net investment income	1,461	722	(2,152)	2,980	262	440	83	1,682
Benefit payments, including refunds of employee contributions	(1,683)	(1,712)	(1,770)	(1,740)	(1,769)	(1,659)	(1,567)	(1,556)
Other	(41)	(37)	(41)	(39)	1	(1)	-	-
Net change in plan fiduciary net position	698	195	(2,195)	3,185	256	347	198	1,937
Plan fiduciary net position - beginning	12,907	12,712	14,907	11,722	11,466	11,119	10,921	8,984
Plan fiduciary net position - ending	\$ 13,605	\$ 12,907	\$ 12,712	\$ 14,907	\$ 11,722	\$ 11,466	\$ 11,119	\$ 10,921
Net OPEB liability - ending	\$ 7,709	\$ 8,556	\$ 11,367	\$ 8,731	\$ 13,469	\$ 12,892	\$ 12,917	\$ 12,763
Plan fiduciary net position as a percentage of the total OPEB liability	63.83%	60.14%	52.79%	63.06%	46.53%	47.07%	46.26%	46.11%
Covered payroll (in thousands)	\$ 7,748	\$ 10,570	\$ 14,180	\$ 13,743	\$ 18,285	\$ 17,589	\$ 21,449	\$ 20,723
Net OPEB liability as a percentage of covered payroll	99.50%	80.95%	80.16%	63.53%	73.66%	73.30%	60.22%	61.59%

Note to Schedule

Service Cost determined under the Entry Age
 Normal Method
 June 30, 2022, the assumption change reflects the change in discount rate from 6.75% to 6.50%.

The information in this schedule has been determined as of the measurement date 06/30/24 of the City's net OPEB liability and is intended to show information for 10 years. However, until a full 10-year trend is compiled in accordance with the provisions of GASB 75, only periods of which such information is available are presented.

MERP

Schedule of Employer Contributions - OPEB

Year Ended June 30,	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (excess)	Covered Payroll	Actual Contribution as a percentage of Covered Payroll
2024	\$ 961	\$ 961	\$ -	\$ 7,746	12.41%
2023	1,222	1,222	-	10,570	11.56%
2022	1,015	1,767	(752)	14,180	12.46%
2021	1,456	1,984	(528)	13,742	14.44%
2020	1,418	1,762	(344)	18,284	9.64%
2019	1,460	1,567	(107)	17,589	8.91%
2018	1,460	1,682	(222)	21,449	7.84%
2017	1,811	1,811	-	20,723	8.74%

Notes to Schedule

Valuation date: June 30, 2023

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry Age Normal
Amortization method	Level dollar, closed
Remaining amortization period	19 years
Asset Valuation method	Fair Value
Projected payroll increases	3.50%
Investment rate of return	6.50%
Health care trend rates	Applies only to Duty Related Death Benefits: Rates starting at 7.00% in 2024 grading down to 4.25% in 2039
Expenses	Investment expenses are paid from investment returns

Other Information:

Notes The assumptions have not been updated since the prior valuation.

The information in this schedule has been determined as of the measurement date 06/30/24 of the City's net OPEB liability and is intended to show information for 10 years. However, until a full 10-year trend is compiled in accordance with the provisions of GASB 75, only periods of which such information is available are presented.

LTD

Schedule of Changes in Net OPEB Liability and Related Ratios (in thousands)

	2024	2023	2022	2021	2020	2019	2018	2017
Total OPEB Liability								
Service cost	\$ 228	\$ 196	\$ 196	\$ 189	\$ 183	\$ 188	\$ 181	\$ 175
Interest (includes interest on service cost)	170	160	160	167	162	184	174	165
Changes of benefit terms	-	-	-	-	-	-	-	-
Differences between expected and actual experience	-	11	-	(139)	-	(142)	-	-
Changes of assumptions	-	(29)	40	(6)	33	(409)	-	-
Benefit payments, including refunds of employee contributions	(241)	(259)	(245)	(230)	(197)	(210)	(204)	(219)
Other	50	(56)	(85)	1	63	-	-	-
Net change in OPEB liability	207	23	66	(18)	244	(389)	151	121
Total OPEB liability - beginning	<u>2,570</u>	<u>2,547</u>	<u>2,481</u>	<u>2,499</u>	<u>2,255</u>	<u>2,644</u>	<u>2,493</u>	<u>2,372</u>
Total OPEB liability - ending	<u><u>\$ 2,777</u></u>	<u><u>\$ 2,570</u></u>	<u><u>\$ 2,547</u></u>	<u><u>\$ 2,481</u></u>	<u><u>\$ 2,499</u></u>	<u><u>\$ 2,255</u></u>	<u><u>\$ 2,644</u></u>	<u><u>\$ 2,493</u></u>
Plan fiduciary net position								
Contributions - employer	\$ 85	\$ 45	\$ 71	\$ -	\$ 59	\$ 90	\$ 84	\$ 70
Net investment income	512	253	(831)	1,133	33	324	192	470
Benefit payments, including refunds of employee contributions	(241)	(259)	(245)	(230)	(197)	(210)	(204)	(219)
Administrative Expense	(30)	(27)	(28)	(24)	(19)	(19)	(21)	(14)
Other	(1)	(1)	(1)	2	-	(4)	9	7
Net change in plan fiduciary net position	325	11	(1,034)	881	(124)	181	60	314
Plan fiduciary net position - beginning	<u>3,933</u>	<u>3,922</u>	<u>4,956</u>	<u>4,075</u>	<u>4,199</u>	<u>4,018</u>	<u>3,959</u>	<u>3,645</u>
Plan fiduciary net position - ending	<u><u>\$ 4,258</u></u>	<u><u>\$ 3,933</u></u>	<u><u>\$ 3,922</u></u>	<u><u>\$ 4,956</u></u>	<u><u>\$ 4,075</u></u>	<u><u>\$ 4,199</u></u>	<u><u>\$ 4,019</u></u>	<u><u>\$ 3,959</u></u>
Net OPEB asset - ending	<u><u><u><u><u>\$ (1,481)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,363)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,375)</u></u></u></u></u>	<u><u><u><u><u>\$ (2,475)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,576)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,944)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,375)</u></u></u></u></u>	<u><u><u><u><u>\$ (1,466)</u></u></u></u></u>
Plan fiduciary net position as a percentage of the total OPEB liability	153.33%	153.02%	153.97%	199.76%	163.07%	186.21%	152.00%	158.80%
Covered payroll (in thousands)	\$ 50,724	\$ 48,548	\$ 45,474	\$ 45,752	\$ 44,984	\$ 42,417	\$ 42,475	\$ 41,044
Net OPEB asset as a percentage of covered payroll	-2.92%	-2.81%	-3.02%	-5.41%	-3.50%	-4.58%	-3.24%	-3.57%

Note to Schedule

Service Cost determined under the Entry Age

Normal Method

June 30, 2022, the assumption change reflects the change in discount rate from 6.75% to 6.50%.

The information in this schedule has been determined as of the measurement date 06/30/24 of the City's net OPEB liability and is intended to show information for 10 years. However, until a full 10-year trend is compiled in accordance with the provisions of GASB 75, only periods of which such information is available are presented.

LTD

Schedule of Employer Contributions - OPEB

Year Ended June 30,	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (excess)	Covered Payroll	Actual Contribution as a percentage of Covered Payroll
2024	\$ 165	\$ 85	\$ 80	\$ 50,724	0.17%
2023	130	45	85	48,548	0.09%
2022	68	71	(3)	45,474	0.16%
2021	81	-	81	45,752	0.00%
2020	61	59	2	44,984	0.13%
2019	90	90	-	42,417	0.21%
2018	88	84	4	42,475	0.20%
2017	77	70	7	41,044	0.17%

Notes to Schedule

Valuation date: June 30, 2023

Methods and assumptions used to determine contribution rates:

Actuarial cost method Entry Age Normal

Amortization method Level percent of pay, open

Remaining amortization period 30 years

Asset valuation method Fair Value

Inflation 2.50%

Projected payroll increases Use actual salary scale

Investment rate of return 6.50%

Health care trend rates Due to the nature of the benefit, health care trend rates are not applicable to the calculation of contribution rates

Expenses Investment expenses are paid from investment returns

Other Information:

Notes The assumptions have not been updated since the prior valuation.

The information in this schedule has been determined as of the measurement date 06/30/24 of the City's net OPEB liability and is intended to show information for 10 years. However, until a full 10-year trend is compiled in accordance with the provisions of GASB 75, only periods of which such information is available are presented.





Statistical section

The statistical section contains unaudited information about the aviation enterprise fund or the airport.

- 1 Financial Trends**
- 2 Revenue Capacity**
- 3 Debt Capacity**
- 4 Demographic and Economic Information**
- 5 Operating Information**





Financial Trends

These schedules contain trend information to show how the Aviation Enterprise Fund's financial performance and position have changed over time.





THE FINANCIAL TRENDS SCHEDULES INCLUDE:

- 1 Comparative Schedules of Revenues, Expenditures and Changes in Fund Balances (non-GAAP)
- 2 Reconciliation of Airport Cash on Hand to Available Fund Balance per Budgetary Presentation
- 3 Reconciliation of GAAP Operating Revenues and Expenses to Revenues and Expenditures per Budgetary Presentation
- 4 Changes in Net Position

SCHEDULE 1

City of Phoenix, Aviation Enterprise Fund

COMPARATIVE SCHEDULE OF REVENUES, EXPENDITURES

AND CHANGES IN FUND BALANCES (NON - GAAP)

(In Expense Priority Established by the Airport Bond Ordinance)

(For the fiscal year ended June 30; in thousands)

	2024	2023
REVENUES		
Aeronautical Revenue		
Terminal Fees	\$ 143,001	\$ 104,052
Landing Fees	56,887	33,825
Air Cargo and Hangar Rental	9,850	9,072
Other	24,445	21,221
Non-Aeronautical Revenue		
Parking	133,559	126,576
Rental Cars	80,839	81,139
Terminal - Food and Beverage	32,966	30,219
Terminal - Retail	18,807	19,067
Rental Revenue	36,209	25,839
Ground Transportation	26,438	23,351
Interest	39,053	14,390
Other	5,450	16,985
Total Revenues before Reimbursement	607,504	505,736
Transportation O&M Expense Reimbursement ⁽¹⁾	14,631	18,572
 Total Revenues	 622,135	 524,308
EXPENDITURES AND ENCUMBRANCES		
Cost of Operation and Maintenance		
Personal Services	146,882	132,909
Contractual Services	151,987	148,982
Supplies	14,832	14,517
Equipment/Minor Improvements	7,997	5,327
 Total Cost of Operation and Maintenance ⁽¹⁾	 321,698	 301,735
Net Airport Revenue Available for Debt Service (Net Airport Revenues)	300,437	222,573
Total Senior Lien Airport Revenue Bond Debt Service ⁽²⁾	55,514	3,444
 Net Airport Revenue Available After Senior Lien Revenue Bond Debt Service (Designated Revenues)	 244,923	 219,129
Total Junior Lien Airport Revenue Bond Debt Service ⁽³⁾	41,187	3,563
 Net Airport Revenue Available After Senior and Junior Lien Revenue Bond Debt Service	 203,736	 215,566
Other Expenditures		
Capital Improvements	93,327	38,830
 Total Other Expenditures	 93,327	 38,830
 Total Expenditures and Encumbrances	 511,726	 347,572
 Excess of Revenues Over Expenditures and Encumbrances	 110,409	 176,736

SCHEDULE 1

City of Phoenix, Aviation Enterprise Fund

COMPARATIVE SCHEDULES OF REVENUES, EXPENDITURES

AND CHANGES IN FUND BALANCES (NON - GAAP) (CONTINUED)

(In Expense Priority Established by the Airport Bond Ordinance)

(For the fiscal years ended June 30, in thousands)

	2024	2023
OTHER FINANCING SOURCES (USES)		
COVID Grant Reimbursements	\$ -	\$ 207
Contributions to Concessionaires	- -	(24,024)
Recovery of Prior Years Expenditures	7,606	2,788
Transfer to General Fund:		
Staff and Administrative - Central Service	(15,052)	(13,634)
Transfers (to) from Other Funds	(3,532)	(963)
Transfers to Other Funds	392	3,467
	<hr/>	<hr/>
Total Other Financing Sources (Uses)	(10,586)	(32,159)
Net Increase in Fund Balance	99,823	144,577
FUND BALANCE, JULY 1	<hr/>	<hr/>
FUND BALANCE, JUNE 30	654,306	509,729
Non-Cash Budgetary Transactions ⁽⁴⁾	<hr/>	<hr/>
Total Airport Cash on Hand, June 30	<hr/>	<hr/>
	<u>\$ 887,524</u>	<u>\$ 689,278</u>
Days Cash Calculation ⁽⁵⁾		
Total Airport Cash on Hand, June 30	\$ 887,524	\$ 689,278
Total Cost of Maintenance and Operation	321,698	301,735
Days Cash on Hand	1,007	834
Notes:		
⁽¹⁾ Rental Car Center Transportation O&M Expenses as defined in the CFC Bond Documents are included as a Cost of Operation and Maintenance. Amounts reimbursed to the City by the CFC trustee to pay the rental car busing service expenses (included as a Cost of Operation and Maintenance) are included as Revenues.		
⁽²⁾ Debt service is net of the CARES grant reimbursement for fiscal year 2023.		
⁽³⁾ Debt service is net of the Junior Lien Passenger Facility Charge Credits and the Recovery Zone Economic Development Bonds subsidy from the United States Treasury. For fiscal year 2023, the net calculation also included the CARES grant reimbursements.		
⁽⁴⁾ Consists of budgetary encumbrances, revenue recoveries and other timing differences.		
⁽⁵⁾ Days cash on hand is calculated as follows: Total unrestricted airport cash, cash equivalents and investments on hand divided by total cost of maintenance and operation multiplied by 365.		

SCHEDULE 2**City of Phoenix, Aviation Enterprise Fund****RECONCILIATION OF AIRPORT CASH ON HAND TO AVAILABLE FUND****BALANCE PER BUDGETARY PRESENTATION**

(For the fiscal year ended June 30; in thousands)

	2024
Statement of Net Position	
Cash and Cash Equivalents (Unrestricted)	\$ 72,411
Investments (Unrestricted)	<u>815,113</u>
Total Airport Cash on Hand, June 30	887,524
Adjusted For:	
Non-Cash Budgetary Transactions ⁽¹⁾	<u>(133,395)</u>
Available Fund Balance per Budgetary Presentation ⁽²⁾	<u>\$ 754,129</u>

Notes:

⁽¹⁾ Consists of budgetary encumbrances, revenue recoveries and other timing differences.⁽²⁾ Budgetary Presentation is shown on Schedule 1 - City of Phoenix Aviation Enterprise Fund Comparative Schedule of Revenues, Expenditures, and Changes in Fund Balances

SCHEDULE 3

City of Phoenix, Aviation Enterprise Fund

RECONCILIATION OF GAAP OPERATING REVENUES AND EXPENSES

TO REVENUES AND EXPENDITURES PER BUDGETARY PRESENTATION

(For the fiscal year ended June 30; in thousands)

	2024
Revenues	
Total GAAP Operating Revenues	\$ 553,112
Adjusted for:	
Transportation O&M Expense Reimbursement	14,631
Year-end Revenue Accruals	524
Interest Income	39,053
GASB 87 Leases	10,003
Proceeds from Disposal of Assets	<u>4,812</u>
Revenues per Budgetary Presentation ⁽²⁾	<u>\$ 622,135</u>
Operating Expenses/Expenditures	
Total GAAP Operating Expenses	\$ 553,083
Adjusted for :	
Depreciation	(213,898)
Staff and Administration	(15,052)
Year-end Expenditure Accruals	3,451
Expensed Capital ⁽³⁾	(11,006)
Other ⁽¹⁾	<u>5,120</u>
Operation and Maintenance Expenditures per Budgetary Presentation ⁽²⁾	<u>\$ 321,698</u>
Senior Lien Coverage Calculation	
Revenue	\$ 622,135
Operating Expenditures	<u>321,698</u>
Designated Revenue for Senior Lien Debt Service	<u>\$ 300,437</u>
Senior Lien Debt Service	\$ 55,514
Adjusted for	
COVID Grant Reimbursement	-
Net Senior Lien Debt Service	<u>\$ 55,514</u>
Senior Lien Debt Service Coverage ⁽⁴⁾	5.41
Junior Lien Coverage Calculation	
Designated Revenue for Senior Lien Debt Service	\$ 300,437
Senior Lien Debt Service	<u>55,514</u>
Designated Revenue for Junior Lien Debt Service	<u>\$ 244,923</u>
Junior Lien Debt Service	\$ 97,942
Adjusted for :	
COVID Grant Reimbursement	-
Junior Lien PFC Credit	(56,157)
2010 RZEDB Subsidy Payments	<u>(598)</u>
Net Junior Lien Debt Service	<u>\$ 41,187</u>
Junior Lien Debt Service Coverage ⁽⁴⁾	5.95
Aggregate Senior & Junior Liens Coverage Calculation	
Designated Revenue for Debt Service	\$ 300,437
Aggregate Senior & Junior Liens Debt Service	<u>96,701</u>
Aggregate Senior & Junior Liens Debt Service Coverage	3.11

Notes:

⁽¹⁾ Includes budgetary encumbrances and revenue recoveries.

⁽²⁾ Budgetary Presentation is shown on the City of Phoenix Aviation Enterprise Fund Comparative Schedule of Revenues, Expenditures and Changes in Fund Balances.

⁽³⁾ Includes repairs and studies that do not result in a major improvement to the Aviation Enterprise Fund.

⁽⁴⁾ As defined in the City Purchase Agreement.

SCHEDULE 4

City of Phoenix, Aviation Enterprise Fund

CHANGES IN NET POSITION

Last Ten Fiscal Years

(in thousands)

	2024	2023	2022	2021
Operating Revenues				
Aeronautical Revenue	\$ 232,378	\$ 184,274	\$ 142,572	\$ 143,266
Non-Aeronautical Revenue	320,734	304,373	254,920	148,802
Total Operating Revenue	<u>553,112</u>	<u>488,647</u>	<u>397,492</u>	<u>292,068</u>
Operating Expenses				
Operation and Maintenance				
Personal Services	147,903	131,098	98,279	148,966
Contractual Services	150,363	145,590	120,765	102,198
Supplies	14,210	13,738	11,543	8,325
Equipment/Minor Improvements	11,657	8,878	20,398	18,581
Environmental, Studies and Noise	-	-	-	-
City Staff and Administrative	15,052	13,634	10,233	10,117
Depreciation	213,898	193,849	178,490	178,006
Total Operating Expenses	<u>553,083</u>	<u>506,787</u>	<u>439,708</u>	<u>466,193</u>
Net Operating Income (Loss)	<u>29</u>	<u>(18,140)</u>	<u>(42,216)</u>	<u>(174,125)</u>
Non-Operating Revenues (Expenses)				
Passenger Facility Charges	96,391	89,363	83,103	55,037
Rental Car Customer Facility Charges	52,942	48,129	44,625	31,448
Investment Income	25,305	30,806	16,630	5,764
Interest Income from Leases	9,015	9,926	10,455	-
Interest on Capital Debt	(89,142)	(93,600)	(94,957)	(96,781)
Utility Easement	9,349	-	-	-
Federal COVID Grants	-	92,089	141,921	102,936
Contributions to Concessionaires	-	(24,024)	-	-
Gain (Loss) on Disposal of Capital Assets	-	(1,903)	(4,707)	(13,683)
Loss on Lease Cancellation	(4,052)	-	-	-
Total Non-Operating Revenues (Expenses)	<u>99,807</u>	<u>150,786</u>	<u>197,070</u>	<u>84,721</u>
Capital Contributions				
Transfer from Other Funds	28,359	10,439	33,557	48,661
Transfer to Other Funds	372	209	189	-
	<u>(1,094)</u>	<u>(963)</u>	<u>(173)</u>	<u>(919)</u>
Change in Net Position	<u>127,473</u>	<u>142,331</u>	<u>188,427</u>	<u>(41,662)</u>
Net Position - July 1	1,982,959	1,840,628	1,652,201	1,693,863
Restatement of Beginning Net Position	-	-	-	-
Net Position - July 1, as restated	1,982,959	1,840,628	1,652,201	1,693,863
Net Position - June 30	<u>\$ 2,110,433</u>	<u>\$ 1,982,959</u>	<u>\$ 1,840,628</u>	<u>\$ 1,652,201</u>
Net Position - June 30				
Net Investment in Capital Assets	\$ 1,030,997	\$ 1,084,035	\$ 1,168,267	\$ 1,199,517
Restricted	247,123	188,641	159,217	156,312
Unrestricted	832,864	710,283	513,144	296,372
Total Net Position	<u>\$ 2,110,984</u>	<u>\$ 1,982,959</u>	<u>\$ 1,840,628</u>	<u>\$ 1,652,201</u>

SCHEDULE 4

City of Phoenix, Aviation Enterprise Fund

CHANGES IN NET POSITION (CONTINUED)

Last Ten Fiscal Years

(in thousands)

2020	2019	2018	2017	2016	2015
\$ 170,109	\$ 169,017	\$ 160,900	\$ 154,209	\$ 144,093	\$ 145,046
176,743	215,383	212,993	202,209	189,322	195,921
<u>346,852</u>	<u>384,400</u>	<u>373,893</u>	<u>356,418</u>	<u>333,415</u>	<u>340,967</u>
127,199	130,174	134,785	127,792	119,938	86,172
122,786	112,768	117,162	103,158	104,735	115,486
11,945	11,060	11,731	9,300	11,925	10,771
7,899	7,618	6,375	11,145	23,305	31,128
-	-	-	959	1,956	2,600
9,736	9,412	9,141	8,373	7,716	7,969
179,992	170,274	166,145	165,826	166,829	163,691
<u>459,557</u>	<u>441,306</u>	<u>445,339</u>	<u>426,553</u>	<u>436,404</u>	<u>417,817</u>
<u>(112,705)</u>	<u>(56,906)</u>	<u>(71,446)</u>	<u>(70,135)</u>	<u>(102,989)</u>	<u>(76,850)</u>
65,717	86,091	83,885	83,577	83,449	84,774
38,588	50,460	49,210	47,348	47,118	44,839
25,097	22,307	4,594	2,555	6,591	2,988
-	-	-	-	-	-
(86,810)	(65,739)	(64,403)	(67,915)	(67,141)	(65,051)
9,073	-	-	-	-	-
-	-	-	-	-	-
(1,223)	(11,417)	(4,529)	(1,417)	(759)	(47)
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>50,442</u>	<u>81,702</u>	<u>68,757</u>	<u>64,148</u>	<u>69,258</u>	<u>67,503</u>
31,231	28,291	22,569	26,639	27,803	20,970
248	284	168	-	2	1
(949)	(948)	(948)	(370)	(330)	(365)
<u>(31,733)</u>	<u>52,423</u>	<u>19,100</u>	<u>20,282</u>	<u>(6,256)</u>	<u>11,259</u>
1,725,596	1,673,173	1,654,073	1,645,405	1,651,661	1,640,402
-	-	-	(11,614)	-	-
<u>1,725,596</u>	<u>1,673,173</u>	<u>1,654,073</u>	<u>1,633,791</u>	<u>1,651,661</u>	<u>1,640,402</u>
<u>\$ 1,693,863</u>	<u>\$ 1,725,596</u>	<u>\$ 1,673,173</u>	<u>\$ 1,654,073</u>	<u>\$ 1,645,405</u>	<u>\$ 1,651,661</u>
\$ 1,288,177	\$ 1,296,340	\$ 1,229,519	\$ 1,164,073	\$ 1,104,662	\$ 1,170,752
122,541	252,510	296,139	308,800	350,755	343,472
283,145	176,746	147,515	181,200	189,988	137,437
<u>\$ 1,693,863</u>	<u>\$ 1,725,596</u>	<u>\$ 1,673,173</u>	<u>\$ 1,654,073</u>	<u>\$ 1,645,405</u>	<u>\$ 1,651,661</u>





Revenue Capacity

These schedules present information on the Aviation Enterprise Fund's Aeronautical and Non-Aeronautical revenues.



THE REVENUE CAPACITY SCHEDULES INCLUDE:

- 5 Principal Revenue Sources
- 6 Rates and Charges

SCHEDULE 5

City of Phoenix, Aviation Enterprise Fund

PRINCIPAL REVENUE SOURCES

for Operating Revenues over Ten Percent of Total Operating Revenues

Last Ten Fiscal Years

	2024	2023	2022	Fiscal Year	2021	2020
Terminal Fees						
Amount	\$ 134,024,866	\$ 101,804,992	\$ 76,462,677	\$ 77,776,082	\$ 94,459,521	
Percent of Operating Revenue	24.23%	20.83%	19.24%	26.63%	27.23%	
Landing Fees						
Amount	\$ 63,101,592	\$ 51,075,257	\$ 39,958,156	\$ 45,161,915	\$ 53,071,955	
Percent of Operating Revenue	11.41%	10.45%	10.05%	15.46%	15.30%	
Parking						
Amount	\$ 136,791,438	\$ 126,438,984	\$ 101,053,887	\$ 51,484,783	\$ 70,330,167	
Percent of Operating Revenue	24.73%	25.88%	25.42%	17.63%	20.28%	
Rental Cars						
Amount	\$ 80,307,731	\$ 78,568,775	\$ 68,000,476	\$ 45,016,627	\$ 46,471,450	
Percent of Operating Revenue	14.52%	16.08%	17.11%	15.41%	13.40%	
	2019	2018	2017	Fiscal Year	2016	2015
Terminal Fees						
Amount	\$ 93,026,988	\$ 89,389,493	\$ 80,955,779	\$ 75,114,921	\$ 78,422,082	
Percent of Operating Revenue	24.20%	23.91%	22.71%	22.53%	23.00%	
Landing Fees						
Amount	\$ 49,506,122	\$ 50,029,798	\$ 51,278,003	\$ 49,869,087	\$ 48,497,053	
Percent of Operating Revenue	12.88%	13.38%	14.39%	14.96%	14.22%	
Parking						
Amount	\$ 90,877,610	\$ 88,189,599	\$ 84,150,595	\$ 84,585,621	\$ 81,094,038	
Percent of Operating Revenue	23.64%	23.59%	23.61%	25.37%	23.78%	
Rental Cars						
Amount	\$ 54,840,393	\$ 54,901,712	\$ 53,594,924	\$ 46,668,644	\$ 52,103,343	
Percent of Operating Revenue	14.27%	14.68%	15.04%	14.00%	15.28%	

SCHEDULE 6

City of Phoenix, Aviation Enterprise Fund

RATES AND CHARGES

for Principal Revenue Sources

Last Ten Fiscal Years

	Fiscal Year				
	2024	2023	2022	2021	2020
Airline Terminal Fees					
Fee per square foot					
Terminal 2	\$ -	\$ -	\$ -	\$ -	\$ -
Terminal 3	169.32	123.00	100.44	124.20	135.72
Terminal 4	169.32	123.00	100.44	124.20	135.72
Landing Fees					
Fee per 1,000 pounds					
	1.94	1.85	2.18	1.82	1.99
Parking Rates					
Terminal Garages (per hour)					
Terminal Garages (daily max)	4.00	4.00	4.00	4.00	4.00
Terminal 2/West Economy Garage	16.00	16.00	16.00	12.00	12.00
Terminal 3	30.00	30.00	30.00	27.00	27.00
Terminal 4	30.00	30.00	30.00	27.00	27.00
Terminal 2 Economy Covered	-	-	-	-	-
Terminal 2 Economy Uncovered	-	-	-	-	-
West Economy Park and Walk	9.00	9.00	9.00	-	7.00
24th Street Station Lot	14.00	14.00	-	-	-
East Economy Covered	16.00	16.00	16.00	14.00	14.00
East Economy Uncovered	14.00	14.00	14.00	12.00	12.00
Rental Car Center Rates					
Percent of Gross Rent					
	10%	10%	10%	10%	10%

	Fiscal Year				
	2019	2018	2017	2016	2015
Airline Terminal Fees					
Fee per square foot					
Terminal 2	\$ 128.28	\$ 120.00	\$ 109.80	\$ 106.68	\$ 118.26
Terminal 3	128.28	120.00	109.80	106.68	118.26
Terminal 4	128.28	120.00	109.80	106.68	118.26
Landing Fees					
Fee per 1,000 pounds					
	1.97	1.99	1.98	1.98	1.87
Parking Rates					
Terminal Garages (per hour)					
Terminal Garages (daily max)	4.00	4.00	4.00	4.00	4.00
Terminal 2	26.00	26.00	25.00	25.00	25.00
Terminal 3	27.00	27.00	25.00	25.00	25.00
Terminal 4	27.00	27.00	25.00	25.00	25.00
Terminal 2 Economy Covered	12.00	12.00	11.00	11.00	11.00
Terminal 2 Economy Uncovered	10.00	10.00	9.00	9.00	9.00
West Economy Park and Walk	7.00	7.00	7.00	7.00	7.00
24th Street Station Lot	-	-	-	-	-
East Economy Covered	14.00	14.00	11.00	11.00	11.00
East Economy Uncovered	12.00	12.00	9.00	9.00	9.00
Rental Car Center Rates					
Percent of Gross Rent					
	10%	10%	10%	10%	10%



Debt Capacity

These schedules present information regarding the Aviation Enterprise Fund's current levels of outstanding debt and debt service requirements.



THE DEBT CAPACITY SCHEDULES INCLUDE:

- 7 Outstanding Debt Payable from General Airport Revenue, per Enplaned Passenger
- 8 Debt Service Paid from General Airport Revenue, per Enplaned Passenger
- 9 Bond Ratings
- 10 Senior Lien Airport Revenue Bonds - Schedule of Outstanding Debt
- 11 Senior Lien Airport Revenue Bonds - Schedule of Debt Service Requirements
- 12 Junior Lien Airport Revenue Bonds - Schedule of Outstanding Debt
- 13 Junior Lien Airport Revenue Bonds - Schedule of Debt Service Requirements
- 14 Rental Car Facility Charge Revenue Bonds - Schedule of Outstanding Debt
- 15 Rental Car Facility Charge Revenue Bonds - Schedule of Debt Service Requirements

SCHEDULE 7

City of Phoenix, Aviation Enterprise Fund

OUTSTANDING DEBT PAYABLE FROM GENERAL AIRPORT REVENUE, PER ENPLANED PASSENGER

Last Ten Fiscal Years

	Fiscal Year				
	2024	2023	2022	2021	2020
Outstanding Debt (in thousands)					
Revenue Bonds					
Senior Lien Bonds	\$ 610,250	\$ 633,945	\$ 677,345	\$ 702,200	\$ 726,000
Junior Lien Bonds	1,252,555	1,290,315	1,326,530	1,346,210	1,364,955
Rental Car Facility Bonds	271,345	279,340	287,165	294,820	302,320
General Obligation Bonds	-	-	-	-	-
Premiums/Discounts (net)	<u>232,276</u>	<u>251,686</u>	<u>272,700</u>	<u>293,293</u>	<u>314,306</u>
Total Outstanding Debt	<u>\$ 2,366,426</u>	<u>\$ 2,455,286</u>	<u>\$ 2,563,740</u>	<u>\$ 2,636,523</u>	<u>\$ 2,707,581</u>
Enplaned Passengers	25,475,680	23,622,746	22,091,621	13,442,029	17,337,118
Outstanding Debt per Enplaned Passenger with Discounts/Premiums	\$ 92.89	\$ 103.94	\$ 116.05	\$ 196.14	\$ 156.17
Outstanding Debt per Enplaned Passenger without Discounts/Premiums	\$ 83.77	\$ 93.28	\$ 103.71	\$ 174.32	\$ 138.04

	Fiscal Year				
	2019	2018	2017	2016	2015
Outstanding Debt (in thousands)					
Revenue Bonds					
Senior Lien Bonds	\$ 757,575	\$ 554,005	\$ 447,660	\$ 472,895	\$ 496,905
Junior Lien Bonds	652,955	669,935	724,405	739,900	659,585
Rental Car Facility Bonds	154,895	165,885	176,225	186,050	195,305
General Obligation Bonds	3,345	7,865	7,865	7,865	7,865
Premiums/Discounts (net)	<u>169,310</u>	<u>162,097</u>	<u>53,947</u>	<u>59,184</u>	<u>51,069</u>
Total Outstanding Debt	<u>\$ 1,738,080</u>	<u>\$ 1,559,787</u>	<u>\$ 1,410,102</u>	<u>\$ 1,465,894</u>	<u>\$ 1,410,729</u>
Enplaned Passengers	22,831,945	22,218,915	21,820,386	22,055,907	21,488,569
Outstanding Debt per Enplaned Passenger with Discounts/Premiums	\$ 76.12	\$ 70.20	\$ 64.62	\$ 66.46	\$ 65.65
Outstanding Debt per Enplaned Passenger without Discounts/Premiums	\$ 68.71	\$ 62.91	\$ 62.15	\$ 63.78	\$ 63.27

Notes:

Includes a portion of the Senior Lien Excise Tax Revenue Refunding Bonds, Series 2007, which were issued for Airport, in fiscal years 2012 through 2016. The Airport portion on the bonds were paid in full in fiscal year 2016.

SCHEDULE 8

City of Phoenix, Aviation Enterprise Fund

**DEBT SERVICE PAID FROM GENERAL AIRPORT REVENUE,
 PER ENPLANED PASSENGER**

Last Ten Fiscal Years

	Fiscal Year				
	2024	2023	2022	2021	2020
Debt Service (in thousands)					
Revenue Bonds					
Principal	\$ 61,455	\$ 60,670	\$ 44,535	\$ 42,545	\$ 50,030
Interest	92,001	94,973	97,618	99,611	87,018
Short Term Obligations					
Interest	-	-	-	-	758
General Obligation Bonds					
Principal	-	-	-	-	3,345
Interest	-	-	-	-	83
Total Debt Service	\$ 153,456	\$ 155,643	\$ 142,153	\$ 142,156	\$ 141,234
Enplaned Passengers	25,475,680	23,622,746	22,091,621	13,442,029	17,337,118
Debt Service per Enplaned Passenger	\$ 6.02	\$ 6.59	\$ 6.43	\$ 10.58	\$ 8.15

	Fiscal Year				
	2019	2018	2017	2016	2015
Debt Service (in thousands)					
Revenue Bonds					
Principal	\$ 39,590	\$ 44,898	\$ 40,730	\$ 38,135	\$ 35,575
Interest	65,941	61,281	60,654	60,442	59,626
Short Term Obligations					
Interest	1,176	810	1,021	125	-
General Obligation Bonds					
Principal	4,520	-	-	-	-
Interest	197	197	197	197	201
Total Debt Service	\$ 111,424	\$ 107,186	\$ 102,602	\$ 98,899	\$ 95,402
Enplaned Passengers	22,831,945	22,218,915	21,820,386	22,055,907	21,488,569
Debt Service per Enplaned Passenger	\$ 4.88	\$ 4.82	\$ 4.70	\$ 4.48	\$ 4.44

Note:

Rental Car Facility Charge Bonds have been omitted from this schedule because payments do not come from general airport revenue.

SCHEDULE 9

City of Phoenix, Aviation Enterprise Fund

BOND RATINGS

(as of June 30, 2024)

Series	Rating ⁽¹⁾⁽²⁾	
	Moody's	S & P
City of Phoenix Civic Improvement Corporation		
Senior Lien Revenue Bonds		
2017A Airport Revenue Bonds (AMT)	Aa2	AA-
2017B Airport Revenue Refunding Bonds (Non-AMT)		
2018 Airport Revenue Bonds (AMT)		
2023 Airport Revenue Refunding Bonds (AMT)		
Junior Lien Revenue Bonds		
2010B Airport Revenue Bonds (Taxable)	Aa3	A+
2015A Airport Revenue Bonds (Non-AMT)		
2015B Airport Revenue Refunding Bonds (Non-AMT)		
2017D Airport Revenue Refunding Bonds (Non-AMT)		
2019A Airport Revenue Bonds (Non-AMT)		
2019B Airport Revenue Bonds (AMT)		
2019C Airport Revenue Refunding Bonds (Taxable)		
Rental Car Facility Charge Revenue Bonds		
2019A Rental Car Facility Bonds (Taxable)	A3	A
2019B Rental Car Facility Refunding Bonds (Taxable)		

Notes:

⁽¹⁾ The ratings are subject to change at any time.

⁽²⁾ Represents underlying rating.

SCHEDULE 10

City of Phoenix, Aviation Enterprise Fund

SENIOR LIEN AIRPORT REVENUE BONDS

SCHEDULE OF OUTSTANDING DEBT

(as of June 30, 2024)

Delivery Date	Series	Original Issuance	Maturity Dates	Coupons	Bonds Outstanding ⁽¹⁾
11/21/17	2017A	190,930,000	7/1/18-47	5.00%	\$ 168,485,000
11/21/17	2017B ⁽²⁾	173,440,000	7/1/21-38	5.00%	148,275,000
11/28/18	2018	226,180,000	7/1/19-48	4.00% - 5.00%	205,430,000
06/07/23	2023 ⁽²⁾	96,540,000	7/1/24-32	5.00%	88,060,000
Total					\$ 610,250,000

Notes:

⁽¹⁾ Does not include bonds maturing on July 1, 2024.

⁽²⁾ Series 2017B and 2023 were used for refunding purposes.

SCHEDULE 11

City of Phoenix, Aviation Enterprise Fund

SENIOR LIEN AIRPORT REVENUE BONDS

SCHEDULE OF DEBT SERVICE REQUIREMENTS

Fiscal Year	Principal	Interest	Total
2025	\$ 25,195,000	\$ 30,312,500	\$ 55,507,500
2026	26,460,000	29,052,750	55,512,750
2027	27,780,000	27,729,750	55,509,750
2028	29,170,000	26,340,750	55,510,750
2029	30,625,000	24,882,250	55,507,250
2030	32,160,000	23,351,000	55,511,000
2031	33,765,000	21,743,000	55,508,000
2032	35,455,000	20,054,750	55,509,750
2033	23,600,000	18,282,000	41,882,000
2034	24,785,000	17,102,000	41,887,000
2035	26,025,000	15,862,750	41,887,750
2036	27,325,000	14,561,500	41,886,500
2037	28,685,000	13,195,250	41,880,250
2038	30,120,000	11,761,000	41,881,000
2039	16,650,000	10,255,000	26,905,000
2040	17,480,000	9,422,500	26,902,500
2041	18,355,000	8,548,500	26,903,500
2042	19,275,000	7,630,750	26,905,750
2043	20,240,000	6,667,000	26,907,000
2044	21,250,000	5,655,000	26,905,000
2045	22,280,000	4,622,500	26,902,500
2046	23,365,000	3,538,500	26,903,500
2047	24,505,000	2,400,250	26,905,250
2048	25,700,000	1,205,000	26,905,000
Total	\$ 610,250,000	\$ 354,176,250	\$ 964,426,250

SCHEDULE 12

City of Phoenix, Aviation Enterprise Fund

JUNIOR LIEN AIRPORT REVENUE BONDS

SCHEDULE OF OUTSTANDING DEBT

(as of June 30, 2024)

Delivery Date	Series	Original Issuance	Maturity Dates	Coupons	Bonds Outstanding ⁽¹⁾
09/01/10	2010B ⁽³⁾⁽⁶⁾	\$ 21,345,000	7/1/40	2.00% - 5.25%	\$ 21,345,000
12/15/15	2015A ⁽⁴⁾	95,785,000	7/1/16-45	4.00% - 5.00%	80,295,000
12/15/15	2015B ⁽²⁾⁽³⁾	18,655,000	7/1/34	5.00%	18,655,000
12/21/17	2017D ⁽²⁾	474,725,000	7/1/21-40	3.125% - 5.00%	407,165,000
12/11/19	2019A ⁽⁵⁾	341,095,000	7/1/41-49	3.00% - 5.00%	341,095,000
12/11/19	2019B	392,005,000	7/1/20-49	3.25% - 5.00%	373,970,000
12/11/19	2019C ⁽²⁾	29,435,000	7/1/23-25	2.20% - 2.37%	<u>10,030,000</u>
Total					<u>\$ 1,252,555,000</u>

Notes:

⁽¹⁾ Does not include bonds maturing on July 1, 2024.

⁽²⁾ Series 2015B, 2017D, and 2019C were used for refunding purposes.

⁽³⁾ 100% of debt service due on or before July 1, 2026 on these bonds is also secured by an irrevocable commitment of net proceeds of a passenger facility charge (the PFC) imposed by the City and collected on behalf of the City by non-exempt passenger air carriers at Phoenix Sky Harbor International Airport. The PFC is currently imposed at the rate of \$4.50 per qualifying enplaned passenger and is required to be remitted to the City less any accrued interest and an \$0.11 per PFC airline collection fee.

⁽⁴⁾ 30% of debt service due on or before July 1, 2026 on these bonds is also secured by an irrevocable commitment of net proceeds of a passenger facility charge imposed by the City and collected on behalf of the City by non-exempt passenger air carriers at Phoenix Sky Harbor International Airport.

⁽⁵⁾ 93% of debt service due on or before July 1, 2026 on these bonds is also secured by an irrevocable commitment of net proceeds of a passenger facility charge imposed by the City and collected on behalf of the City by non-exempt passenger air carriers at Phoenix Sky Harbor International Airport.

⁽⁶⁾ Represents bonds issued as RZEDB Bonds for purposes of the American Recovery and Reinvestment Act of 2009, and the Internal Revenue Code of 1986. Subject to the City's compliance with certain requirements of the Code, the City expects to receive semiannual cash subsidy payments rebating a portion of the interest on these bonds from the United States Treasury in an amount equal to 45% of the interest payable each respective interest payment date. The debt service shown above has not been reduced by the expected subsidy payments. On March 1, 2013, the federal government announced the implementation of certain automatic budget cuts known as the sequester, which has resulted in a reduction of the federal subsidy by 5.7% (the Sequester Reduction), in fiscal year 2024. However, the City does not expect the Sequester Reductions to have a material adverse effect on its ability to make payments of interest on the RZEDB Bonds.

SCHEDULE 13

City of Phoenix, Aviation Enterprise Fund

JUNIOR LIEN AIRPORT REVENUE BONDS

SCHEDULE OF DEBT SERVICE REQUIREMENTS

Fiscal Year	Principal	Interest	Total
2025	\$ 39,380,000	\$ 58,563,587	\$ 97,943,587
2026	30,820,000	56,858,377	87,678,377
2027	32,355,000	55,317,376	87,672,376
2028	33,980,000	53,699,626	87,679,626
2029	35,675,000	52,000,626	87,675,626
2030	37,460,000	50,216,877	87,676,877
2031	39,325,000	48,343,876	87,668,876
2032	41,305,000	46,377,626	87,682,626
2033	43,365,000	44,312,376	87,677,376
2034	44,190,000	42,144,127	86,334,127
2035	47,640,000	40,113,970	87,753,970
2036	50,015,000	37,731,970	87,746,970
2037	52,500,000	35,249,670	87,749,670
2038	54,960,000	32,787,970	87,747,970
2039	57,185,000	30,567,170	87,752,170
2040	59,490,000	28,256,170	87,746,170
2041	52,655,000	25,170,950	77,825,950
2042	55,095,000	22,738,600	77,833,600
2043	57,630,000	20,194,250	77,824,250
2044	60,290,000	17,533,700	77,823,700
2045	63,070,000	14,751,250	77,821,250
2046	61,750,000	11,885,375	73,635,375
2047	64,525,000	9,107,924	73,632,924
2048	67,430,000	6,205,200	73,635,200
2049	70,465,000	3,171,138	73,636,138
Total	\$ 1,252,555,000	\$ 843,299,781	\$ 2,095,854,781

Note:

Includes debt service on \$21,345,000 par amount of RZEDB. Debt service has not been reduced by the expected RZEDB subsidy payments.

SCHEDULE 14**City of Phoenix, Aviation Enterprise Fund****RENTAL CAR FACILITY CHARGE REVENUE BONDS****SCHEDULE OF OUTSTANDING DEBT**

(as of June 30, 2024)

Delivery Date	Series	Original Issuance	Maturity Dates	Coupons	Bonds Outstanding ⁽¹⁾
12/05/19	2019A	\$ 244,245,000	7/1/28-45	4.00% - 5.00%	\$ 244,245,000
12/05/19	2019B ⁽²⁾	60,485,000	7/1/20-28	2.007% - 2.796%	<u>27,100,000</u>
Total					\$ 271,345,000

Note:

⁽¹⁾Does not include bonds maturing on July 1, 2024.⁽²⁾Series 2019B was used for refunding purposes.

SCHEDULE 15

City of Phoenix, Aviation Enterprise Fund

RENTAL CAR FACILITY CHARGE REVENUE BONDS

SCHEDULE OF DEBT SERVICE REQUIREMENTS

Fiscal Year	Principal	Interest	Total
2025	\$ 8,185,000	\$ 12,359,401	\$ 20,544,401
2026	8,385,000	12,156,577	20,541,577
2027	8,605,000	11,938,735	20,543,735
2028	8,835,000	11,705,023	20,540,023
2029	9,235,000	11,305,700	20,540,700
2030	9,700,000	10,843,950	20,543,950
2031	10,185,000	10,358,950	20,543,950
2032	10,695,000	9,849,700	20,544,700
2033	11,230,000	9,314,950	20,544,950
2034	11,790,000	8,753,450	20,543,450
2035	12,380,000	8,163,950	20,543,950
2036	12,995,000	7,544,950	20,539,950
2037	13,645,000	6,895,200	20,540,200
2038	14,330,000	6,212,950	20,542,950
2039	15,045,000	5,496,450	20,541,450
2040	15,800,000	4,744,200	20,544,200
2041	16,515,000	4,028,950	20,543,950
2042	17,255,000	3,285,000	20,540,000
2043	18,030,000	2,511,450	20,541,450
2044	18,835,000	1,706,900	20,541,900
2045	19,670,000	870,150	20,540,150
Total	\$ 271,345,000	\$ 160,046,586	\$ 431,391,586





Demographic and Economic Information

These schedules offer demographic and economic indicators for the Aviation Enterprise fund.



THE DEMOGRAPHIC AND ECONOMIC INFORMATION SCHEDULES INCLUDE:

- 16 Demographic Statistics for the Airport Service Area
- 17 Principal Employers
- 18 Aviation Department Employee Trends
- 19 Capital Assets and Other Airport Information

SCHEDULE 16

City of Phoenix, Aviation Enterprise Fund

DEMOGRAPHIC STATISTICS FOR THE AIRPORT SERVICE AREA

June 30, 2024

Fiscal Year	Population (July 1)	Personal Income (in thousands)	Per Capita Income	Unemployment Rate
2024	-	\$ 336,479,738	\$ -	3.5%
2023	5,070,110	310,170,134	66,365	3.9%
2022	5,015,678	288,401,314	61,840	3.4%
2021	4,946,145	262,362,901	58,308	6.6%
2020	4,948,203	237,836,502	51,851	9.8%
2019	4,857,962	224,072,100	48,065	4.6%
2018	4,737,270	208,895,900	46,125	4.2%
2017	4,661,537	196,801,479	44,096	4.5%
2016	4,574,531	186,693,084	42,218	5.3%
2015			40,811	6.0%

Sources:

U.S. Department of Commerce, Bureau of the Census website, www.census.gov

U.S. Department of Commerce, Bureau of Economic Analysis website, www.bea.gov

U.S. Department of Labor, Bureau of Labor Statistics website, www.bls.gov

Notes:

The data in this table is for the Phoenix-Mesa-Chandler, AZ Metropolitan Statistical Area

Population, Personal Income, and Per Capita Income are not available for June 30, 2024 as of the date of publication.

SCHEDULE 17**City of Phoenix, Aviation Enterprise Fund****PRINCIPAL EMPLOYERS**

Current Year and Nine Years Ago

Employer	Employees	2024			2015		
		Rank	Percentage	Employees	Rank	Percentage	
Banner Health	46,602	1	1.90%	35,406	2	1.91%	
State of Arizona	41,531	2	1.69%	50,816	1	2.74%	
Amazon.com Inc	40,000	3	1.63%				
Walmart Inc.	37,648	4	1.54%	32,373	3	1.75%	
Arizona State University	37,402	5	1.53%	12,676	8	0.68%	
University of Arizona	23,439	6	0.96%				
Fry's Food Stores	21,000	7	0.86%	17,286	4	0.93%	
City of Phoenix	15,018	8	0.61%	14,585	5	0.79%	
Honor Health	14,801	9	0.60%				
Wells Fargo	13,000	10	0.53%	14,480	6	0.78%	
US Postal Service	13,000	10	0.53%				
Maricopa County				13,567	7	0.73%	
Dignity Health				12,100	9	0.65%	
Intel Corp				11,760	10	0.63%	

Sources:

Phoenix Business Journal Book of Lists

Note:

Top employers in the State of Arizona. Employee count is inclusive of all Arizona employees

City Employment is the Phoenix-Mesa-Scottsdale MSA total nonfarm employment, seasonally adjusted.

SCHEDULE 18

City of Phoenix, Aviation Enterprise Fund

AVIATION DEPARTMENT EMPLOYEE TRENDS

Last Ten Fiscal Years Ended June 30

	2024	2023	2022	2021	2020
Division/Group					
Administration	12	12	11	9	10
Business and Properties	30	25	30	27	23
Contracts and Services	19	18	15	19	17
Design and Construction Services	26	23	23	24	23
Facilities and Services	395	386	392	387	397
Financial Management	26	24	22	23	21
Human Resources	11	11	10	10	11
Technology	41	40	37	39	38
Operations	158	156	131	129	142
Planning and Environmental	20	19	19	15	19
Public Relations	12	15	15	14	15
Public Safety and Security	62	58	60	54	51
Other	25	6	6	1	10
Total	837	793	771	751	777

	2019	2018	2017	2016	2015
Division/Group					
Administration	10	10	10	8	12
Business and Properties	26	31	20	19	18
Contracts and Services	18	17	19	8	-
Design and Construction Services	28	33	35	29	30
Facilities and Services	397	409	385	381	374
Financial Management	24	27	26	27	30
Human Resources	11	12	16	15	12
Technology	40	38	41	39	37
Operations	146	152	189	186	181
Planning and Environmental	22	19	19	19	19
Public Relations	17	15	16	13	14
Public Safety and Security	50	49	-	-	-
Other	4	3	8	4	5
Total	793	815	784	748	732

SCHEDULE 19**City of Phoenix, Aviation Enterprise Fund****CAPITAL ASSETS AND OTHER AIRPORT INFORMATION****PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (PHX)****About the Airport**

Phoenix Sky Harbor International Airport (the Airport) has been owned and operated by the City of Phoenix (the City) since 1935. It is the largest of the three airports that comprise the City's Aviation Enterprise Fund. The Airport is located approximately four miles east of the downtown Phoenix area. It is the only Arizona airport designated as a large hub by the Federal Aviation Administration (FAA) and is the principal commercial service airport serving metropolitan Phoenix and most of the State's population.

Terminal, Parking and Rental Car Facilities

The Airport currently has two active passenger terminal buildings, Terminals 3 and 4. Terminal 1 was constructed in 1952 and Terminal 2 opened in 1962. Terminals were added over the years to accommodate increasing traffic, but the other terminals were never renumbered. Terminal 1 was demolished in 1991 and Terminal 2 was permanently closed in 2020. The carriers that had been operating in Terminal 2 were relocated to the newly modernized Terminal 3.

Terminal 3 opened in 1979 with construction costs at \$35 million. In 2020, the Airport completed a Terminal 3 modernization project, designed to provide consistent and enhanced customer service and more efficient operations for airlines and concessionaires. The modernized Terminal 3 contains approximately 710,000 square feet and 25 gates. Advanced Air, Air Canada, Alaska, Allegiant Air, Breeze Airways, Contour, Delta, Denver Air Connection, Frontier, Hawaiian, JetBlue, Southern Airways Express, Spirit, Sun Country, and United airlines serve passengers through Terminal 3.

Terminal 4 opened in 1990, at an initial cost of \$248 million. The Terminal opened with five concourses, later adding two additional concourses for a total of seven. Terminal 4 contains approximately 2.3 million square feet and 81 gates. The new concourse opened in June 2022 and added 8 new gates. American, British Airways, Condor, Lynx Air, Southwest, Volaris, and WestJet airlines serve passengers through Terminal 4.

The Airport has approximately 26,000 public and employee parking spaces in five parking garages and five surface lots.

A consolidated rental car facility is located west of the terminals on a 141-acre site that includes approximately 5,600 ready/return garage spaces in a 2.2 million square foot garage and a 113,000 square foot customer service building.

PHX Sky Train®

The PHX Sky Train® is an electrically-powered, automated people mover that operates 24-hours a day, 365 days a year. It provides a seamless connection among the two terminal buildings, economy parking facilities, Valley Metro Light Rail, and the Rental Car Center.

Runways

The Airport has three parallel runways (8/26 is 11,490 feet in length, 7L/25R is 10,300 feet in length, and 7R/25L is 7,800 feet in length) and a network of supporting taxiways, aprons and hold areas. Together with the terminals, the Airport facilities are capable of accommodating the operations of all commercial jet aircraft currently in use.

PHOENIX DEER VALLEY AIRPORT (DVT)

About the Airport

Phoenix Deer Valley Airport serves to relieve Phoenix Sky Harbor International Airport of general aviation traffic. As such, the Airport is capable of accommodating all segments of civil aviation, except commercial passenger service. Phoenix Deer Valley Airport encompasses approximately 914 acres of property. This airport is located fifteen miles north of downtown Phoenix near the intersection of Interstate 17 and Loop 101.

Terminal and Hangar Facilities

The Terminal was originally constructed in 1975 and then renovated in 2002 with a total cost of \$6.2 million. It is roughly 28,000 square feet. Phoenix Deer Valley Airport has 779 Hangars and 380 Covered and Uncovered Tie-Down spaces, constructed for a total cost of \$17 million.

Runways

Phoenix Deer Valley Airport has two runways, 07L/25R is 4,500 feet long and 75 feet wide and 07R/25L is 8,200 feet long and 100 feet wide.

PHOENIX GOODYEAR AIRPORT (GYR)

About the Airport

Phoenix Goodyear Airport (GYR) has been owned and operated by the City of Phoenix as a General Aviation (GA) reliever airport since 1968. The Airport occupies approximately 789 acres of land located inside the City of Goodyear city limits. The airport is located 25 miles west of downtown Phoenix approximately 2 miles south of I-10 on Litchfield Road. GYR is one of three airports in the Phoenix Metro area that can support aircraft up to a B-747.

Business Operations

There are three key business operations at the airport; Maintenance, Repair and Overhaul (MRO) of large aircraft, airline flight training, and a Fixed Base Operator (FBO) serving business and corporate aircraft. The airport accommodates approximately 200,000 aircraft operations annually and is expected to grow in the next 5 years. The airport has 147 hangars, 22 tie-down spaces, and 238 based aircraft.

Runway

Phoenix Goodyear Airport has a single runway, 03/21 is 8,500 feet long and 150 feet wide.





Operating Information

These schedules contain financial information relating to the services provided by the Aviation Enterprise fund.



THE OPERATING INFORMATION SCHEDULES INCLUDE:

- 20 Schedule of Annual Passenger Enplanements by Type of Passenger
- 21 Schedule of Annual Passenger Enplanements by Flight Destination
- 22 Schedule of Enplaned Passengers by Airline
- 23 Schedule of Annual Average Cost Per Enplanement
- 24 Schedule of PFC Approvals and Revenues
- 25 Schedule of Annual PFC Collections
- 26 Rental Car Facility Charge Revenue Bonds - Schedule of Annual Receipts, Net Annual CFC Revenues, and Debt Service Coverage

SCHEDULE 20

City of Phoenix, Aviation Enterprise

Fund Phoenix Sky Harbor International Airport

SCHEDULE OF ANNUAL PASSENGER ENPLANEMENTS

BY TYPE OF PASSENGER

Last Ten Fiscal Years

Fiscal Year	By Type of Passenger				Percent of Total		
	Origin-Destination (O&D)			Total	O&D	Connecting	
	Resident	Visitor	Total O&D				
2024	8,514,785	9,982,181	18,496,966	6,978,714	25,475,680	72.6%	27.4%
2023	7,993,261	9,247,195	17,240,456	6,382,290	23,622,746	73.0%	27.0%
2022	7,194,552	8,561,422	15,755,974	6,335,647	22,091,621	71.3%	28.7%
2021	4,150,488	5,383,008	9,533,496	3,908,533	13,442,029	70.9%	29.1%
2020	5,479,296	6,572,993	12,052,289	5,284,829	17,337,118	69.5%	30.5%
2019	7,111,877	8,569,216	15,681,093	7,150,852	22,831,945	68.7%	31.3%
2018	6,846,360	8,200,666	15,047,026	7,171,889	22,218,915	67.7%	32.3%
2017	6,558,400	7,827,022	14,385,422	7,434,964	21,820,386	65.9%	34.1%
2016	6,147,109	7,391,369	13,538,478	8,517,429	22,055,907	61.4%	38.6%
2015	5,750,807	6,987,079	12,737,886	8,750,683	21,488,569	59.3%	40.7%

Source:
U.S. DOT, Air Passenger Origin-Destination Survey, reconciled to Schedules T100.

SCHEDULE 21**City of Phoenix, Aviation Enterprise Fund****Phoenix Sky Harbor International Airport****SCHEDULE OF ANNUAL PASSENGER ENPLANEMENTS****BY FLIGHT DESTINATION**

Last Ten Fiscal Years

Fiscal Year	By flight destination			Percent of Total	
	Domestic	International	Total	Domestic	International
2024	24,101,372	1,374,308	25,475,680	94.6%	5.4%
2023	22,399,598	1,223,148	23,622,746	94.8%	5.2%
2022	21,236,681	854,940	22,091,621	96.1%	3.9%
2021	13,057,050	384,979	13,442,029	97.1%	2.9%
2020	16,614,966	722,152	17,337,118	95.8%	4.2%
2019	21,769,398	1,062,547	22,831,945	95.3%	4.7%
2018	21,177,581	1,041,334	22,218,915	95.3%	4.7%
2017	20,812,795	1,007,591	21,820,386	95.4%	4.6%
2016	20,984,439	1,071,468	22,055,907	95.1%	4.9%
2015	20,348,751	1,139,818	21,488,569	94.7%	5.3%



SCHEDULE 22

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

SCHEDULE OF ENPLANED PASSENGERS BY AIRLINE

Last Ten Fiscal Years

	Fiscal Year				
	2024	2023	2022	2021	2020
Enplaned Passengers					
American Airlines Group	10,189,736	9,634,456	9,336,658	5,780,470	7,986,712
Southwest	8,289,648	7,901,926	7,625,366	4,717,444	5,689,668
Delta	1,874,623	1,734,077	1,637,448	1,023,513	1,208,532
United	1,544,238	1,383,937	1,269,510	695,998	892,780
Frontier	1,444,275	970,787	678,828	437,103	403,247
Alaska	751,475	761,547	653,662	453,241	413,734
Spirit	243,168	253,194	187,361	79,582	113,676
WestJet	259,183	187,724	96,857	10,105	152,159
Air Canada	172,335	158,438	90,754	3,090	114,286
JetBlue	96,605	156,215	177,660	88,381	104,791
Sun Country	113,406	129,419	124,189	79,745	90,152
Hawaiian	100,815	95,523	87,312	39,249	61,988
British Airways	138,211	88,268	53,451	-	53,078
All Other	257,962	167,235	72,565	34,108	52,315
Total	25,475,680	23,622,746	22,091,621	13,442,029	17,337,118
Enplaned Passengers					
American Airlines Group	40.0%	40.7%	42.4%	42.8%	46.0%
Southwest	32.5	33.5	34.5	35.1	32.8
Delta	7.4	7.3	7.4	7.6	7
United	6.1	5.9	5.7	5.2	5.1
Frontier	5.7	4.1	3.1	3.3	2.3
Alaska	2.9	3.2	3.0	3.4	2.4
Spirit	1.0	1.1	0.8	0.6	0.7
WestJet	1.0	0.8	0.4	0.1	0.9
Air Canada	0.7	0.7	0.4	0	0.7
JetBlue	0.4	0.7	0.8	0.7	0.6
Sun Country	0.4	0.5	0.6	0.6	0.5
Hawaiian	0.4	0.4	0.4	0.3	0.4
British Airways	0.5	0.4	0.2	0	0.3
All Other	1.0	0.7	0.3	0.3	0.3
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

Passengers reported by regional affiliates have been grouped with their respective code-sharing partners.

SCHEDULE 22

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

SCHEDULE OF ENPLANED PASSENGERS BY AIRLINE (CONTINUED)

Last Ten Fiscal Years

	Fiscal Year				
	2019	2018	2017	2016	2015
Enplaned Passengers					
American Airlines Group	10,486,029	10,360,041	10,129,895	10,962,440	10,978,341
Southwest	7,768,715	7,546,946	7,382,859	7,149,550	6,750,373
Delta	1,529,781	1,438,843	1,388,510	1,401,639	1,325,051
United	1,228,311	1,164,730	1,131,353	1,080,742	981,702
Frontier	361,348	388,761	459,477	235,602	279,517
Alaska	474,431	432,478	420,940	376,264	370,801
Spirit	121,595	96,545	146,760	165,376	148,673
WestJet	232,839	234,570	229,727	219,614	214,812
Air Canada	162,610	140,171	117,966	104,995	101,417
JetBlue	114,125	92,201	92,321	91,947	90,195
Sun Country	100,119	80,518	77,946	48,984	35,032
Hawaiian	85,053	86,558	88,388	87,094	85,368
British Airways	112,075	111,514	108,487	105,173	103,408
All Other	54,914	45,039	45,757	26,487	23,879
Total	22,831,945	22,218,915	21,820,386	22,055,907	21,488,569
Enplaned Passengers					
American Airlines Group	46.0%	46.7%	46.4%	49.7%	51.0%
Southwest	34	34	33.8	32.4	31.4
Delta	6.7	6.5	6.4	6.4	6.2
United	5.4	5.2	5.2	4.9	4.6
Frontier	1.6	1.7	2.1	1.1	1.3
Alaska	2.1	1.9	1.9	1.7	1.7
Spirit	0.5	0.4	0.7	0.7	0.7
WestJet	1.0	1.1	1.1	1.0	1
Air Canada	0.7	0.6	0.5	0.5	0.5
JetBlue	0.5	0.4	0.4	0.4	0.4
Sun Country	0.4	0.4	0.4	0.2	0.2
Hawaiian	0.4	0.4	0.4	0.4	0.4
British Airways	0.5	0.5	0.5	0.5	0.5
All Other	0.2	0.2	0.2	0.1	0.1
Total	100.0%	100.0%	100.0%	100.0%	100.0%

SCHEDULE 23**City of Phoenix, Aviation Enterprise Fund****Phoenix Sky Harbor International Airport****SCHEDULE OF ANNUAL AVERAGE COST PER ENPLANEMENT**

Last Ten Fiscal Years

Fiscal Year	\$	Total Airline Revenues ⁽¹⁾	Enplaned Passengers	Cost Per Enplanement
		(in thousands)		
2024	\$	199,687	25,476	7.84
2023		153,125	23,623	6.48
2022		117,974	22,092	5.34
2021		120,744	13,442	8.98
2020		146,262	17,337	8.44
2019		145,561	22,832	6.38
2018		139,033	22,219	6.26
2017		133,581	21,820	6.12
2016		127,708	22,056	5.79
2015		128,596	21,489	5.98

⁽¹⁾The use of COVID related grants for debt service resulted in lower costs of operation included in airline fees in fiscal years 2021 and 2022.



SCHEDULE 24

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

SCHEDULE OF PFC APPROVALS AND REVENUES

(as of June 30, 2024)

	Approval Amount	Revenues⁽¹⁾	Remaining Authority
PFC Approvals			
Closed PFC Approvals			
PFC 1	\$ 93,230,839	\$ 93,230,839	\$ -
PFC 2	147,875,677	147,875,677	-
PFC 3	208,085,801	208,085,801	-
PFC 4	246,977,086	246,977,086	-
PFC 5	179,036,442	179,036,442	-
Subtotal	<u>875,205,845</u>	<u>875,205,845</u>	<u>-</u>
Active PFC Approvals			
PFC 6	1,918,638,176	1,080,372,625	838,265,551
PFC 7	86,687,751	78,755,814	7,931,937
PFC 8	65,875,676	61,200,858	4,674,818
PFC 9	22,460,400	5,486,752	16,973,648
Subtotal	<u>2,093,662,003</u>	<u>1,225,816,049</u>	<u>867,845,954</u>
Total PFC Approvals	<u><u>\$ 2,968,867,848</u></u>	<u><u>\$ 2,101,021,894</u></u>	<u><u>\$ 867,845,954</u></u>

Note:

⁽¹⁾ Revenues include PFC collections plus related interest income.

SCHEDULE 25

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

SCHEDULE OF ANNUAL PFC COLLECTIONS

Last Ten Fiscal Years

Fiscal Year	PFC Rate	Airline Admin Fee	Net PFC Rate	Enplaned Passengers		PFC Eligible ⁽¹⁾	Total PFC Collections (in thousands) ⁽²⁾
				Total (in thousands)	PFC Eligible (%)		
2024	\$ 4.50	\$ 0.11	\$ 4.39	25,476	85.7%	\$ 95,824	
2023	4.50	0.11	4.39	23,623	85.7%	88,853	
2022	4.50	0.11	4.39	22,092	86.3%	83,728	
2021	4.50	0.11	4.39	13,442	86.3%	50,902	
2020	4.50	0.11	4.39	17,337	92.2%	70,153	
2019	4.50	0.11	4.39	22,832	85.5%	85,724	
2018	4.50	0.11	4.39	22,219	86.0%	83,917	
2017	4.50	0.11	4.39	21,820	87.3%	83,600	
2016	4.50	0.11	4.39	22,056	86.3%	83,595	
2015	4.50	0.11	4.39	21,489	90.1%	84,976	

Notes:

⁽¹⁾ Imputed from enplaned passengers, net PFC rate, and total PFC collections. Timing variances exist between when PFCs are collected by airlines and when they are remitted to the airport, which can result in annual fluctuations of PFC collections and percent eligible passengers.

⁽²⁾ Total PFC Collections represent amounts that were received from the airlines during the fiscal year. Adjustments have not been made for receivables at fiscal year-end. These amounts are calculated on a different basis than the revenues reported in the Basic Financial Statements.

SCHEDULE 26

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

RENTAL CAR FACILITY CHARGE REVENUE BONDS

SCHEDULE OF ANNUAL RECEIPTS, NET ANNUAL CFC REVENUES,

AND DEBT SERVICE COVERAGE

Last Ten Fiscal Years

Fiscal Year	Transaction Days ⁽¹⁾ (in thousands)	Pledged CFC Rate ⁽²⁾	Annual Receipts ⁽³⁾ (in thousands)				Annual Receipts ⁽⁴⁾ (in thousands)	Administrative Costs
			Pledged CFCs	Additional Deposits	Grant Receipts ⁽⁵⁾			
2024	8,754	\$ 6.00	\$ 52,527	\$ -	\$ -	\$ 52,527	\$ 2	
2023	8,010	6.00	48,058	-	-	48,058	2	
2022	7,500	6.00	45,001	-	14,453	59,454	2	
2021	4,906	6.00	29,435	-	5,000	34,435	2	
2020	6,763	4.50	30,436	10,147	-	40,583	4	
2019	8,475	4.50	38,138	12,714	-	50,852	14	
2018	8,128	4.50	36,576	12,189	-	48,765	14	
2017	7,814	4.50	35,163	11,719	-	46,882	22	
2016	7,828	4.50	35,226	11,743	-	46,969	24	
2015	7,650	4.50	34,425	11,474	-	45,899	25	

Notes:

⁽¹⁾ Imputed from Trustee records using Annual Receipts, reflects Transaction Days on deposits for July 1 through June 30.

⁽²⁾ The City has made a first priority pledge of a \$6.00 per day car rental usage fee to be paid by rental car customers arriving at Phoenix Sky Harbor International Airport as security for the bond.

⁽³⁾ Includes CFC receipts generated by the \$6.00 Pledged collection rate.

⁽⁴⁾ Annual CFC Receipts represent amounts that were received from the Rental Car Companies during the fiscal year. Adjustments have not been made for receivables at fiscal year-end. These amounts are calculated on a different basis than the revenues reported in the Basic Financial Statements.

⁽⁵⁾ Grant Receipts represent COVID related grant amounts used for debt service.

SCHEDULE 26

City of Phoenix, Aviation Enterprise Fund

Phoenix Sky Harbor International Airport

RENTAL CAR FACILITY CHARGE REVENUE BONDS

SCHEDULE OF ANNUAL RECEIPTS, NET ANNUAL CFC REVENUES,

AND DEBT SERVICE COVERAGE (CONTINUED)

Last Ten Fiscal Years

Fiscal Year	Net Annual CFC Receipts	Amount Available In Debt Service Coverage Fund	Net Annual CFC Receipts Available for Debt Service	CFC Bonds ⁽¹⁾ Debt Service	Debt Service Coverage		
					By Net Annual CFC Receipts	By Net Annual CFC Receipts and Debt Service Coverage Fund	
2024	\$ 52,525	\$ 5,138	\$ 57,663	\$ 20,540	2.56	2.81	
2023	48,056	5,138	53,194	20,545	2.34	2.59	
2022	59,452	5,139	64,591	20,540	2.89	3.14	
2021	34,333	5,137	39,570	20,543	1.68	1.93	
2020	40,579	5,137	45,716	14,020	2.89	3.26	
2019	50,838	5,475	56,313	21,274	2.39	2.65	
2018	48,751	5,390	54,141	21,273	2.29	2.55	
2017	46,860	5,338	52,198	21,273	2.20	2.45	
2016	46,945	5,337	52,282	21,277	2.21	2.46	
2015	45,874	5,332	51,206	21,277	2.16	2.41	

Notes:

⁽¹⁾ Includes debt service on the 2004 CFC Bonds through fiscal year 2020 and 2019 CFC Bonds beginning in fiscal year 2020.



PHX DVT EYR
© CITY OF PHOENIX AVIATION DEPARTMENT

PHX DVT EYR

• CITY OF PHOENIX AVIATION DEPARTMENT

City of Phoenix Aviation Department
2485 East Buckeye Road • Phoenix, Arizona 85034

Phone: 602-273-3300 • TTY: use 7-1-1

skyharbor.com

