Annual Comprehensive **FINANCIAL REPORT** of the

ALLEGHENY COUNTY AIRPORT AUTHORITY

(a component unit of the County of Allegheny, Pennsylvania)

for the fiscal year ended **DECEMBER 31, 2023**

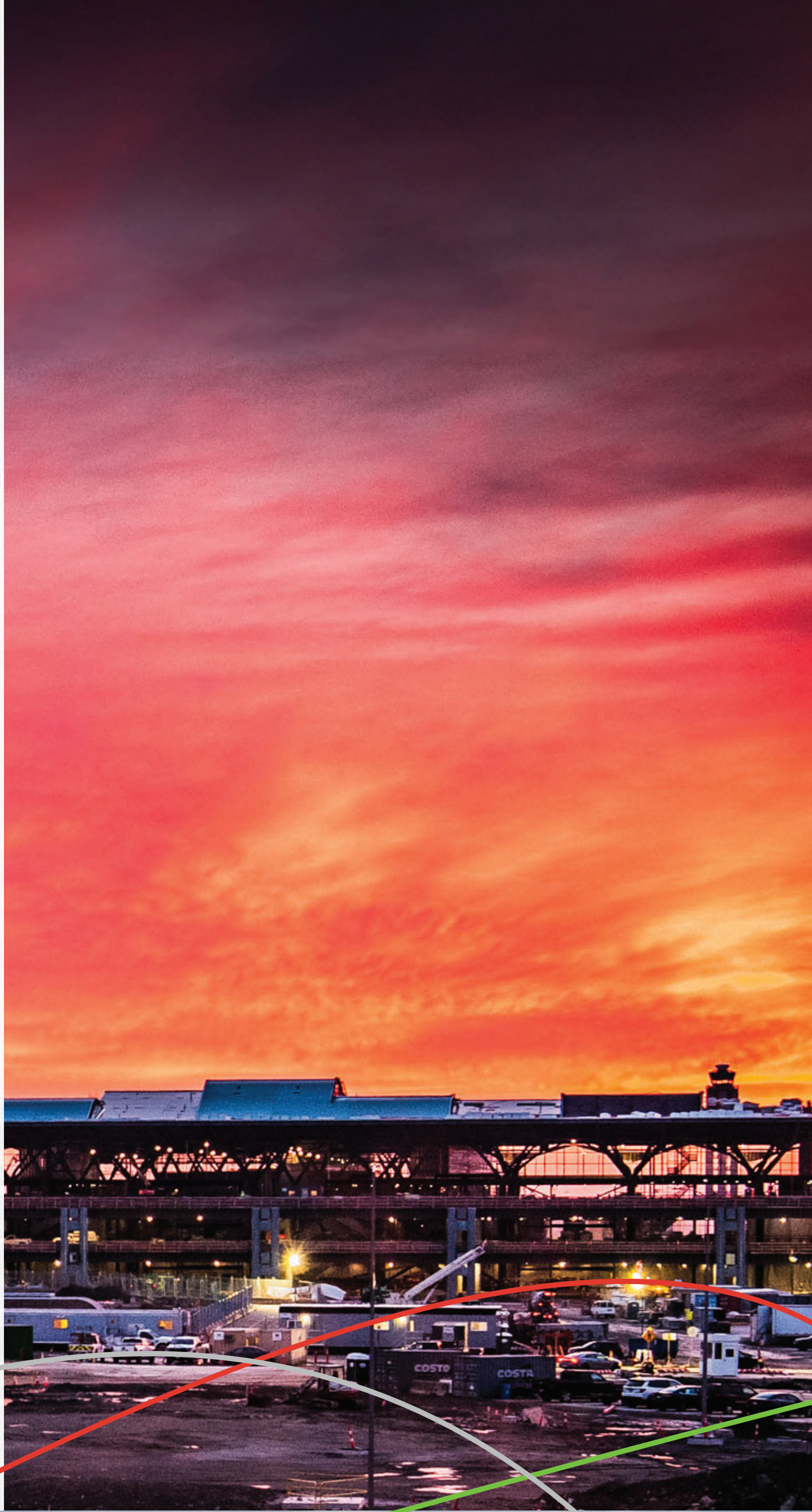
Prepared by the Allegheny County Airport Authority's Finance Department

ABOUT US: Fast Facts

The Allegheny County Airport Authority (ACAA) manages Pittsburgh International Airport (PIT) and Allegheny County Airport (AGC).

PIT is the premier gateway to Western Pennsylvania. First constructed in 1952 and completely rebuilt in 1992, it is now undergoing a complete rebuild of the landside facilities. It is one of the largest airports by land mass in the U.S., at more than 8,800 acres. The X-shaped Airside Terminal was a pioneering design for airports worldwide, and PIT has continued to set new industry standards with a first-of-its-kind microgrid that completely powers the terminals and airfield, a unique advanced manufacturing campus, and a childcare center built in the terminal for employees on the airport campus.

AGC is the busiest general aviation airport in Pennsylvania and the fifth-busiest among all state airports. Located just east of Pittsburgh in West Mifflin, it opened in 1931 as the third-largest airport in the U.S. and one of the first with hard-surface runways and a lit airfield. Notable for its signature Art Deco terminal, AGC is home to several fixed-base operators, two flight schools, an aviation mechanic school and more.



Rich Fitzgerald,
Allegheny County Executive

Replaced by **Sara Innamorato**
on January 1, 2024

Christina Cassotis,
Chief Executive Officer, ACAA

David Minnotte, *Chairman*

Matthew Smith,
Vice Chairman

Allegheny County Airport Authority
LEADERSHIP & BOARD MEMBERS

The Allegheny County Airport Authority is in its third decade of overseeing Pittsburgh International and Allegheny County airports. Under a lease with an initial term of 25 years and two additional 25-year option terms, the ACAA, governed by a board appointed by the Allegheny County Executive, operates the two premier airports that serve the Pittsburgh region.

Ashley Henry Shook,
Secretary

Jan Rea,
Treasurer

Lance Chimka
Served until December 31, 2023

Rev. Dr. William H. Curtis

Thomas McIntyre

Randy Vulakovich

Cynthia Shapira

Leadership as of December 31, 2023, unless otherwise noted.

2023 Highlights

In 2023, PIT continued a strong rebound from challenges related to the COVID-19 pandemic, with full-year passenger numbers recovering to 94 percent of pre-pandemic levels, the expansion of existing routes and the addition of several new destinations.

KEY MILESTONES INCLUDED:

- PIT's marquee international route, nonstop service to London Heathrow on British Airways (BA), added two flights per week by May, making for a total of six flights per week for through October;
- Major progress on PIT's new $1.57 billion Terminal Modernization Program, which is scheduled to open in 2025;
- The launch of PIT2Work, an innovative workforce development program hosted at PIT that has drawn strong praise from the White House and national organizations as a potential blueprint for similar programs around the country; and
- The opening of an onsite childcare center for employees on PIT's campus with room for about 60 children from infancy through pre-K.

British Airways adds flights

First PIT2Work Cohort


Childcare center ribbon cutting

Our **MISSION**

A global aviation leader driving innovation, regional growth and prosperity by investing in our employees, customers, airlines, and partners.

Our **VISION**

To transform Pittsburgh's airports to reflect and serve the community, inspire the industry, and advance the region's role as a world leader.

Our **DUAL IMPERATIVES**

01 Safety, Security & Public Health

02 Air Service Development

Smart Plan **FORWARD**

A LEADING-EDGE PLAN TO ACHIEVE THE ACAA VISION AND MISSION, 2019-2024.

SMARTER **TERMINAL**

Modernize Pittsburgh International Airport to create operational efficiencies, welcome visitors properly, and make local residents proud.

SMARTER **TECHNOLOGY**

Create seamless connectivity of interrelated devices, objects, people, and processes to improve the overall airport experience.

SMARTER **WORKFORCE**

Enable, empower and equip our workforce to thrive in a digitally driven, operationally efficient environment.

SMARTER **DEVELOPMENT**

Grow our prime real estate into a global epicenter of advanced manufacturing & digital innovation.

SMARTER **CARGO**

Increase growth potential for air cargo companies by becoming a first choice logistics center in the global supply chain of goods & materials.

Contents

Introductory Section

April 22, 2024

To the Board of the Allegheny County Airport Authority and Residents and Stakeholders of the Surrounding Region:

This Annual Comprehensive Financial Report of the Allegheny County Airport Authority (the "Authority") is hereby submitted for the fiscal year that ended on December 31, 2023. Responsibility for the accuracy of the data, completeness, and fairness of the presentation, including all disclosures, rests with the Finance Department of the Authority. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to fairly present the financial position and results of the operations of the Authority. This Letter should be read in conjunction with the accompanying Management Discussion and Analysis to gain a more complete financial and business understanding of the Authority.

REPORTING ENTITY

The Authority was created on June 17, 1999, and exists pursuant to the Pennsylvania Municipality Authorities Act of May 2, 1945, P.L. 382, as amended. The Authority is governed by a nine-member Board of Directors appointed by the County Executive of Allegheny County.

The Authority manages and operates two airports, Pittsburgh International Airport ("PIT") and Allegheny County Airport ("AGC"). Pittsburgh International Airport is a commercial passenger facility located 16 miles west of downtown Pittsburgh. Allegheny County Airport is a general aviation airport located in West Mifflin, approximately 10 miles southeast of downtown Pittsburgh.

ECONOMIC CONDITIONS

In 2023, leisure and business travel continued their post-pandemic rebound across the airline industry. The Authority saw continued growth in PIT's passenger numbers, hitting 2019 levels late in the year. Demand is expected to steadily increase in 2024 with new direct routes and increased seat capacity. Private and corporate flying increased to their highest levels in decades at AGC.

ORGANIZATIONAL PROGRESS

In 2023, the Authority launched new strategic projects and further developed ongoing initiatives that support the Authority's vision of creating a world-class airport that drives economic growth for the region via both passenger and cargo operations, as well as activities not typically performed at airports, such as sustainable energy development and workforce initiatives benefitting adjacent industries.

The Terminal Modernization Project ("TMP"), the construction project to modernize PIT and exceed expectations of the modern air traveler, remains on schedule to open in 2025, a notable achievement given global supply chain challenges that emerged during the pandemic. In 2023, the TMP reached several important construction milestones, including completion of the steel framework and roof of the building, completion of the double-decker front arrivals and departures bridge, and the raising of the signature tree-shaped columns that support the building structurally.

The Authority is fully committed to building an airport for Pittsburgh, by Pittsburgh. The Authority's commitment to workplace safety has maintained incidents at a lower rate than the industry standard. Strong project governance is a hallmark of the TMP, with all of the Authority's partners and contractors working cooperatively and collaboratively to promote a safe work environment. The Authority's unique partnership with the Occupational Safety and Health Administration and Pittsburgh Regional Building Trades Council is dedicated to reducing construction site hazards, increasing sustainability, and advancing an overall safe and sustainable jobsite. Benefits of working on the TMP include on-site parking for all contractors, daily stretch and flex activities, weekly site safety walk-throughs, rewards for safe behaviors and site conditions, enhanced housekeeping standards, an internet platform to track safety trends and the use of state-of-the-art tools.

Approximately 90 percent of all new terminal work will be completed by businesses based in the Pittsburgh region, delivering approximately $2.5 billion in economic impact to the community, according to a report created by EBP US Inc. As with all projects undertaken by the Authority, there is a clear commitment to increasing Disadvantaged Business Enterprise ("DBE") participation. An audit by the Federal Aviation Administration ("FAA") found that the Authority not only complied with DBE requirements but exceeded them and cited the Authority's DBE program as an example for others to follow.

Another Authority strategic project, the development of Cargo 4, hit a milestone in 2022 with its groundbreaking. This is the Authority's largest freight investment in years – a 77,000-square-foot cargo processing building that features a new taxiway, aircraft parking apron, and an adjacent surface parking lot. The additional capacity and modern design will position PIT as a global logistics center. In 2019, Cargo 4 was a recipient of the federal Department of Transportation's BUILD Grant, the first cargo project to receive such funds, with additional support from the Commonwealth of Pennsylvania and the FAA. This facility, expected to open in 2025, will strengthen the country's domestic and international supply chain, bolster the regional economy, and help attract new carriers to PIT.

Efforts to increase air service are at the heart of the Authority's mission to connect the world to Western Pennsylvania and serve as a vital economic engine for the region. Passenger traffic increased considerably in 2023, with nearly 9.2 million passengers flying through PIT—94 percent of the airport's 2019 level. By the end of 2023, airlines were serving 61 nonstop destinations from Pittsburgh, chief among them British Airways' ("BA") nonstop flight to London Heathrow. That connection is worth more than $50 million annually in economic impact for the region, according to a report created by EBP US Inc. By May 2023, BA had added two more flights a week, for six total during the summer season, a clear sign of their confidence in the market.

Underscoring our strength in air service are the unique resources of the Pittsburgh region. As a globally renowned hub of robotics and artificial intelligence research and development, the innovators here are building the future of technology. The Authority's xBridge innovation program, located onsite at PIT, exemplifies the role of innovation in the region. Launched in 2020, xBridge is a proving ground for technologies and startups that develop solutions to today's airport and industry needs, in addition to testing and incubating strategic technologies that could be deployed for aviation and other industries in the future. The proof-of-concept and pilot site showcases new technologies in a real-world operating environment. xBridge is designed to capitalize upon and grow the region's powerful tech economy right at the airport. xBridge has partnered with firms ranging from global Fortune 500 companies to local start-ups for projects that have tackled air purification, biological threat detection, ramp management technology driven by AI modeling and computer vision, and teleoperated vehicles, among other innovative projects. Dozens of external partners have worked with the xBridge program to date, validating the attractive opportunity xBridge provides to emerging technologies.

The Authority's investment in workforce development accelerated dramatically in 2023 with major strategic projects that have garnered national attention. The first is PIT2Work, an innovative five-week pre-apprenticeship training program that immerses participants into the trades and provides them with the skills, certifications, and connections to immediately begin careers in the construction trades. The program is hosted at PIT in partnership with unions and nonprofit training organizations and takes place on the construction site of the new terminal. In July, First Lady Jill Biden and other federal leaders came to PIT to learn more about PIT2Work and declared it a model for other workforce development initiatives around the U.S. to duplicate. The second project was the completion and opening of an onsite childcare center for employees working on PIT's campus, making it one of only a handful of airports nationwide to offer such an amenity. Operated in partnership with Learning Care Group, a national provider of childcare services, the 5,300-square-foot facility built in an unused section of the terminal has room for about 60 children from infancy to pre-kindergarten. Both PIT2Work and the childcare center are emblematic of the Authority's commitment to breaking down barriers to employment, strengthening the workforce for the airports and the regional economy.

Harnessing the power of transformative technology, particularly in heavy industry, comes naturally to Western Pennsylvania, which boasts a strong manufacturing legacy that is redefining its future. With about 9,000 acres comprising the PIT campus, the Authority has expanded the definition of what airports can do. Utilizing its access to air, ground, rail, and water transportation on Foreign Trade Center-designated land, PIT hosts the world's first end-to-end additive manufacturing hub, Neighborhood 91. This hub is intended to remove obstacles to the industrial transition of the growing additive manufacturing sector, co-locating the equipment and resources needed to expedite the creation and delivery of precise 3D printed parts. In 2023, the campus added tenants HAMR and Metal Powder Works, marking the completion of the first phase of the project, during which high-value metal printing and finishing has been used to create efficient solutions for the transportation, defense, and aerospace industries. Plans for future development of Neighborhood 91 are ongoing.

The Authority unveiled a first-of-its-kind airport microgrid in the summer of 2021, providing a direct electric power source for the PIT terminal and airport campus in the event of an outage that affects the traditional grid. In partnership with People's Natural Gas, the microgrid is fueled by natural gas and over 9,000 solar panels built atop a capped landfill, land otherwise unusable for development. By utilizing cleaner energy, the microgrid provides a yearly carbon reduction of over 8 million pounds and is saving the Authority and its partners more than $1 million in electricity costs each year, based on Authority estimates. The Authority is currently in the middle of plans to double the size of the solar farm and continues to make progress in carbon reductions by seeking sustainable and innovative solutions throughout its airports.

AGC continued its strong post-pandemic performance in 2023, recording its busiest year in more than a decade. Hangars at the general aviation facility were near full occupancy by the end of the year, and a large waiting list of tenants of all sizes has allowed the Authority to raise rental rates, increasing revenue. Among AGC's most prominent tenants are Pittsburgh Institute of Aeronautics, a nationally renowned training school for aviation mechanics, and two flight schools. AGC also offers community meeting space and flight options for private and corporate entities.

The Authority's strategic business plan continues to guide the Authority on a dynamic path into the future, and with the support of staff, airline partners, passengers, the Board of Directors, the Allegheny County Executive, and regional elected officials, the Authority is pleased to have recorded an outstanding year.

FINANCIAL INFORMATION

The Authority's Finance Department is responsible for implementing and maintaining an internal control structure to ensure the integrity of the Authority's operations and to allow for the preparation of financial statements conforming to accounting principles generally accepted in the United States. The internal control structure is designed to provide reasonable assurance that the assets, resources, and operations of the Authority are handled in a manner that protects against waste, theft, neglect, and other irregularities that may hinder operations. This objective is met by adequate employee supervision, segregation of duties, and multiple levels of expenditure approvals.

BUDGETARY CONTROLS

The Authority's budget process is designed to ensure that the Authority will have adequate funding to meet its operational objectives. The passenger airline operating agreement specifies a residual rate-making methodology for the calculation of airline rates and charges. The aggregate of airport fees paid by the signatory airlines must be sufficient to pay for the net cost of operating, maintaining, and developing the airfield and terminals of PIT and AGC. The

Authority's annual operating and capital budgets are reviewed and approved by its Board of Directors.

INDEPENDENT AUDIT

The Authority's independent auditor, Plante & Moran, PLLC, has performed the annual audit for the year that ended on December 31, 2023, and has rendered an unmodified opinion of the Authority's financial statements. The audit was conducted in accordance with auditing standards generally accepted in the United States. The audit report of Plante & Moran, PLLC, is contained herein.

INTERNAL CONTROLS

The Authority's management is responsible for the establishment and maintenance of internal accounting controls that ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. The Authority has established internal controls to fulfill these requirements. These controls are reviewed annually by an external audit firm for applicability, relevance, and effectiveness.

CERTIFICATE OF ACHIEVEMENT

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Allegheny County Airport Authority for its Annual Comprehensive Financial Report for the fiscal year that ended on December 31, 2022. This is the thirteenth consecutive year that the Authority achieved this prestigious award. In order to receive the Certificate of Achievement, a government entity must publish an easily readable and efficiently organized Annual Comprehensive Financial Report. This report must satisfy both accounting principles generally accepted in the United States and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. Management believes the current Annual Comprehensive Financial Report continues to meet the Certificate of Achievement Program requirements.

ACKNOWLEDGEMENTS

The completion of this report would not have been possible without the support of the Authority's Board of Directors and their commitment to the continuous improvement of corporate governance and financial reporting. In addition, members of the Finance Department played a significant role in compiling and completing this report.

Christina A. Cassotis

Christina A. Cassotis
Chief Executive Officer

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Allegheny County Airport Authority
Pennsylvania

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2022

Christopher P. Morrill

Executive Director/CEO

ACAA Board of Directors

2023

Officers

David Minnotte, Chairman

Matt Smith, Vice Chairman

Ashley Henry Shook, Secretary

Jan Rea, Treasurer

Operations and Facilities Committee

Randy Vulakovich, Chair

Business & Communications Committee

Ashley Henry-Shook, Chair

Finance & Administration Committee

Matt Smith, Chair

Audit Committee

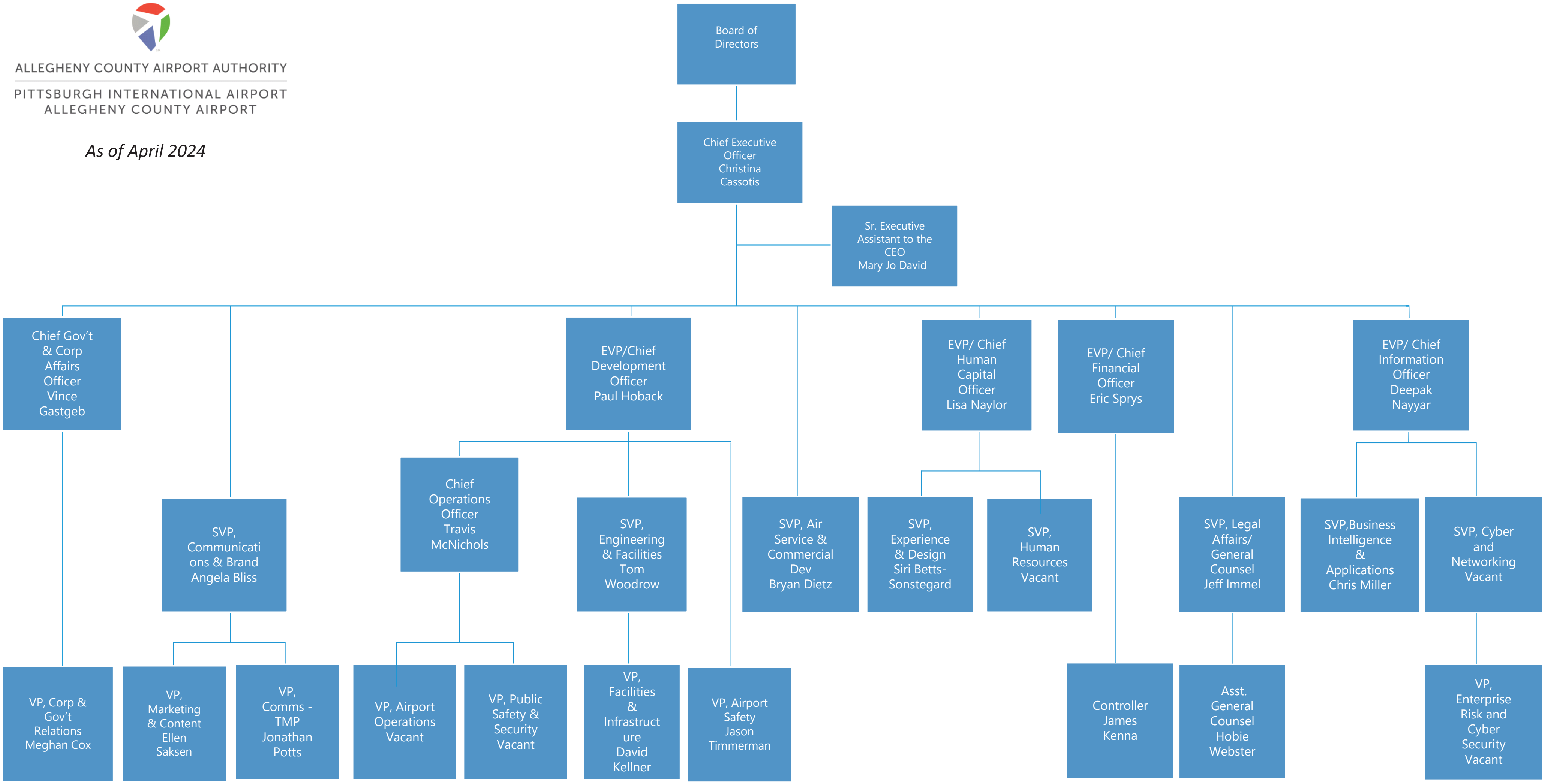
Jan Rea, Chair

Members

Tom McIntyre
Cindy Shapira
Dr. William H. Curtis
Randy Vulakovich

ALLEGHENY COUNTY AIRPORT AUTHORITY
PITTSBURGH INTERNATIONAL AIRPORT
ALLEGHENY COUNTY AIRPORT

As of April 2024



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Independent Auditor's Report

To the Board of Directors
Allegheny County Airport Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Allegheny County Airport Authority (the "Authority"), a component unit of the County of Allegheny, Pennsylvania, as of and for the year ended December 31, 2023 and the related notes to the financial statements, which collectively comprise the Authority'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 Allegheny County Airport Authority as of December 31, 2023 and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. 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 Authority 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.

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and other required supplementary information, as identified in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which 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 section schedules but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements or whether 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.

To the Board of Directors
Allegheny County Airport Authority

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 22, 2024 on our consideration of Allegheny County Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Allegheny County Airport Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Allegheny County Airport Authority's internal control over financial reporting and compliance.

Plante & Moran, PLLC

April 22, 2024

Financial Section

The Allegheny County Airport Authority's (the "Authority") discussion and analysis is presented to (a) assist the reader in focusing on significant financial issues, (b) provide an overview of the Authority's financial activity, and (c) identify changes in the Authority's financial position. Management encourages the reader to consider this discussion and analysis in conjunction with the information contained in the Authority's financial statements.

The Airline Operating Agreement

The Authority operates and manages the facilities at Pittsburgh International Airport ("PIT" or the "Airport") and the Allegheny County Airport ("AGC") (collectively, the "Airports") pursuant to the terms of the Airport Operation, Management and Transfer Agreement and Lease dated September 16, 1999, between Allegheny County, Pennsylvania (the "County") and the Authority. The County transferred and leased the Airports to the Authority for a term of 25 years plus two 25-year options (since extended by 10 years). Additionally, passenger airline operations are governed by an Airline Operating Agreement and Terminal Building Lease (the "AOA"), which expires on December 31, 2028, with an option to extend for an additional 3 years upon mutual agreement. The AOA has been signed by Air Canada, Alaska Airlines, Allegiant Air, American Airlines, British Airways, Delta Air Lines, JetBlue Airways, Southwest Airlines, Spirit Airlines, and United Airlines (collectively, the "Signatory Airlines").

Airline revenue at PIT is based upon a residual arrangement, as defined in the AOA. The Signatory Airlines collectively assume financial risk by agreeing to pay the costs of running the Airports that are not allocated to other users or offset by nonairline sources of revenue.

Overview of the Financial Statements

The Authority's financial statements are prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America promulgated by the Governmental Accounting Standards Board (GASB). Revenues are recognized when earned, and expenses are recognized when incurred. Capital assets are recorded in land, building, and equipment accounts and are depreciated over their useful lives (except land). See Notes 1 and 2 to the financial statements for a summary of the Authority's organization and significant accounting policies. Following this discussion and analysis are the financial statements of the Authority, including the notes, which are essential to a full understanding of the data contained in the financial statements. The Authority's financial statements are designed to provide readers with a broad overview of the Authority's financial position and activities.

The Statement of Net Position presents information on all of the Authority's assets, deferred outflows, liabilities, and deferred inflows, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Authority's financial condition.

The Statement of Revenue, Expenses, and Changes in Net Position presents information showing the change in the Authority's net position during the fiscal year. All changes in net position are reported as soon as the underlying event occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are recorded and reported in this statement for some items that will result in cash flows in future periods.

The Statement of Cash Flows relates to the flows of cash and cash equivalents. Consequently, only transactions that provide or use cash are recorded in this statement. A reconciliation is provided at the bottom of the Statement of Cash Flows to assist in the understanding of the difference between (1) the operating loss and (2) net cash and cash equivalents used in operating activities.

Significant Events and Financial Highlights

Enplaned (departing) passengers at the Airport increased by 13.4% in 2023 as compared to 2022, which followed the prior year's 27.9% increase, as the return to travel continued post-pandemic. Enplaned passengers reached 94.2% of the 2019 pre-pandemic level. The Pittsburgh market saw 9.2 million passengers arriving and departing through the Airport in 2023. The Airport's diversified portfolio of airlines, including major network carriers, low-cost carriers, and ultra-low-cost carriers, increased the direct flight destinations to 61, with over 150 peak-day nonstop departures. During 2023, Southwest Airlines was the Airport's largest carrier, measured by the number of passengers, followed by American Airlines.

The Airport continues to be a key cargo gateway for the region as well, hosting several cargo carriers including FedEx, UPS, and Amazon Air, as well as cargo charter operators. In addition, passenger carriers provide crucial cargo service at the Airport via the cargo hold on passenger aircraft. Besides being a popular passenger connection, British Airways' nonstop service to London Heathrow is an important cargo route, handling significant volumes. In total among all cargo operators, the Airport handled 190.5 million pounds of combined mail and freight in 2023.

The Airport has had success in recruiting additional air service, as several airlines launched or announced 17 new routes. Breeze launched nine new routes in 2023. American Airlines launched seasonal service to Cancun starting in December 2023, and Spirit launched service to Miami. Two key announcements made in 2023 include Icelandair adding Pittsburgh to Reykjavik launching in May 2024, and Frontier adding four new routes including twice-daily service to Philadelphia beginning in May 2024.

The Authority continues to be designated as a recipient of Pennsylvania state revenue generated from casinos and operations that combine a racetrack with a casino. This designation is a result of the Pennsylvania Racehorse Development and Gaming Act, which is often referred to as the Gaming Act. An amendment to this act known as the Pennsylvania Gaming Economic Development and Tourism Fund Capital Budget appropriated a $12.4 million payment to the Authority annually. The Authority expects to continue to receive this $12.4 million annual payment for as long as it is a recipient under the Gaming Act.

In 2023, the parking operation at PIT continued as the largest non-aeronautical operating revenue generator for the Airport. There was $60.3 million in parking revenue included in the results of the Airport for 2023, an increase of $16.9, or 39.0% as compared to 2022. Enplaned passengers climbed from 4.1 million in 2022 to 4.6 million in 2023, a 13.4% increase. Additionally, the Airport made several operational improvements and key pricing decisions in conjunction with new parking operator LAZ to add more parking spaces and modernize parking rates.

On February 8, 2013, the Authority's board awarded the bid to drill natural gas at the Airports to CNX Gas Company LLC (CNX). CNX's lease has continued from year to year with new wells added at PIT as recently as 2023. In addition to ground rent, the Authority earns ongoing royalties on the natural gas production. In addition, CNX has partnered with Range Resources to add lateral drilling at PIT from well pads on neighboring properties. The new lateral wells started production in May 2023. Net revenues from the natural gas lease have been used to reduce airline rates and charges and for capital expenditures, including economic development at the Airport. During 2023 and 2022, drilling revenues were $9.2 million and $12.2 million, respectively.

The Terminal Modernization Program (the "TMP") broke ground in the fall of 2021 and construction of the new, rightsized terminal to serve the region remains on schedule for a 2025 opening. The financing of the TMP includes a subordinate revolving line of credit facility with PNC (the "PNC Line of Credit"). The terms of the credit facility were updated with the Fourth amendment to the loan agreement on December 15, 2023. The par amount available of $50.0 million remains, and the index changed to the Secured Overnight Financing Rate (SOFR) and is a combination of bearing interest at a rate per annum, which is equal to the sum of 79% of the Daily 1M SOFR plus an applicable spread starting at 58 basis points. This line was and continues to be used to pay certain costs of the TMP. The security for repayment of the facility is a subordinate lien on net revenue, as defined in the Master Trust Indenture. The outstanding balance on the line of credit was $726,750 on December 31, 2023.

The AOA provides approval for $1.569 billion in TMP costs and $241.9 million for (i) renovations of the existing airside terminal and (ii) Signatory Airline fit-outs of the project's newly constructed leased premises, such as ticket counters and offices. TMP design and construction is primarily being funded with bond financing. As of December 31, 2023, two bond sales were completed, including the most recent on October 9, 2023 (the "2023 Bonds"). Leading up to this sale, three bond rating agencies cited, among other things, the Airport's well-anchored origination and destination traffic base serving the broader Pittsburgh metropolitan area, and well-diversified airline market share.

The $415.0 million bond sale was met with solid investor demand and oversubscription. The Authority benefited from the oversubscription through favorable repricing at the end of the sale. Over 87 separate institutional investors placed orders and over $1.3 million of orders were filled for retail Pennsylvania investors.

The 2023 Bonds consisted of three tranches:

- Series 2023A (AMT) Bonds: The Par amount of the Series 2023A Bonds is $346,960,000, and the proceeds from these bonds are used to (i) pay costs of the TMP, the airside terminal renovations, and the airline fit-outs, including repayment of a portion of the then-outstanding principal balance under the PNC Line of Credit; (ii) fund capitalized interest on the 2023A Bonds; (iii) fund the Common Debt Service Reserve Account in the Debt Service Reserve Fund; and (iv) pay the costs of issuance of the 2023A Bonds.

- Series 2023B (Non-AMT) Bonds: The principal amount of the Series 2023B Bonds is $27,065,000, and the proceeds from these Bonds are used to (i) pay costs of the TMP, including repayment of a portion of the outstanding principal balance under the PNC Line of Credit; (ii) fund capitalized interest on the 2021B Bonds; (iii) fund the Common Debt Service Reserve Account in the Debt Service Reserve Fund; and (iv) pay the costs of issuance of the 2023B Bonds (including the premium for the insured Series 2023B Bonds).

- Series 2023C (Federally Taxable) Bonds: The principal amount of the Series 2023C Bonds is $41,000,000, and the proceeds from these Bonds are used to (i) pay costs of the TMP, including repayment of a portion of the outstanding principal balance under the PNC Line of Credit; (ii) fund capitalized interest on the 2021B Bonds; (iii) fund the Common Debt Service Reserve Account in the Debt Service Reserve Fund; and (iv) pay the costs of issuance of the 2023B Bonds (including the premium for the insured Series 2023B Bonds).

The 2023 Bonds have a 30-year final maturity with principal repayment structured to achieve approximately level annual debt service.

The following is a summary of the Authority’s Statement of Revenue, Expenses and Changes in Net Position for the years ended December 31, 2023, and 2022 (in thousands):

	2023	2022	% Change 2023 vs 2022
Operating revenues			
Landing fees and airline rentals and fees	$ 63,421	$ 54,181	17.1%
Parking revenues	60,254	43,338	39.0%
Rental car revenues	15,044	13,941	7.9%
Other revenues	28,031	29,759	-5.8%
Total operating revenues	166,751	141,219	18.1%
Nonoperating revenues			
Passenger and customer facility charges	28,940	25,441	13.8%
Gaming act revenues	12,400	12,400	0.0%
Gas drilling revenues	9,191	12,205	-24.7%
Non capital grants	20,294	13,310	52.5%
Net increase in fair value of investments	17,151	(6,029)	-384.5%
Other revenues	27,260	14,133	92.9%
Total nonoperating revenues	115,236	71,460	61.3%
Total revenues	$ 281,987	$ 212,679	32.6%

	2023	2022	% Change 2023 vs 2022
Operating expenses			
Salaries, wages, and benefits	83,818	70,379	19.1%
Utilities, cleaning, and maintenance	29,366	29,028	1.2%
Depreciation	39,148	52,944	-26.1%
Other expenses	65,517	53,835	21.7%
Total operating expenses	217,848	206,186	5.7%
Nonoperating expenses			
Interest expense	27,827	28,085	-0.9%
Other expenses	3,017	42	-
Total nonoperating expenses	30,843	28,127	9.7%
Total expenses	248,691	234,313	6.1%
Loss before capital contributions and grants	33,295	(21,634)	-253.9%
Capital contributions and grants	54,622	30,838	77.1%
Increase (decrease) in net position	87,917	9,204	855.2%
Net Position – beginning of year	663,298	654,094	1.4%
Net Position – end of year	$ 751,215	$ 663,298	13.3%

Total operating revenues increased approximately $25.6 million, or 18.1%, compared to 2022. The primary drivers were combined parking and ground transportation revenues finishing the year up $16.9 million, or 39.0%, compared to 2022 as a direct result of the 13.4% increase in enplaned passengers year over year and strategic initiatives to better utilize lots and pricing. Similarly, landing fees and airline rentals and fees were up $9.2 million, or 17.1% in 2023 as compared to 2022 due to the increase in air service.

Total operating expenses (including depreciation) were up $11.7 million, or 5.7%, in 2023 as compared to 2022. Salaries, wages, and benefits increased approximately $13.4 million as employment returned to full post-pandemic levels. The category of "Other expenses" includes professional services, supplies, fuel, and chemicals and increased by $11.7 million year over year. The application of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* resulted in the recognition of additional pension expense of $27.6 million and $19.5 million in 2023 and 2022, respectively.

Nonoperating revenues increased $43.8 million due to a $23.1 million increase in the fair value of investments and a $12.8 million increase in interest income, both due to the increase in bond proceeds on-hand and interest rate increases in 2023 over 2022.

Nonoperating expenses increased $2.7 million due to $2.9 million spent in 2023 on bond issuance costs as part of the 2023 bond sale.

Significant Capital Project - Terminal Modernization Program

In 2017, the Authority approved its master plan for the Airport, which identified the need to right-size and modernize the Airport's terminal facilities. The existing terminal was designed and constructed in the late 1980s and early 1990s in close cooperation with the former US Airways to accommodate its hubbing operations. The terminal complex was therefore designed to handle high volumes of connecting traffic. The Airport no longer serves as a major hub, with US Airways ending its hubbing operations in 2004. Traffic at the Airport is now composed of approximately 97% origination and destination (O&D) passengers who are served by a diversified portfolio of airlines. Because the Airport is no longer a hub, the existing terminal facilities far exceed the current level of activity in some respects, and in other respects are undersized for a thriving O&D market. For example, the TSA security screening area was not originally designed to meet today's needs, causing congestion. In addition, building systems such as elevators, escalators, mechanical, electrical, and communications that became operational in 1992 are reaching the end of their respective service lives, requiring significant maintenance or replacement.

The TMP will replace the existing landside terminal at the Airport with a new landside terminal housing ticketing, the TSA checkpoint, and baggage claim. In addition, associated facilities, including roadways, parking, and rental car facilities, will be constructed adjacent to the new landside terminal. The new landside terminal will be integrated with the existing airside terminal, eliminating the need for a train between the buildings. The design of the new terminal took into account evolving customer requirements, technology, and health standards. The TMP design was informed and influenced by extensive collaboration and coordination between the Authority and its airline partners. The TMP is designed to balance airside and landside terminal operations to serve current and projected passenger demands and improve building system functionality along with reduced operating costs.

The TMP Budget totals nearly $1.4 billion, and the opening date is scheduled for early 2025. Major components of the program include a terminal ($761.9 million), a multimodal complex ($164.8 million), indirect costs such as designs and management ($303.8 million), and contingencies ($102.5 million). The airline operating agreement executed in 2021 allowed the TMP construction to formally start in the summer of 2021. Major construction highlights in 2023 include the completion of all steel placement, terminal deck concrete, and roadway bridges. At year end, terminal glass installation was near completion and the MMC precast components were in the final stages. By the end of 2023, 96% of terminal contracts were awarded as well as 95% of MMC contracts.

COVID-19 Significant Legislation

On March 11, 2020, the World Health Organization declared COVID-19 a pandemic which spread across the globe. In response, many countries implemented measures to combat the outbreak. These measures included international travel restrictions and, in some states, orders to stay home. As a result, domestic travel across the United States significantly declined. The United States Government responded by passing acts of legislation to partially offset the negative financial impacts of COVID-19.

The CARES Act, signed into law on March 27, 2020, included $10.0 billion of assistance to U.S. commercial airports. The Authority was awarded $36.2 million of CARES Act funds which the Authority used to partially offset operating expenses in 2021 and 2022. The FAA has officially approved the grant closeout.

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), signed into law on December 27, 2020, included approximately $2.0 billion of financial relief for airports. The Authority was awarded $10.6 million of CRRSA funds which the authority used to offset debt and operating expenses as well as to pass-through to the Airport's concessionaires. The FAA has officially approved the grant closeout.

The American Rescue Plan Act (ARPA), signed into law on March 11, 2021, included $8.0 billion in funds to U.S. airports. The Authority was awarded $35.8 million of ARPA funds which the authority used to offset debt and operating expenses as well as to pass-through to the Airport's concessionaires. The final grant closeouts have been filed and are pending final FAA notification.

The following table summarizes the above legislation and the amounts drawn down from ACAA fiscal years 2021 thru 2023. All funding has been fully utilized.

COVID - 19 Grants
FY 2020 thru FY 2023
millions

	Debt Service	Operating	Concessions	Total
Federal Relief Available				
Cares	$ 8.28	$ 27.84	$ -	$ 36.12
CRRSA	$ 9.54	$ 0.06	$ 1.01	$ 10.61
ARPA	$ 2.75	$ 29.08	$ 4.04	$ 35.87
Total Federal Relief Available	$ 20.57	$ 56.98	$ 5.05	$ 82.60
Drawn Down as of 12/31/2023				
FY 2020 CARES	$ -	$ 11.14	$ -	$ 11.14
FY 2021 CARES	$ 8.28	$ 14.34	$ -	$ 22.62
FY 2022 CARES	$ -	$ 2.36	$ -	$ 2.36
FY 2020 CRRSAA	$ -	$ -	$ -	$ -
FY 2021 CRRSAA	$ 9.54	$ 0.06	$ -	$ 9.60
FY 2022 CRRSAA	$ -	$ -	$ 1.01	$ 1.01
FY 2020 ARPA	$ -	$ -	$ -	$ -
FY 2021 ARPA	$ 2.75	$ 4.17	$ -	$ 6.91
FY 2022 ARPA	$ -	$ 9.73	$ -	$ 9.73
FY 2023 ARPA	$ -	$ 15.19	$ 4.04	$ 19.23
Total Drawn	**$ 20.57**	**$ 56.97**	**$ 5.05**	**$ 82.59**
Total Available for Future Use	**$ -**	**$ -**	**$ -**	**$ -**

The Bipartisan Infrastructure Law (BIL), another major legislative act, was signed on November 15, 2021. This law is further broken out between competitive grants and entitlement grants.

Bipartisan Infrastructure Law Funding Airport Terminal Program Grants (ATP) represent competitive grants. The Authority has been awarded a total of $23.5M to date in BIL ATP Grants. In 2022, the Authority's award of $20 million was fully used to procure Steel for the TMP project. In 2023, the Authority's award of $3.5 million was used to support the TMP project. The Authority will continue to apply for these competitive grants in 2024 through 2026.

Bipartisan Infrastructure Law Airport Infrastructure Grants (AIG) represent entitlement grants. These grants include an annual allocation through 2026 of relatively fixed amounts adjusted based on the most recent current year enplaned passenger or NPIAS classification. These grants can be carried over to future years. The Authority chose to rollover grants and the first utilization of AIG grants was in 2023. The Authority's airports will each receive entitlement grants as follows:

a. Pittsburgh International Airport is estimated to receive $55.1 million (roughly $11.0 million per year for five years adjusted in later years as stated above). These funds will be used on various capital projects, including restroom renovations, interior lighting, and holdrooms.
b. Allegheny County Airport is estimated to receive a total of $3.8 million (roughly $763,000 per year for five years). These funds will be used on various capital projects, including airfield and taxiway improvements as well as airfield signage projects.

Financial Position

The following represents a summary of the Authority's Statement of Net Position as of December 31, 2023, and 2022 (in thousands):

	2023	2022	% Change 2023 vs 2022
Assets and Deferred Outflows of Resources			
Assets			
Current assets - Unrestricted	$ 189,536	$ 161,727	17.2%
Current assets - Restricted	89,272	76,264	17.1%
Net property and equipment	1,474,181	1,037,141	42.1%
Other non current assets - Unrestricted	231,667	227,280	1.9%
Other non current assets - Restricted	673,771	647,435	4.1%
Total assets	2,658,428	2,149,847	23.7%
Deferred Outflows of Resources	98,587	83,712	17.8%
Total assets and deferred outflows of resources	$ 2,757,015	$ 2,233,559	23.44%

	2023	2022	% Change 2023 vs 2022
Liabilities and Deferred Inflows of Resources			
Liabilities			
Current payables from unrestricted assets	$ 34,176	$ 65,411	-47.8%
Current payables from restricted assets	86,182	74,328	15.9%
Long-term liabilities	1,657,809	1,188,829	39.4%
Total liabilities	1,778,168	1,328,568	33.8%
Deferred Inflows of Resources	227,632	241,693	-5.8%
Total liabilities and deferred inflows of resources	2,005,801	1,570,261	27.7%
Net Position			
Net investment in capital assets	638,807	602,988	5.9%
Restricted	76,163	33,085	130.2%
Unrestricted	36,244	27,225	33.1%
Total net position	$ 751,215	$ 663,298	13.25%

The Authority's total net position increased by $87.9 million from 2022 due to changes in net investments in capital assets, restricted net position, and unrestricted net position. The net investment in capital assets increased by $35.8 million due to additional investments in capital assets financed through capital grants and contributions. Restricted net position increased by $43.1 million primarily due to an increase in investment gains in 2023 and increased PFC revenues. Unrestricted net position increased $9.0M due to increases in unrestricted cash, cash equivalents, and investments due to the increased revenues and favorable market conditions in 2023 when compared to 2022.

For the years ended December 31, 2023, and 2022, the Authority's financial statements include the adoption of GASB Statement No. 87, Leases ("GASB 87"). Further detailed information on the Authority's leases can be found in Note 12 to the financial statements.

Capital Asset and Debt Administration

Capital Assets - The Authority's capital assets, net of depreciation, as of December 31, 2023, and 2022 amounted to $1.5 billion and $1.0 billion, respectively. The capital assets include land and land improvements (including runways and taxiways); buildings and building improvements; equipment; furniture and fixtures; as well as construction in progress. The total increase in the Authority's capital assets before accumulated depreciation for 2023 was 16.6%.

Major capital projects in progress and expenditures incurred during 2023 included the following:

- Terminal Modernization Program $417.1 million
- Development area projects $2.4 million
- Airfield projects $1.4 million

Major capital projects in progress and expenditures incurred during 2022 included the following:

- Terminal Modernization Program $288.9 million
- Development area projects $14.2 million
- Airfield projects $7.9 million

Capital asset acquisitions are capitalized at cost and depreciated using the straight-line method. Acquisitions are funded using a variety of sources, including federal grants, state grants, passenger facility charges, debt issuance, and cost recovery through airline rates and charges. Major commitments include $418.4 million for the TMP and $180.8 million for multiple other projects. Further detailed information on the Authority's capital assets can be found in Note 5 to the financial statements.

Debt Administration - As of December 31, 2023, and 2022, the Authority's long-term debt outstanding totaled $1,431.6 million and $1,043.6 million, respectively. The outstanding debt as of December 31, 2023, consists primarily of 2023 Bonds and the 2021 Bonds. Additionally, the Authority reported $2.8 million and $5.0 million in installment purchases on December 31, 2023, and 2022, respectively. In October 2023, ratings were confirmed from Fitch (A Stable), Moody's (A2 Stable), and Kroll (A+) in conjunction with the 2023 Bond sale. Detailed information regarding the Authority's long-term debt can be found in Note 6 to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of the Authority's finances and to demonstrate the Authority's accountability for the funds it receives and expends. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to the Authority's Chief Financial Officer, Pittsburgh International Airport, Landside Terminal, 4th Floor Mezz., Pittsburgh, PA 15231-0370 or via the "Contact Us" area of the Authority's website at www.flypittsburgh.com.

Statement of Net Position

December 31, 2023

Assets	
Current assets:	
Cash and cash equivalents (Note 3)	$ 58,957,581
Investments (Note 3)	78,626,168
Receivables:	
Trade receivables	10,541,078
Due from County of Allegheny, Pennsylvania (Note 11)	634,501
Accrued interest receivable	965,685
Leases receivable	8,440,270
Due from other governments	24,168,646
Gas drilling receivable	2,234,075
Other receivables	2,447,768
Inventory	2,520,634
Restricted assets: (Note 4)	
Cash and cash equivalents (Note 3)	86,457,753
Accrued interest receivable	933,460
Passenger and customer facility charge receivable	1,881,228
Total current assets	278,808,847
Noncurrent assets:	
Restricted assets: (Note 4)	
Restricted cash and cash equivalents	15,136,400
Restricted investment securities	658,634,960
Investments (Note 3)	47,923,443
Capital assets: (Note 5)	
Assets not subject to depreciation	1,152,424,724
Assets subject to depreciation - Net	321,756,129
Lease receivable - Net of current portion	183,722,917
Prepaid debt issuance costs	20,833
Total noncurrent assets	2,379,619,406
Total assets	2,658,428,253
Deferred Outflows of Resources - Deferred pension costs (Note 8)	98,587,011
Liabilities	
Current liabilities:	
Accounts payable	10,885,715
Due to County of Allegheny, Pennsylvania (Note 11)	1,986,690
Payables from restricted assets:	
Accounts payable	34,048,689
Accrued liabilities	21,460,400
Retainage payable	29,029,935
Other liabilities	1,643,417
Short-term line of credit (Note 6)	726,750
Unearned revenue	8,574,135
Accrued liabilities and other	11,157,177
Current portion of long-term debt (Note 6)	845,990
Total current liabilities	120,358,898
Noncurrent liabilities:	
Long-term debt - Net of current portion (Note 6)	1,432,792,906
Net pension liability (Note 8)	220,116,474
Unearned revenue	4,004,263
Other noncurrent liabilities	895,757
Total noncurrent liabilities	1,657,809,400
Total liabilities	1,778,168,298

See notes to financial statements.

	December 31, 2023
Deferred Inflows of Resources	
Deferred pension cost reductions (Note 8)	$ 43,363,100
Leases	184,269,199
Total deferred inflows of resources	227,632,299
Net Position	
Net investment in capital assets	638,807,282
Restricted:	
Capital projects	51,454,815
Operations and maintenance	23,774,882
Debt service	933,460
Unrestricted	36,244,228
Total net position	**$ 751,214,667**

Statement of Revenue, Expenses, and Changes in Net Position

	Year Ended December 31, 2023
Operating Revenue	
Landing fees	$ 22,315,870
Terminal area airline rentals and fees	41,105,317
Other aeronautical revenue	7,260,118
Parking revenue	60,254,253
Rental car revenue	15,044,458
Terminal concessions	9,535,277
Other nonaeronautical revenue	8,702,604
Allegheny County Airport revenue	2,532,940
Total operating revenue	166,750,837
Operating Expenses	
Salaries, wages, and benefits	83,817,913
Utilities	11,025,254
Cleaning and maintenance services	18,340,538
Professional services	47,976,843
Other operating expenses	14,408,537
Allegheny County Airport expenses	3,131,525
Depreciation	39,147,510
Total operating expenses	217,848,120
Operating Loss	(51,097,283)
Nonoperating Revenue (Expense)	
Interest income	19,971,001
Loss on sale of assets	(86,600)
Customer facility charges	10,902,348
Passenger facility charges	18,037,523
Gaming Act revenue	12,400,000
Gas drilling revenue	9,191,352
Grant revenue	20,293,746
Interest expense	(27,826,826)
Net increase in fair value of investments	17,150,723
Bond issuance costs	(2,929,942)
Lease interest revenue	7,288,986
Total nonoperating revenue	84,392,311
Income - Before capital contributions	33,295,028
Capital Contributions - Capital grants	54,621,747
Change in Net Position	87,916,775
Net Position - Beginning of year	663,297,892
Net Position - End of year	**$ 751,214,667**

See notes to financial statements.

Statement of Cash Flows

Year Ended December 31, 2023

Cash Flows from Operating Activities	
Receipts from customers and users	$ 162,527,348
Payments to suppliers for goods and services	(96,696,263)
Payments to employees and fringes	(57,409,405)
Net cash and cash equivalents provided by operating activities	8,421,680
Cash Flows from Noncapital Financing Activities	
Gaming Act receipts	12,400,000
Gas drilling rent and royalty receipts	8,362,709
Grant revenue receipts	30,167,769
Net cash and cash equivalents provided by noncapital financing activities	50,930,478
Cash Flows from Capital and Related Financing Activities	
Net draws on line of credit and issuance of debt obligations	399,097,388
Receipt of capital grants and contributions	47,773,298
Payments for construction in progress and purchase of capital assets	(461,825,108)
Net payments on bonds, interest, and other debt-related charges	(46,122,667)
Passenger facility charges collected	18,037,523
Customer facility charges collected	18,191,334
Net cash and cash equivalents used in capital and related financing activities	(24,848,232)
Cash Flows from Investing Activities	
Interest received on investments	36,563,319
Proceeds from sale and maturities of investment securities	4,308,398
Net cash and cash equivalents provided by investing activities	40,871,717
Net Increase in Cash and Cash Equivalents	75,375,643
Cash and Cash Equivalents - Beginning of year	85,176,091
Cash and Cash Equivalents - End of year	**$ 160,551,734**
Classification of Cash and Cash Equivalents	
Cash and cash equivalents	$ 58,957,581
Restricted cash and cash equivalents - Current	86,457,753
Restricted cash and cash equivalents - Noncurrent	15,136,400
Total cash and cash equivalents	**$ 160,551,734**
Reconciliation of Operating Loss to Net Cash and Cash Equivalents from Operating Activities	
Operating loss	$ (51,097,283)
Adjustments to reconcile operating loss to net cash and cash equivalents from operating activities:	
Depreciation	39,147,510
Changes in assets and liabilities:	
Receivables	(8,263,621)
Inventories	(196,396)
Prepaid and other assets	(25,312)
Accounts payable	9,667,178
Net pension liability	50,554,046
Deferrals related to pension	(22,944,519)
Accrued and other liabilities	(8,419,923)
Total adjustments	59,518,963
Net cash and cash equivalents provided by operating activities	**$ 8,421,680**

See notes to financial statements.

Note 1 - Nature of Business

Allegheny County Airport Authority (the "Authority") presently leases and operates the Pittsburgh International Airport (PIT or the "Airport") and the Allegheny County Airport (AGC) (collectively, the "Airport System"). The Authority's activities are commercial in nature and are intended to be self-sustaining. The Authority is a corporate body existing under the laws of the Commonwealth of Pennsylvania pursuant to the Municipality Authorities Act of 1945, approved on May 2, 1945, P.L. 382, and subsequently amended by the Municipal Authority Act, Act 22 of 2001. The Authority was organized by the County of Allegheny, Pennsylvania (the "County") on June 17, 1999. On September 16, 1999, pursuant to the Airport Operation, Management and Transfer Agreement and Lease between the County and the Authority (the "Transfer Agreement"), as amended, the County transferred and leased the Airport System to the Authority for an initial term of 25 years with two 25-year extension options exercisable at the option of the Authority. In connection with the Transfer Agreement, the County transferred to the Authority all of the County's rights, title, and interest in the property utilized by the County in connection with the Airport System. In addition, all contractual rights, obligations, and liabilities pertaining to the Airport System, including revenue and general obligation bonds issued by the County to finance construction and development of PIT, were transferred to the Authority by the County. Prior to the organization of the Authority, the operations were included in the County's Department of Aviation.

Board members of the Authority are appointed by the county executive, subject to confirmation by a majority of the County Council. The Authority's financial statements are presented as a component unit in the County's general purpose financial statements and Annual Comprehensive Financial Report. Given the relationship of the parties to the Transfer Agreement, no adjustments were made to the historical carrying values of the Airport System's assets and liabilities and net position. The accompanying financial statements reflect the financial position and results of operations of the Authority as of and for the year ended December 31, 2023.

Note 2 - Significant Accounting Policies

Accounting and Reporting Principles

The Governmental Accounting Standards Board (GASB) establishes standards for external financial reporting for state and local governments and components thereof. The Authority's net position is classified into three categories according to external restrictions or availability of assets for satisfaction of authority obligations. The Authority's net position is classified as follows:

- Net Investment in Capital Assets - This represents the Authority's total investment in capital assets - net of outstanding debt obligations related to those capital assets. To the extent debt has been incurred but not yet expended for capital assets, such amounts are not included as a component of net investment in capital assets.
- Restricted Net Position - This includes resources for which the Authority is legally or contractually obligated to spend resources in accordance with restrictions imposed by external third parties.
- Unrestricted Net Position - Unrestricted net position represents resources derived from operations that may be used at the discretion of the board of directors for any purpose.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first and then unrestricted resources as they are needed.

Basis of Accounting

The Authority is accounted for as a single-purpose, business-type entity since its operations are financed and operated in a manner similar to a private business. The Authority's financial statements are presented on the economic resources measurement focus and the full accrual basis of accounting. Revenue is recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Note 2 - Significant Accounting Policies (Continued)

Revenue and Expenses

Revenue from airlines, concessionaires, lessees, and parking is reported as operating revenue. Operating expenses include the cost of administering the airport system, plus depreciation and amortization of capital assets. All revenue and expenses not meeting this definition are reported as nonoperating revenue and expenses or capital contributions and grants.

Revenue Recognition and Unearned Revenue

Airline Operating Agreement

Landing fees and terminal building lease rental revenue include amounts computed in accordance with the Airline Operating Agreement (AOA) between the Authority and the airlines serving PIT that sign this agreement (the "Signatory Airlines"). The AOA provides that the aggregate of airline fees and charges, together with other revenue, including nonairline revenue, for each fiscal year should be sufficient to pay the operating expenses of the cost centers included in the AOA and to make all deposits and payments under the bond indentures issued in connection with financings of capital projects for the Authority. In 2021, the AOA was extended to expire on December 31, 2028.

American Airlines, together with its affiliated commuter airlines, accounted for approximately 23 percent of total enplaned passengers at PIT in 2023. Southwest Airlines accounted for approximately 25 percent of total enplaned passengers at PIT in 2023. Revenue from American Airlines represents approximately 12.15 percent of PIT operating revenue in 2023. No other airline represents more than 10 percent of operating revenue or 20 percent of total enplaned passengers.

Concession and Rental Car Revenue

Concession and rental car revenue is generally based on a fixed percentage of tenant revenue, subject to certain minimum monthly fees.

Parking Revenue

Parking revenue is derived from a third-party operator and is based on a fixed percentage of net revenue, as defined in the associated management agreement.

Gas Drilling Revenue

On February 8, 2013, the Authority’s board awarded the bid to drill natural gas at the Airports to CNX Gas Company LLC (CNX). Its lease has continued from year to year. In addition to ground rent, the Authority earns ongoing royalties on the natural gas production. Net revenue from the natural gas lease has been used to reduce airline rates and charges and for capital expenditures, including economic development, at the Airport. In addition, CNX has partnered with Range Resources to further develop the gas lease by adding laterals to their contiguous drilling pads. CNX began to frac the wells in April 2023 and commenced production in May 2023, with the Authority receiving royalties on the same basis as if CNX drilled the acres itself. During 2023, drilling revenue was $8.8 million.

Passenger Facility Charges (PFCs)

On October 1, 2001, the airlines began collecting PFCs on qualifying enplaning passengers at PIT on behalf of the Authority. PFCs are fees imposed on enplaning passengers by airports to finance eligible airport-related projects that preserve or enhance safety, capacity, or security of the national air transportation system; fund noise mitigation at the airport; or furnish opportunities for enhanced competition between or among air carriers. Regulations have been promulgated by the Federal Aviation Administration (FAA) that enhance the eligibility of PFC usage to include, among other things, debt service payments. Both the fee imposed and the intended uses must be reviewed and approved by the FAA.

Note 2 - Significant Accounting Policies (Continued)

Effective December 1, 2004, the FAA approved an increase to the PFC, allowing the Authority to collect at the current maximum rate of $4.50. The project summary was approved by the FAA in its Record of Decision, dated July 2001, and subsequently amended through December 17, 2019, as follows:

Reimbursement for preapplication projects (to be applied to debt service)	$ 215,055,143
Safety and security-related projects	160,695,520
Environmental-related projects	82,427,857
Terminal development projects	741,021,344
Total	$1,199,199,864

The Authority has expended $382,907,941 on these projects through December 31, 2023.

PFC revenue is classified as nonoperating in the statement of revenue, expenses, and changes in net position and is restricted for capital improvements, debt service, and certain other uses approved by the FAA.

Customer Facility Charges (CFCs)

Beginning on June 1, 2011, the Authority began collecting CFCs from all rental car concessionaires that operate at PIT. CFC revenue is classified as nonoperating in the statement of revenue, expenses, and changes in net position. Such amounts are restricted for operating and maintenance expense, capital improvements, and debt service related to the rental car operation at the Airport or for any rental car-related purpose the Authority determines is a reasonable use of such funds.

The CFC fee is charged to each on-airport rental car concessionaire customer on a per transaction day basis. The CFC rate was increased to $6.00 effective February 1, 2020. Also, at the request of the rental car companies, in April 2020, the Authority raised the cap on the number of days of collection from 7 to 30.

Federal and State Grants

Outlays for airport capital improvements and, from time to time, certain airport operating expenses are subject to reimbursement from federal grant programs. Funds are also received for airport development from the State of Pennsylvania. Funding provided from government grants is considered earned as the related approved capital outlays or expenses are incurred and is recorded as a component of capital contributions and grants. Costs claimed for reimbursement are subject to audit and acceptance by the granting agency.

Tenant-financed Improvements

Unearned revenue also includes amounts funded by tenants of the Authority for certain capital assets. These unearned revenue amounts are being amortized to contribution revenue using the straight-line method over the depreciable lives of the related assets through credits to current rents payable.

Specific Balances and Transactions

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments with a maturity of three months or less when acquired.

Investments

Investments are reported at fair value or estimated fair value. Short-term investments are reported at cost, which approximates fair value. Changes in the fair value of investments are reported as nonoperating revenue in the statement of revenue, expenses, and changes in net position.

Note 2 - Significant Accounting Policies (Continued)

Inventories

Inventories are valued at cost, which is determined using the weighted-average method of accounting. Inventories are composed of construction-related materials and parts used for maintenance of facilities and equipment.

Capital Assets

Capital assets are defined by the Authority as assets with an initial individual cost of more than $5,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated acquisition value at the date of donation. Costs incurred for major improvements are carried in construction in progress until the assets are placed in service or are available for use, whichever occurs first.

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

	Depreciable Life - Years
Terminal buildings	10-30
Airfield (runways/taxiways/deicing)	20
Site development	30-50
Parking garage/lots/etc.	15-40
Hangars	5-30
Roadways	10-20
Mobile and other equipment	10-20
Computer/Security equipment and systems	5-20
Utilities	10-40
Other assets	10-30
Other structures	10-30
Landing area - Non sub	20-50

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources (expense/expenditure) until then.

The Authority reports deferred outflows related to pension. See Note 8 for further details on pension deferred outflows.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time.

The Authority reports deferred inflows related to pension and deferred lease revenue. See Notes 8 and 12 for further details on pension inflows and deferred lease revenue, respectively.

Note 2 - Significant Accounting Policies (Continued)

Pension

The Authority participates in a single-employer defined benefit pension plan sponsored by the County, known as the Allegheny County Employees' Retirement System (the "Plan"). For reporting and accounting purposes, the Plan is treated as a cost-sharing multiple-employer defined-benefit plan, as the Plan covers both the Authority's and the County's employees. The Authority records a net pension liability for the difference between the total pension liability calculated by the actuary and the pension plan's fiduciary net position. For the purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Allegheny County Employees' Retirement System Pension Plan and additions to/deductions from the pension plan's fiduciary net position have been determined on the same basis as they are reported by the pension 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, except for money market investments and participating interest-earning investment contracts that have a maturity at the time of purchase of one year or less, which are reported at cost.

Compensated Absences (Vacation and Sick Leave)

It is the Authority's policy to permit employees to accumulate earned but unused sick and vacation pay benefits. Certain firefighters employed by the Authority earn vested sick benefits that are accrued for based on the estimated amount that the Authority will pay upon employment termination (current rates of compensation plus appropriate taxes); vacation pay is accrued based on assumptions concerning the probability that certain employees will become eligible to receive these benefits in the future.

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 estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the period. Actual results could differ from those estimates.

Leases

The Authority is a lessor for noncancelable leases of certain assets, including airport facilities, surrounding property, and locations within the airport. The Authority recognizes a lease receivable and a deferred inflow of resources in the financial statements.

At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the Authority determines the discount rate it uses to discount the expected lease receipts to present value, lease term, and lease receipts.

- The Authority uses its incremental borrowing rate at lease inception as the discount rate for leases.
- The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Note 2 - Significant Accounting Policies (Continued)

Lease activity is further described in Note 12.

Upcoming Accounting Pronouncements

In June 2022, the Governmental Accounting Standards Board issued Statement No. 100, *Accounting Changes and Error Corrections*, which enhances the accounting and financial reporting requirements for accounting changes and error corrections. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2024.

In June 2022, the Governmental Accounting Standards Board issued Statement No. 101, *Compensated Absences*, which updates the recognition and measurement guidance for compensated absences under a unified model. This statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means and establishes guidance for measuring a liability for leave that has not been used. It also updates disclosure requirements for compensated absences. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2024.

In December 2023, the Governmental Accounting Standards Board issued Statement No. 102, *Certain Risk Disclosures*, which requires governments to disclose essential information about risks related to vulnerabilities due to certain concentrations or constraints. The standard defines a concentration (a lack of diversity related to an aspect of significant inflow of resources or outflow or resources) and a constraint (a limitation imposed on a government by an external party or by formal action of the government’s highest level of decision-making authority), both of which may limit a government’s ability to acquire resources or control spending. GASB 102 requires a government to disclose information about a concentration or constraint if certain criteria are met. The provisions of this statement are effective for the Authority’s financial statements for the year ending December 31, 2025.

Note 3 - Deposits and Investments

Deposits and investments are reported in the financial statements as follows:

Cash and cash equivalents	$ 58,957,581
Investments - Current	78,626,168
Investments - Noncurrent	47,923,443
Restricted cash and cash equivalents - Current	86,457,753
Restricted cash and cash equivalents - Noncurrent	15,136,400
Restricted investments - Noncurrent	658,634,960
Total deposits and investments	$ 945,736,305

These amounts are classified into the following deposit and investment categories:

Deposits with financial institutions	$ 58,350,030
Investments:	
Reported at cost - Investment pool - Federated government obligations fund	104,331,400
Reported at fair value:	
Commercial paper	165,200,011
Treasury notes	412,948,090
Treasury bills	152,712,869
Government agency bonds	52,193,905
Total	$ 945,736,305

Note 3 - Deposits and Investments (Continued)

The Authority's investment policy is to follow Section 5611 of the Commonwealth of Pennsylvania Municipality Authorities Act and Act 131 of 2014 (Section 2) (collectively, the "Acts"). In accordance with the Acts, the Authority is authorized to invest in (1) U.S. Treasury bills; (2) short-term obligations of the U.S. government or its agencies or instrumentalities; (3) obligations of the United States of America or any of its agencies or instrumentalities backed by the full faith and credit of the United States of America, the Commonwealth of Pennsylvania (the "Commonwealth") or any of its agencies or instrumentalities backed by the full faith and credit of the Commonwealth, or any political subdivision of the Commonwealth or any of its agencies or instrumentalities backed by the full faith and credit of the political subdivision; (4) commercial paper rated in the highest rating category, without reference to a subcategory, by a rating agency; and (5) shares of an investment company registered under the Investment Company Act of 1940 whose shares are registered under the Securities Act of 1933 if the only investments of that company are in the authorized investments for authority funds listed (1) through (4) above.

Commonwealth of Pennsylvania law requires that the Authority's deposits be placed in savings accounts, time deposits, or share accounts of institutions insured by the Federal Deposit Insurance Corporation (FDIC), the Federal Savings and Loan Insurance Corporation, or the National Credit Union Insurance Fund. To the extent that such accounts are so insured, and for any amounts above the insured maximum, the approved collateral, as provided by law, shall be pledged by the depository.

The Authority has designated four banks for the deposit of its funds. The Authority's deposits and investments are in accordance with statutory authority and the adopted investment policy.

There are no limitations or restrictions on participant withdrawals for the investment pools that are recorded at amortized cost.

The Authority's cash and investments are subject to several types of risk, which are examined in more detail below:

Custodial Credit Risk of Bank Deposits

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority's cash deposits are insured up to $250,000 at financial institutions insured by the FDIC. Any cash deposits in excess of the $250,000 FDIC limits are uninsured and collateralized by financial institutions via single collateral pool arrangements, as permitted by Act No. 72 of the 1971 session of the Pennsylvania General Assembly, for the protection of public depositors. At December 31, 2023, the Authority had bank deposits of $46,888,418 that were uninsured but collateralized.

Custodial Credit Risk of Investments

Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. At December 31, 2023, the Authority's investments were not exposed to custodial credit risk. The Authority's investments are held by the pledging financial institution's trust department or agent in the Authority's name. The Authority's investment policy does not address how investment securities and securities underlying repurchase agreements are to be held.

Interest Rate Risk

Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. The Authority does not have an investment policy that manages exposure to fair value losses arising from rising interest rates.

Note 3 - Deposits and Investments (Continued)

At December 31, 2023, the Authority had the following investments and maturities:

Type of Investment	Carrying Value	Less Than 1 Year	1-5 Years
Investment pool - Federated government obligations fund	$ 104,331,400	$ 104,331,400	$ -
Commercial paper	165,200,011	77,352,383	87,847,628
Treasury notes	412,948,090	355,648,095	57,299,995
Treasury bills	152,712,869	152,712,869	-
Government agency bonds	52,193,905	27,882,574	24,311,331
Total	$ 887,386,275	$ 717,927,321	$ 169,458,954

Credit Risk

Credit risk is the risk that the issuer or other counterparty to an investment will not fulfill its obligations. The Act provides for investment of governmental funds into certain authorized investment types. Statutes do not prescribe regulations related to demand deposits; however, they do allow pooling of governmental funds for investment. The Authority has no investment policy that would further limit its investment choices. The deposit and investment policy of the Authority adheres to state statutes, related trust indentures, and prudent business practices. As of December 31, 2023, the credit quality ratings of investments are as follows:

Investment	Carrying Value	Standard & Poor's	Moody's
Investment pool - Federated government obligations fund*	$ 104,331,400	AAAm	Aaa-mf
Treasury notes	141,291,041	AAA	Aaa
Treasury notes	265,912,049	AA+	Aaa
Treasury notes	5,745,000	AAA	Aaa
Treasury bills	152,712,869	A-1+	P-1
Government agency bonds	52,193,905	AAA/AA+	Aaa
Commercial paper	26,499,676	A-1+	P-1
Commercial paper	31,539,230	A-1	P-1
Commercial paper	19,313,477	A-1	Not rated
Commercial paper	87,847,628	A+	Aa2
Total	$ 887,386,275		

*Investment is valued at amortized cost rather than fair value. There is no limitation on redemption frequency, no redemption notice period required, and no unfunded commitments.

Concentration of Credit Risk

The Authority's investment policy places no limit on the amount the Authority may invest in any one issuer. At December 31, 2023, the Authority does not have any investments subject to concentration of credit risk.

Foreign Currency Risk

Foreign currency risk is the risk that an investment denominated in the currency of a foreign country could reduce its U.S. dollar value as a result of changes in foreign currency exchange rates. The Authority's exposure to foreign currency risk derives from its investments in commercial paper issued by Canadian, Asian, and other foreign corporations. The Authority's investment policy permits it to hold commercial paper rated in the highest rating category, without reference to a subcategory, by a rating agency. At December 31, 2023, the Authority's investment in commercial paper of foreign currencies matured in less than one year and had a fair value of $53,130,536.

Note 3 - Deposits and Investments (Continued)

Fair Value Measurements

The Authority 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 the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs, and Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy below.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Authority's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset.

The Authority has the following recurring fair value measurements as of December 31, 2023:

	Assets Measured at Carrying Value on a Recurring Basis at December 31, 2023			
	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)	Balance at December 31, 2023
Investments by Fair Value Level				
U.S. Treasury securities	$ 565,660,959	$ -	$ -	$ 565,660,959
Commercial paper	-	165,200,011	-	165,200,011
Government agency bonds	-	52,193,905	-	52,193,905
Total investments by fair value level	$ 565,660,959	$ 217,393,916	$ -	$ 783,054,875

Securities classified in Level 1 are valued using prices quoted in active markets for those securities.

Where quoted market prices are available in an active market, securities are classified within Level 1 of the valuation hierarchy. If quoted market prices are not available, then fair values are estimated by using quoted prices of securities with similar characteristics or independent asset pricing services and pricing models, the inputs of which are market-based or independently sourced market parameters, including, but not limited to, yield curves, interest rates, volatilities, prepayments, defaults, cumulative loss projections, and cash flows. Such securities are classified in Level 2 of the valuation hierarchy. In certain cases where Level 1 and Level 2 inputs are not available, securities are classified within Level 3 of the hierarchy.

The fair value of commercial paper at December 31, 2023 was determined primarily using Level 2 inputs. The Authority estimates the fair value of these investments using other inputs, such as top-tier third-party pricing sources, including Interactive Data Corporation.

Note 4 - Restricted Assets

At December 31, 2023, restricted assets are composed of the following:

Passenger and customer facility charge funds	$ 401,110
Construction funds (unspent bond proceeds)	496,657,659
Capitalized interest	90,851,443
Debt service reserve	80,932,884
Operations and maintenance reserve	28,385,437
Airport system capital fund	50,237,715
Equipment and capital outlay fund	6,484,433
Prefunded grant proceeds	4,698,276
Customer facility charges fund	1,076,552
Other	3,318,292
Total	$ 763,043,801

Under the AOA, the Authority must also maintain certain funds and accounts (as therein defined). The AOA further requires the use of a cost-center structure. In general, revenue from all cost centers is pledged to the payment of the Authority's revenue bonds. However, debt service on the TMP will be charged to the terminal cost center exclusively.

The Passenger Facility Charge Fund provides for the segregation of PFC receipts, as required by the FAA. Such revenue is to be expended only for allowable capital projects or to repay debt issued for allowable capital projects under a record of decision granted by the FAA.

All other restricted funds and accounts (including those established under the AOA) of the Authority represent amounts held for customer facility charge fund expenditures, specific grants and capital projects, or deposits held on behalf of others.

Note 5 - Capital Assets

Capital asset activity of the year ended December 31, 2023 is as follows:

	Balance January 1, 2023	Additions	Disposals and Adjustments	Transfers	Balance December 31, 2023
Capital assets not being depreciated:					
Land	$ 112,630,772	$ -	$ -	$ -	$ 112,630,772
Construction in progress	617,927,663	476,274,214	-	(54,407,925)	1,039,793,952
Subtotal	730,558,435	476,274,214	-	(54,407,925)	1,152,424,724
Capital assets being depreciated:					
Terminal buildings	729,289,595	-	(34,870)	11,557,022	740,811,747
Airfield (runways, taxiways, and deicing)	204,160,737	-	-	5,392,319	209,553,056
Site development	78,188,683	-	-	29,679,620	107,868,303
Parking garage and lots	122,368,625	-	-	202,285	122,570,910
Hangars	49,403,269	-	-	53,748	49,457,017
Other structures	210,501,404	-	-	663,086	211,164,490
Roadways	74,538,570	-	-	1,987,731	76,526,301
Mobile and other equipment	59,393,023	-	(1,708,732)	60,782	57,745,073
Computer and security equipment/systems	66,384,856	-	-	3,807,917	70,192,773
Utilities	52,065,825	-	-	-	52,065,825
Other assets	37,259,056	-	-	1,003,415	38,262,471
Landing area (non sub)	327,282,403	-	(19,885,235)	-	307,397,168
Subtotal	2,010,836,046	-	(21,628,837)	54,407,925	2,043,615,134
Accumulated depreciation:					
Terminal buildings	683,477,424	8,325,910	(34,870)	-	691,768,464
Airfield (runways, taxiways, and deicing)	131,418,114	9,149,951	-	-	140,568,065
Site development	52,547,991	1,430,710	-	-	53,978,701
Parking garage and lots	97,446,529	2,873,599	-	-	100,320,128
Hangars	43,584,392	562,772	-	-	44,147,164
Other structures	146,237,730	5,306,380	-	-	151,544,110
Roadways	65,413,548	1,003,362	-	-	66,416,910
Mobile and other equipment	44,480,056	2,493,669	(1,622,132)	-	45,351,593
Computer and security equipment/systems	52,519,321	2,795,604	-	-	55,314,925
Utilities	47,689,098	351,933	-	-	48,041,031
Other assets	25,924,301	2,464,449	-	-	28,388,750
Landing area (non sub)	313,515,228	2,389,171	(19,885,235)	-	296,019,164
Subtotal	1,704,253,732	39,147,510	(21,542,237)	-	1,721,859,005
Net capital assets being depreciated	306,582,314	(39,147,510)	(86,600)	54,407,925	321,756,129
Net capital assets	$ 1,037,140,749	$ 437,126,704	$ (86,600)	$ -	$ 1,474,180,853

Note 5 - Capital Assets (Continued)

Construction Commitments

Construction in progress related to runway and taxiway rehabilitation, garage and parking lots, terminal enhancements, nonairfield property development, and the Terminal Modernization Program. As of December 31, 2023, the Authority's equipment purchases and construction commitments are as follows:

	Spent to Date	Remaining Commitment
Terminal Modernization Program	$ 776,159,625	$ 418,425,888
Development area projects	38,613,319	1,567,494
Snow removal equipment	-	1,406,400
Other projects	269,785,098	177,824,859
Total	$ 1,084,558,042	$ 599,224,641

Inexhaustible Assets

The Authority maintains various collections of inexhaustible assets to which no value can be determined. Such collections could include contributed works of art, historical treasures, literature, etc. that are held for exhibition and public service. These collections are neither disposed of for financial gain nor encumbered in any means. Accordingly, such collections are not capitalized or recognized for financial statement purposes.

Note 6 - Long-term Debt

Long-term debt activity for the year ended December 31, 2023 can be summarized as follows:

	Interest Rate Ranges	Principal Maturity Ranges	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Bonds and contracts payable:							
Direct borrowings and direct placements:							
Line of credit	Variable	N/A	$ 31,520,742	$ 11,714,461	$ (42,508,453)	$ 726,750	$ 726,750
BIOS loan	2.00%	$82,783 $217,925	5,844,763	155,237	-	6,000,000	-
Tax Increment Financing Note, Series 2022 (McClaren Road Tax Increment Financing District)	5.00%	$192,991 - $1,239,389	1,935,781	1,154,219	-	3,090,000	192,991
Total direct borrowings and direct placements principal outstanding			39,301,286	13,023,917	(42,508,453)	9,816,750	919,741
Other debt:							
Series 2021A and 2021B bonds	4.00% - 5.00%	$12,560,000 - $26,680,323	832,670,000	-	-	832,670,000	-
Series 2023A, 2023B, and 2023C bonds	5.00% - 6.22%	$250,000 - $104,993,000	-	415,025,000	-	415,025,000	-
Total other debt principal outstanding			832,670,000	415,025,000	-	1,247,695,000	-
Unamortized bond premiums - Series 2021A and 2021B bonds			171,661,344	-	(11,007,322)	160,654,022	-
Unamortized bond premiums - Series 2023A, 2021B, and 2023C bonds			-	13,556,924	(144,052)	13,412,872	-
Total long-term debt			1,043,632,630	441,605,841	(53,659,827)	1,431,578,644	919,741
Other liabilities - Installment purchases:							
2020 installment purchase - 3D printer	6.25%	$29,294 - $45,085	2,263,638	-	(1,894,936)	368,702	368,702
2022 installment purchase - 3D printer	1.99%	$20,724 - $24,632	1,669,972	-	(256,856)	1,413,116	263,352
Installment purchase - Powder facility	6.25%	$1,459 - $6,895	1,024,863	-	(19,679)	1,005,184	20,945
Total installment purchases			4,958,473	-	(2,171,471)	2,787,002	652,999
Total long-term debt and installment purchase obligations			$1,048,591,103	$ 441,605,841	$ (55,831,298)	$1,434,365,646	$ 1,572,740

Lines of Credit - Direct Borrowings

On December 18, 2019, the Authority negotiated a new line of credit from the bank. This was the first supplemental trust indenture under the new Master Trust Indenture. The original term of the line was for three years, and the initial maturity date was December 18, 2022. The original terms have since been revised under a series of amendments. As of January 1, 2023, the revised maximum commitment under the line of credit was $50,000,000 at an interest rate of 79 percent of BSBY plus 40 or 50 basis points. Under the Fourth Amendment to the Loan Agreement, dated December 15, 2023, the maximum commitment remains at $50,000,000, and the index changed to the Secured Overnight Financing Rate (SOFR) and is a combination of bearing interest at a rate per annum, which is equal to the sum of (A) 79 percent of the Daily 1M SOFR plus an applicable spread. The initial spread is 58 basis points, and this will increase if rating downgrades would occur on any of the Authority's outstanding bonds (outside of the Subordinate Obligation Notes).

Note 6 - Long-term Debt (Continued)

The funds are to be used to pay for costs of the Authority's terminal modernization program. The security for repayment of the loan is a subordinate lien on the net revenue as per the new Master Trust indenture. Interest paid in 2023 on the line of credit was $538,532. In October 2023, upon issuance of the 2023 Taxable Bond Series, the then-current balance of the line of credit of $17,891,585 was paid off. The balance of this line of credit was $726,750 at December 31, 2023.

BIOS Loan - Direct Borrowings

On June 20, 2020, the Authority entered into an agreement with the PA Department of Community & Economic Development for a Business in Our Sites (BIOS) loan in the amount of $6 million. This loan will be used to advance land development at the Neighborhood 91 site. The Authority has drawn down $6,000,000 as of December 31, 2023. Per modified payment terms of the note, upon the earlier of the leasing of 30 percent of the site or the fifth anniversary of the effective date, the borrower will begin to make monthly principal and interest payments in an amount to fully amortize the loan by the maturity date. As of December 31, 2023, there are four tenants that have started a lease.

Series 2021A and 2021B Bonds

On August 26, 2021, the Authority issued its Airport Revenue Bonds: Series 2021A (AMT) and Series 2021B (Non-AMT) (the "2021 Bonds") in the amounts of $719,850,000 and $112,820,000, respectively. The proceeds of the 2021 Bonds will be used to pay (1) a portion of the costs of the Authority's Terminal Modernization Program, (2) the costs of funding interest on and a debt service reserve account for the 2021 Bonds, and (3) the costs of issuing the 2021 Bonds.

The principal of, interest on, and premium on the 2021 Bonds are payable by the Authority only out of net revenue (as defined under the provisions of the Master Trust Indenture and Supplemental Indentures) and from such other moneys as may be available for such purpose. Neither the general credit of the Authority nor the credit or taxing power of the County of Allegheny, Pennsylvania; the Commonwealth of Pennsylvania; or any political subdivision thereof is pledged for the payment of the 2021 Bonds. The 2021 Bonds shall not be or be deemed a general obligation of the Authority or an obligation of the County, the Commonwealth of Pennsylvania, or any political subdivision thereof. The scheduled payments of principal and interest on the 2021 Bonds when due are guaranteed by third-party insurers. The ultimate ability of such insurers and guarantors to meet their obligations with respect to the Authority's 2021 Bonds will be predicated on their future financial condition.

Series 2023A, 2023B, and 2023C Bonds

On October 12, 2023, the Authority issued its Airport Revenue Bonds: Series 2023A (AMT), Series 2023B (Non-AMT), and Series 2023C (Federally Taxable) (the "2023 Bonds") in the amounts of $346,960,000, $27,065,000, and $41,000,000, respectively. The proceeds of the 2023 Bonds will be used to pay (1) a portion of the costs of the Authority's Terminal Modernization Program, (2) the costs of funding capitalized interest on and a common debt service reserve account deposit for the 2023 Bonds, and (3) the costs of issuing the 2023 Bonds.

The principal of, interest on, and premium on the 2023 Bonds are payable by the Authority only out of net revenue (as defined under the provisions of the Master Trust Indenture and Supplemental Indentures) and from such other moneys as may be available for such purpose. Neither the general credit of the Authority nor the credit or taxing power of the County of Allegheny, Pennsylvania; the Commonwealth of Pennsylvania; or any political subdivision thereof is pledged for the payment of the 2023 Bonds. The 2023 Bonds shall not be or be deemed a general obligation of the Authority or an obligation of the County, the Commonwealth of Pennsylvania, or any political subdivision thereof. The scheduled payments of principal and interest on the 2023 Bonds when due are guaranteed by third-party insurers. The ultimate ability of such insurers and guarantors to meet their obligations with respect to the Authority's 2023 Bonds will be predicated on their future financial condition.

Note 6 - Long-term Debt (Continued)

Tax Increment Financing Loan - Direct Borrowing

In 2022, the Authority entered into a series of agreements surrounding the development and financing of certain land owned by the Authority to be known as the McClaren Site. As part of the project, the Authority performed certain improvements, including grading, wetlands mitigation, and the extension of utilities required to accommodate future development. The McClaren Site will provide an additional 52 acres for development, composed of logistic/warehouse and tech/flexspace, which will be leased to tenants through the third-party developer for further construction and development.

The Authority's development of this site project will be partially financed through a tax increment financing. The Authority issued Tax Increment Financing (TIF) Note, Series 2022 (McClaren Road Tax Increment Financing District) in the principal amount of $3,090,000 to finance the project. As of December 31, 2023, the Authority has received $3,090,000 in proceeds under the TIF note. The TIF note is a limited obligation of the Authority. Payments on the TIF note will be made in accordance with the McClaren Road Tax Increment Financing Plan, which includes a tax increment financing agreement entered into by and among the Redevelopment Authority of Allegheny County and local taxing authorities. Pursuant to the TIF agreement, 70 percent of the tax increment revenue will be pledged by the local taxing authorities for the payment of debt service on the TIF note. Additionally, the Authority has pledged all lease revenue from the McClaren Site as security for the TIF note. The Authority is not required to contribute revenue on a current basis towards the TIF note.

As of December 31, 2023, the project is still in the development phase. The Authority has incurred $12,703,012 in development costs, which have been capitalized as construction in progress. Of this amount, $3,090,000 has been funded through the TIF note. The remaining costs will be funded out of Authority funds and other grant programs.

Debt Service Requirements to Maturity

Annual debt service requirements to maturity for the BIOS loan and Series 2021 and 2023 bonds, excluding any premiums and discounts, are as follows:

	Direct - BIOS Loan and TIF Note		Other Than Direct - Series 2021 and Series 2023 Bonds		
Years Ending December 31	Principal	Interest	Principal	Interest	Total
2024	$ 192,991	$ 157,075	$ -	$ 64,599,383	$ 64,949,449
2025	374,774	206,149	15,840,000	60,537,681	76,958,604
2026	561,831	249,948	20,435,000	59,744,592	80,991,371
2027	579,866	232,094	21,470,000	58,721,171	81,003,131
2028	597,917	213,862	22,545,000	57,645,226	81,002,005
2029-2033	3,945,996	834,797	130,870,000	274,097,065	409,747,858
2034-2038	2,127,730	180,838	166,530,000	239,010,425	407,848,993
2039-2043	708,895	11,712	208,100,000	197,836,605	406,657,212
2044-2048	-	-	261,370,000	146,302,090	407,672,090
2049-2053	-	-	305,865,000	74,755,636	380,620,636
2054-2056	-	-	94,670,000	12,877,100	107,547,100
Total	$ 9,090,000	$ 2,086,475	$ 1,247,695,000	$ 1,246,126,974	$ 2,504,998,449

Note 6 - Long-term Debt (Continued)

Pledged Revenue from Airport Operations

The principal, interest, and redemption premiums, if any, related to bonds authorized and issued under the provisions of the Master Trust Indenture and Supplemental Indentures are payable by the Authority only out of net revenue (as defined) and from such other moneys as may be available for such purpose. Bonds authorized and issued do not constitute a legal or equitable pledge, charge, lien, or encumbrance upon any of the Authority's properties, including PIT, or upon any of its income or receipts of revenue except as noted above. The holders of the revenue bonds have no claim upon the taxing power or tax revenue of the County.

As required by the Master Trust Indenture, the Authority must attain a debt service coverage ratio of 1.25 and meet other nonfinancial covenants. As of December 31, 2023, amounts available to pay debt service charges were approximately $25 million. There was no required principal and interest debt service per the terms of the Master Trust Indenture for the year ended December 31, 2023.

The Authority's ability to derive net revenue from operations depends upon various factors, many of which are not within the control of the Authority. The primary source of net revenue is the Airline Operating Agreement between the Authority and the Signatory Airlines. The AOA provides for the landing fees, terminal rentals, and ramp fees to be charged to the airlines. In addition, the Signatory Airlines are obligated to pay costs associated with aircraft support systems and tenant improvements.

At any point in time, the U.S. economy, excess airline capacity, and industrywide competition through airfare discounting may create significant constraints on the operations of the airlines. Due to these factors, the financial results of the Authority are largely dependent upon conditions in the national economy and the U.S. airline industry and the financial condition of air carriers serving the Authority.

Note 6 - Long-term Debt (Continued)

Installment Purchase Obligations

The Authority reports installment purchase obligations related to three asset purchases - two purchases related to 3D printing equipment and one lease for a powder facility located in Neighborhood 91. As of December 31, 2023, assets recorded under these installment purchase obligations were $3,077,000, $1,900,333, and $1,050,723, respectively, and accumulated depreciation associated with the assets was $1,391,976, $566,009, and $91,082, respectively.

In November 2020, the Authority entered into an agreement to lease 3D printer equipment from a lessor over a period of seven years. Lease terms include monthly payments of $45,320, including interest of 6.25 percent. The lease agreement includes an option for the Authority to purchase the equipment from the lessor for the amount of unpaid lease payments remaining. The powder facility lease commenced on August 1, 2021 and is a 25-year lease that includes monthly payments of $6,931, including interest at 6.25 percent. The lease agreement includes an option for the Authority to purchase the facility from the lessor for the amount of unpaid lease payments remaining. In January 2022, the Authority entered into an agreement to lease 3D printer equipment from a lessor over a period of seven years. Lease terms include monthly payments of $24,684, including interest of 1.99 percent. The lease agreement includes purchasing the equipment at the end of the lease for $1. Based on the structure of these agreements, these assets are accounted for as installment purchases. Annual debt service requirements to maturity for the installment purchase agreements are as follows:

	2020 3D Printer		Powder Facility		2022 3D Printer		
Fiscal Year Ending December 31	Principal	Interest	Principal	Interest	Principal	Interest	Total
2024	$ 368,702	$ 23,186	$ 20,945	$ 62,231	$ 263,352	$ 32,853	$ 771,269
2025	-	-	22,290	60,884	270,012	26,193	379,379
2026	-	-	23,726	59,450	276,840	19,365	379,381
2027	-	-	25,252	57,924	276,840	19,365	379,381
2028	-	-	26,876	59,299	291,019	5,186	382,380
2029-2033	-	-	162,646	253,232	35,053	154	451,085
2034-2038	-	-	222,131	193,747	-	-	415,878
2039-2043	-	-	303,371	112,507	-	-	415,878
2044-4046	-	-	197,947	16,924	-	-	214,871
Total	$ 368,702	$ 23,186	$ 1,005,184	$ 876,198	$ 1,413,116	$ 103,116	$ 3,789,502

Note 6 - Long-term Debt (Continued)

Other Pledges of Revenue

In 2008, the Authority entered into a series of agreements surrounding the development and financing of certain land owned by the Authority to be known as the Northfield Site, Phase I. As part of this endeavor, a funding and development agreement was signed with the RAAC to provide tax increment financing for the project. The RAAC originally issued TIF notes in the amount of $5,000,000 (the "2008 TIF Notes") to a single lender, and, in December 2015, the lender refinanced the notes. The refinanced notes totaled $4,577,000 and carry an annual interest rate of 4.5 percent, with a maturity date of December 1, 2028. These notes are a limited obligation of the RAAC and are generally payable from two sources. The first source is 75 percent of the tax increment revenue pledged by the local taxing authorities. The second source is the Authority's pledge of 75 percent of gross revenue from the leasing of the property. All amounts pledged in this agreement are maintained in separate trust accounts under the direction of the trustee, Wells Fargo Bank, National Association. As principal payments are due to the lender, the trustee makes the payments from the trust accounts. At December 31, 2023, the TIF notes' balance was $2,223,525, and the corresponding trust accounts contained $354,620. As additional security and credit enhancement, the Commonwealth Financing Authority has agreed to guarantee the payment of the TIF notes. While the Authority has pledged to assign certain of its revenue to the trustee for the satisfaction of the TIF notes, the Authority is not party to the respective trust indentures and is under no obligation to repay the TIF notes; therefore, the TIF notes are not reflected as liabilities of the Authority in these financial statements. Revenue from the leasing of the property is reported net of any pledged amounts remitted according to this agreement.

Note 7 - Risk Management

The Authority is exposed to various risks of loss related to property loss, torts, errors and omissions, natural disasters, and employee injuries (workers' compensation), as well as medical benefits provided to employees. The Authority carries commercial insurance to cover these risks of loss. The commercial insurance coverage is on a guaranteed-cost basis covering any expense of the Authority. Settled claims have not exceeded this commercial coverage in any of the past three years. The range of deductibles is from $0 on aviation liability to a maximum of $100,000 on employees and officers and property insurance.

Note 8 - Pension Plan

Plan Description

The County sponsors the Allegheny County Employees' Retirement System (the "Retirement System"), a single-employer defined benefit pension plan that covers substantially all authority employees. As a component unit of the County, the Authority applies the cost-sharing pension plan accounting and reporting requirements for its stand-alone financial reports, as required by the GASB.

Benefit and contribution provisions for the Retirement System are determined under statutes enacted by the General Assembly of the Commonwealth of Pennsylvania. The Retirement System Board (the "Board") administers the Retirement System and consists of seven members: the county executive, the county controller, the county treasurer, two members elected by the county employees and retirees, one member appointed by the county executive, and one member appointed by the County Council. The Board, pursuant to express statutory authority, has the right to increase the employee contributions in the event it is actuarially determined that a contribution increase is required in order for the Retirement System to meet its funding requirements. Also, the obligation of the Retirement System to pay retirement benefits is further secured by a statutory obligation imposed upon the County to utilize its taxing authority to meet such obligation.

The Retirement System issues a publicly available financial report that includes financial statements and required supplementary information for the plan. A copy of the report may be obtained by writing to Allegheny County Employees’ Retirement System, 106 County Office Building, 542 Forbes Avenue, Pittsburgh, PA 15219 or online at www.alleghenycounty.us/retirement.

Note 8 - Pension Plan (Continued)

Benefits Provided

Monthly benefit payments are determined for each individual member according to the retirement option selected and the age and length of service at retirement. Under normal retirement, employees hired prior to February 21, 2014 (generally, attainment of age 60 with 20 years of service for nonuniformed employees), the retirement benefit is equal to 50 percent of final average salary plus 1 percent of final average salary for each full year of service between 20 and 40 years. Final average salary is the monthly average of the 24 highest months of compensation in the last 48 months of employment preceding retirement.

Act 125, signed into law on December 23, 2013, became effective 60 days later and applies to participating employees hired or rehired on or after February 21, 2014. Act 125 revises the Retirement System's vesting requirement from 8 to 10 years and the service requirement from 20 to 25 years. The determination of final average salary is changed to equal the monthly average of the highest 48 months of compensation out of the last 8 years of service. Additionally, overtime compensation is limited to 10 percent of base pay.

In addition to retirement benefits, the Retirement System also provides disability and survivor benefits. Any eligible employee who has completed at least 12 years of service and who was employed prior to attaining age 55 who becomes mentally incapacitated or totally and permanently disabled is eligible to receive a disability retirement benefit. There is no age requirement to receive this benefit. Additionally, any eligible employee may elect the spouse's benefit at any time prior to retirement. The election is irrevocable after attaining age 50. If this election is made, the surviving spouse shall be eligible to receive certain benefits, depending on the type of coverage selected.

Contributions

Beginning in 2014, authority employees were required to contribute 9.0 percent of covered compensation effective December 28, 2014 through December 31, 2017. Effective January 1, 2018, the contribution rate increased to 9.5 percent of covered compensation, and the contribution rate increased again to 10.0 percent of covered compensation effective January 1, 2019 and to 10.5 percent effective January 1, 2021. Employee contributions are matched equally by the County, as prescribed by the Second Class County Code of the Commonwealth of Pennsylvania and deposited in the Pension Trust Fund. The Board, pursuant to express statutory authority, has the right to increase or decrease the contribution rate in the event it is actuarially determined that a contribution change is required in order for the Board to meet its funding requirements. Employees with at least 24 months of service who terminate prior to satisfying the minimum service requirements for a retirement benefit are entitled to refunds of their contributions, plus interest thereon. Employees with less than 24 months of service who terminate prior to satisfying the minimum service requirements for a retirement benefit are entitled to refunds of their contributions only.

The annual required contribution for the current year was determined as part of an actuarial valuation as of January 1, 2023 and is expected 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 December 31, 2023, contributions to the pension plan from the Authority were $4,548,866 (or 10.5 percent of covered payroll). The Authority contributed all required amounts for the year ended December 31, 2023.

Note 8 - Pension Plan (Continued)

Net Pension Liability

At December 31, 2023, the Authority reported a liability of $220,116,474 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2023, which used update procedures to roll forward the estimated liability to December 31, 2023. The Authority's proportion of the net pension liability was based on the wages reported by the Authority and County relative to the collective wages of the plan. This basis of allocation is consistent with the manner in which contributions to the pension plan are determined. At December 31, 2023, the Authority's proportion was 10.4569 percent, which was an increase of 1.4321 percentage points from its proportion measured as of December 31, 2022.

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

For the year ended December 31, 2023, the Authority recognized pension expense of $32,158,393.

At December 31, 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ 8,475,778	$ -
Changes in assumptions	46,102,714	43,363,100
Net difference between projected and actual earnings on pension plan investments	8,509,022	-
Changes in proportionate share or difference between amount contributed and proportionate share of contributions	35,499,497	-
Total	$ 98,587,011	$ 43,363,100

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

Years Ending December 31	Amount
2024	$ 22,639,971
2025	17,555,296
2026	7,903,399
2027	7,125,245
Total	$ 55,223,911

Actuarial Assumptions

The total pension liability in the January 1, 2023 actuarial valuation was determined using an inflation assumption of 2.75 percent; assumed salary increases (including inflation) of 3.25 - 5.75 percent; and an investment rate of return (net of investment expenses) of 7.75 percent. Mortality rates were based on the PubG-2010 Healthy Retiree Total Dataset with Pub-2010 Contingent Survivor Total Dataset table for spouses for all healthy employees except police/fire employees who use PubS-2010(A) Healthy Retiree Amount-Weighted, Above Median for Public Safety Employees; Pub-2010(A) Contingent Survivor Amount-Weighted, Above Median table for spouses; PubG2010 Disabled Retiree table for Non-Safety Employees for disabled Non-Uniformed Employees; and PubS2010 Disabled Retiree table for all other disabled employees.

Note 8 - Pension Plan (Continued)

Discount Rate

The discount rate used to measure the total pension liability was 4.71 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that authority contributions will be made at contractually required rates, actuarially determined (10.5 percent effective January 1, 2022). Based on those assumptions, in the January 1, 2023 valuation, the pension plan's fiduciary net position was projected to reach a depletion date in 2038. Therefore, in the determination of the discount rate, the long-term expected rate of return was applied through 2038 to projected benefit payments, and a municipal bond rate of 4.00 percent was applied to projected benefit payments thereafter to determine the total pension liability. For this purpose, the index used was the S&P Municipal Bond 20 Year High Grade Index as of December 31, 2023.

Investment Rate of Return

Best estimates of geometric real rates of return as of the December 31, 2023 measurement date for each major asset class included in the pension plan's target asset allocation, as disclosed in the investment footnote, are summarized in the following tables:

Asset Class	Target Allocation	Long-term Expected Real Rate of Return
US equity	16.50 %	7.50 %
Non-US equity	16.50	8.50
Private equity	20.00	5.25
Core fixed income	12.50	2.50
High yield fixed income	12.00	2.50
Global infrastructure	5.00	5.25
Private real estate	12.50	4.50
Liquid policy portfolio	5.00	2.50

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

The following presents the net pension liability of the Authority, calculated using the discount rate of 4.71 percent, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (3.71%)	Current Discount Rate (4.71%)	1 Percentage Point Increase (5.71%)
Authority's proportionate share of the net pension liability	$ 262,636,885	$ 220,116,474	$ 184,949,085

Pension Plan Fiduciary Net Position

Detailed information about the plan's fiduciary net position is available in the separately issued financial report. For the purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension, and pension expense, information about the plan's fiduciary net position and additions to/deductions from fiduciary net position have been determined on the same basis as they are reported by the plan. The plan uses the economic resources measurement focus and the full accrual basis of accounting. Investments are stated at fair value. Contribution revenue is recorded as contributions are due, pursuant to legal requirements. Benefit payments and refunds of employee contributions are recognized as expense when due and payable in accordance with the benefit terms.

Assumption Changes

The discount rate changed from 5.08 percent to 4.71 percent.

Note 9 - Other Postemployment Benefit Plan

The Authority provides OPEB for all employees who meet eligibility requirements. The benefits are provided through the Authority's Postemployment Medical Benefits Plan (the "OPEB Plan"), a single-employer plan administered by the Authority. The plan provides reimbursement for medical benefits to eligible firefighter retirees hired before May 1, 2005 and their spouses. Benefits are provided upon the retiree's date of retirement. The retiree is responsible for any premium cost in excess of the defined benefit. Payments to the retirees are made on a reimbursement basis.

The OPEB Plan provides medical benefits for eligible firefighter retirees who were hired before May 1, 2005 and their spouses. Benefits are provided through a third-party insurer, and the cost of the benefits is split between the OPEB Plan and the retiree. The Authority covers 62.0 percent of the premiums at age 50, which increases 3.00 percent each year until the age of 65 when the retiree becomes eligible for Medicare and the benefits are terminated.

The Authority estimated the net OPEB liability (asset) using an actuarial valuation as of December 31, 2020 and, for the year ended December 31, 2023, concluded the net OPEB liability and related deferrals were not material to the Authority's financial statements.

Note 10 - Contingent Liabilities

The Authority is subject to various legal proceedings and claims that arise in the ordinary course of its business. The Authority believes that the amount, if any, of ultimate liability with respect to legal actions will be insignificant or will be covered by insurance.

In January 1998, the Pennsylvania Department of Environmental Protection (DEP) issued an Administrative Order to the Allegheny County Department of Aviation alleging violations of a January 1994 Consent Order and Adjudication (the "Consent Order") and violations of the Pennsylvania Clean Streams Law and Dam Safety Act at the Pittsburgh International Airport. The alleged violations have been resolved except for issues relating to DIW. The Authority continues to negotiate the DIW issue with DEP. In connection with these negotiations, sometime between May 2002 and December 2006, the Authority agreed to construct in-stream lined retention basins in the East Fork of Enlow Run and West Fork of McClarens Run, a conveyance system between the two basins, and a stormwater deicing treatment facility (the "Treatment Facility") to treat the water collected in the retention basins. The retention basins and conveyance system have been constructed, but the Treatment Facility has not been constructed. In December 2006, the Authority amended its NPDES permit renewal application to include discharges from the Treatment Facility when it is constructed. DEP prepared a draft NPDES renewal permit in 2010, which included proposed effluent limits for the Treatment Facility. Both the Authority and EPA submitted comments on the draft permit to DEP. A final permit renewal was not issued, and the existing permit remained in effect pending renewal. In August 2020, DEP prepared a revised draft NPDES permit, again with proposed effluent limits for the Treatment Facility, and published notice of the draft permit in the Pennsylvania Bulletin for public comment. The Authority again submitted comments that DEP is considering. The Authority’s comments include, inter alia, a request for additional time to update studies on DIW generation and treatment, as well as receiving stream conditions, as these are now significantly outdated, and reconsideration of the Treatment Facility effluent limits that are based on the DEP’s guidance regarding discharges to intermittent and ephemeral streams, which the Authority believes are inapplicable. In March 2022, DEP issued a second predraft NPDES permit renewal and a revised fact sheet responding to comments submitted by EPA and the Authority. The predraft renewal permit includes, among other things, a proposed compliance schedule for the proposed DIW treatment system. The DEP is also proposing a Consent Order and Agreement, which would impose an enforceable schedule for addressing DIW beyond the 59-month limit for a compliance schedule in a NPDES permit and a requirement to address a discharge containing a white precipitate from Outfall 016.

Note 11 - Related Party Transactions

The Authority has entered into intergovernmental agreements with the County that provide for, among other things, contractual services for county police services, 911 services, and certain accounting and professional services. The Authority contracts the Allegheny County, Pennsylvania treasurer office to perform audit functions. During 2023, the Authority paid $5,000 to the County Treasurer and $14,997 to the County Controller. The Authority contracts with Allegheny County Police for public safety services at the Airport. During 2023, the Authority recognized expenses of $11,750,131 paid to the Allegheny County Police for public safety services at the Airport.

In June 2017, the Authority entered into a 20-year lease agreement with the County for the 67,390-square-foot property located at 150 Hookstown Grade Road, Coraopolis, PA 15108. The County repurposed the facility to become the Allegheny County Emergency Operations and 911 Center. The lease agreement requires the County to make monthly rental payments of $87,832 (after the application of rent credits) to the Authority upon occupancy. Rent credits will be granted to the County as a result of the following:

- Improvements made to the facility and funded by the County. All improvements to the facility will accrue to the benefit of the Authority and will be funded as follows:
  - $2,445,000 - Funded by the County
  - $1,550,000 - Funded by the Authority
  - All remaining - Funded by the County
- Certain operating expenses typically paid by lessors but paid by the County in this case. In the base year of the lease, these costs are estimated to be $76,825.

The Authority will pay for certain operating expenses of the facility, and these costs include utilities, janitorial costs, refuse collection, facility manager, routine building and parking lot maintenance, and landscaping costs. The Authority estimates that, in the base year of the lease, these costs will total $450,165. In 2023, actual costs were $1,084,666. The lease provides that any increase in the actual operating expense over the base year estimated total will be paid by the County. In subsequent years, if the actual operating costs paid by the Authority are less than the base year amount, the Authority will issue a rent credit to the County in the amount of the difference.

The lease provides for a refurbishment allowance of $673,390 to be paid by the Authority after year 10 of the lease.

In August 2018, the Authority signed an intergovernmental agreement designed to coincide with the 20-year term of the lease for the Allegheny County Emergency Operations and 911 Center. This agreement requires the Authority to pay the County for certain emergency response services totaling an estimated $514,910 in the base year and for the 19 following years. Furthermore, this agreement provides that the Authority will reimburse the County for certain capital equipment costs already incurred on behalf of the Authority totaling $1,187,744. These amounts will be reimbursed via monthly payments of $4,949 over the 20-year term of the agreement.

Both the lease and the intergovernmental agreement commenced on the first day of the month following the day that the County occupied the facility, which was February 1, 2019.

Note 12 - Leases

The Authority leases certain assets to various third parties. The assets leased include airport facilities, surrounding property, and locations within the airport. The discount rates applicable to these leasing arrangements range from 1.21 percent to 5.9 percent. Payments are generally fixed annually or monthly, with certain variable payments based on airport usage or concession sales, which are not included in the measurement of the lease receivable.

Note 12 - Leases (Continued)

During the year ended December 31, 2023, the Authority recognized the following related to its lessor agreements:

Lease revenue	$	9,767,045
Interest income related to its leases		7,288,986
Revenue from variable payments not previously included in the measurement of the lease receivable		21,458,259
Total revenue from leases	$	38,514,290

In addition, the Authority received amounts recorded as revenue in 2023 that related to common area maintenance, work orders, utilities, and other operating charges under the leases. These amounts are considered nonlease components and are not included in the calculation of the lease receivable.

Future principal and interest payment requirements related to the Authority's lease receivable at December 31, 2023 are as follows:

Years Ending	Principal	Interest	Total
2024	$ 8,440,270	$ 7,082,690	$ 15,522,960
2025	7,571,657	6,781,611	14,353,268
2026	7,200,851	6,508,048	13,708,899
2027	6,562,212	6,253,074	12,815,286
2028	6,070,937	6,021,149	12,092,086
2029-2033	15,954,016	27,815,238	43,769,254
2034-2038	16,123,850	25,131,890	41,255,740
2039-2043	9,156,753	22,673,409	31,830,162
2044-2048	9,149,496	21,056,983	30,206,479
2049-2053	13,023,752	19,029,462	32,053,214
2054-2058	15,740,075	16,306,794	32,046,869
2059-2063	21,148,865	12,874,589	34,023,454
2064-2068	23,939,468	8,352,932	32,292,400
2069-2073	12,530,289	4,764,844	17,295,133
2074-2078	8,428,772	2,863,370	11,292,142
2079-2083	11,121,924	930,596	12,052,520
Total	$ 192,163,187	$ 194,446,679	$ 386,609,866

Regulated Leases

The Authority is party to certain regulated leases, as defined by GASB Statement No. 87. The leased assets include contracts with airlines and are regulated under the Federal Aviation Administration. Certain gates, baggage claim areas, passenger hold areas, and ticket counter and office space are subject to preferential or exclusive use by the airlines and represent 22.5 percent of the square feet of the airport. In addition, airlines have preferential use of 34.4 percent of aircraft parking position and 40.34 percent of jet bridges.

During the year ended December 31, 2023, the Authority recognized the following from regulated leases:

Lease revenue	$	3,366,585
Revenue from variable payments excluded from the schedule of expected future minimum payments		60,054,603
Total revenue from regulated leases	$	63,421,188

Note 12 - Leases (Continued)

Future expected minimum payments related to the Authority's regulated leases at December 31, 2023 are as follows:

Years Ending	Future Minimum Lease Payments
2024	$ 3,267,113
2025	3,363,444
2026	454,203
2027	476,586
2028	122,773
Total	$ 7,684,119

Required Supplementary Information

Required Supplementary Information
Schedule of the Authority's Proportionate Share of the Net Pension Liability
Allegheny County Employees' Retirement System

Last Ten Plan Years

Years Ended December 31

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability	10.45690 %	9.02480 %	7.45600 %	7.18430 %	7.61670 %	7.70030 %	7.49320 %	7.48040 %	7.77210 %	7.26080 %
Authority's proportionate share of the net pension liability	$220,116,474	$169,562,428	$170,587,105	$127,357,162	$ 98,796,640	$ 98,817,359	$ 81,391,583	$ 83,549,481	$ 48,915,429	$ 40,088,306
Authority's covered payroll	$ 45,368,743	$ 36,548,314	$ 30,305,981	$ 29,466,640	$ 31,042,463	$ 30,916,747	$ 29,243,194	$ 28,239,219	$ 28,433,558	$ 26,486,921
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	485.17 %	463.94 %	562.88 %	432.21 %	318.26 %	319.62 %	278.33 %	295.86 %	172.03 %	151.35 %
Plan fiduciary net position as a percentage of total pension liability	31.02 %	33.26 %	32.44 %	36.14 %	42.75 %	40.56 %	46.41 %	43.44 %	56.62 %	60.26 %

Notes to Schedule

Benefit Changes

None noted

Change of Assumptions

2023 - Decrease in discount rate from 5.08 percent at December 31, 2022 to 4.71 percent at December 31, 2023
2022 - Increase in discount rate from 3.46 percent at December 31, 2021 to 5.08 percent at December 31, 2022
2021 - Decrease in discount rate from 3.80 percent at December 31, 2020 to 3.46 percent at December 31, 2021
Mortality rates updated from RP-2000 basis to Society of Actuaries study (Pub-2010) of public retirement plans published in 2019
Active participant load - A 10 percent load was added to the active participants to account for the difference between calculating final average salary based on annual compensation for valuation purposes and the monthly formula used for calculating actual retirement benefits.
2020 - Decrease in discount rate from 5.22 at December 31, 2019 to 3.80 percent at December 31, 2020
2019 - Decrease in discount rate from 5.31 percent at December 31, 2018 to 5.22 percent at December 31, 2019

Other Notes

The amounts presented for each fiscal year were determined as of December 31 (measurement date).
10 years of information is required to be disclosed and will be added as the information becomes available.

Required Supplementary Information
Schedule of Pension Contributions
Allegheny County Employees' Retirement System

Last Ten Fiscal Years

Years Ended December 31

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Statutorily required contribution	$ 4,763,718	$ 3,837,573	$ 3,182,128	$ 2,946,664	$ 3,104,246	$ 2,937,091	$ 2,631,887	$ 2,541,530	$ 2,559,020	$ 2,245,908
Contributions in relation to the statutorily required contribution	4,763,718	3,837,573	3,182,128	2,946,664	3,104,246	2,937,091	2,631,887	2,541,530	2,559,020	2,245,908
Contribution Excess	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Authority's Covered Payroll	$ 45,368,743	$ 36,548,314	$ 30,305,981	$ 29,466,640	$ 31,042,463	$ 30,916,747	$ 29,243,194	$ 28,239,219	$ 28,433,558	$ 26,486,921
Contributions as a Percentage of Covered Payroll	10.50 %	10.50 %	10.50 %	10.00 %	10.00 %	9.50 %	9.00 %	9.00 %	9.00 %	8.48 %

The amounts presented for each fiscal year were determined as of December 31 (the Authority's most recent fiscal year end).

Statistical Section

Statistical Section Table of Contents

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

The statistical section is organized into the following main categories:

Financial trends
These schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time. (Tables I through II)

Revenue capacity
These schedules contain information to help the reader assess the Authority's most significant local revenue sources. (Tables III through V)

Debt capacity
These schedules present information to help the reader assess the affordability of the Authority's current level of outstanding debt and the Authority's ability to issue additional debt in the future. (Tables VI through VII)

Operating information
These schedules are intended to provide contextual information about the Authority's operations and resources in order for readers to understand and assess its economic condition. (Tables VIII through X and narrative section entitled *Capital Asset and Other Airport Information*)

Demographic and economic information
These schedules help the reader understand the environment within which the Authority's financial activities take place. (Table XI through XII)

Table I

Statements of Revenues, Expenses, and Changes in Net Position Information

Last Ten Fiscal Years
December 31, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Operating Revenues										
Landing fees	$ 22,315,870	$ 19,764,353	$ 15,407,701	$ 11,842,189	$ 17,279,723	$ 15,251,639	$ 14,365,250	$ 13,470,508	$ 12,448,844	$ 14,361,523
Terminal area airline rentals and fees	41,105,317	34,416,329	33,760,990	35,314,364	41,775,380	45,229,579	59,801,919	57,810,845	57,159,010	58,931,950
Other aeronautical revenue	7,260,118	7,896,013	8,561,005	8,797,493	8,908,660	11,164,643	8,820,789	8,633,244	8,695,472	19,765,780
Parking revenues	60,254,253	43,337,837	28,847,944	13,711,988	41,631,005	36,925,829	33,895,240	31,417,166	30,554,032	29,964,552
Rental car revenues	15,044,458	13,941,324	11,906,074	7,933,045	12,510,219	12,714,616	11,891,053	11,460,088	11,519,067	12,117,122
Terminal concessions	9,535,277	11,033,171	10,208,269	8,281,487	10,707,375	10,577,565	8,028,157	7,890,938	7,455,056	7,261,383
Other nonaeronautical revenue	8,702,604	8,233,096	9,489,811	9,088,397	8,938,623	8,194,466	7,166,081	6,203,074	6,414,724	5,975,443
Pittsburgh International Airport revenues	164,217,897	138,622,123	118,181,794	94,968,963	141,750,985	140,058,337	143,968,489	136,885,863	134,246,205	148,377,753
Allegheny County Airport revenues	2,532,940	2,596,417	2,666,777	2,542,728	2,811,510	3,025,549	3,049,570	2,995,960	2,980,767	2,948,259
Total operating revenues	166,750,837	141,218,540	120,848,571	97,511,691	144,562,495	143,083,886	147,018,059	139,881,823	137,226,972	151,326,012
Operating Expenses										
Salaries, wages, and benefits	83,817,913	70,378,920	63,302,220	54,764,544	53,700,238	54,194,079	48,904,569	47,003,628	39,943,997	38,706,910
Utilities	11,025,254	11,392,806	10,887,662	9,086,233	10,860,849	11,006,346	10,216,075	10,355,357	10,596,853	11,173,533
Cleaning and maintenance services	18,340,538	17,635,063	16,870,532	18,171,130	18,917,978	18,358,894	16,807,122	17,143,416	16,479,835	16,134,004
Professional services	47,976,843	33,834,076	28,876,231	24,662,534	23,445,358	23,374,131	20,818,792	18,949,222	17,468,184	16,392,772
Other	14,408,537	16,458,412	7,995,308	11,218,139	13,291,357	15,701,447	9,802,286	9,627,834	9,387,942	8,597,630
Pittsburgh International Airport expenses	175,569,085	149,699,277	127,931,953	117,902,580	120,215,780	122,634,897	106,548,844	103,079,457	93,876,811	91,004,849
Allegheny County Airport expenses	3,131,525	3,542,971	2,496,366	2,504,576	2,594,279	3,060,064	3,281,416	2,808,271	2,917,479	2,964,068
Depreciation	39,147,510	52,943,562	59,119,359	60,417,786	56,981,022	55,786,882	55,642,763	56,805,124	56,782,417	54,781,801
Total operating expenses	217,848,120	206,185,810	189,547,678	180,824,942	179,791,081	181,481,843	165,473,023	162,692,852	153,576,707	148,750,718
Income (Loss) From Operations	(51,097,283)	(64,967,270)	(68,699,107)	(83,313,251)	(35,228,586)	(38,397,957)	(18,454,964)	(22,811,029)	(16,349,735)	2,575,294

Table I

Statements of Revenues, Expenses, and Changes in Net Position Information (Continued)

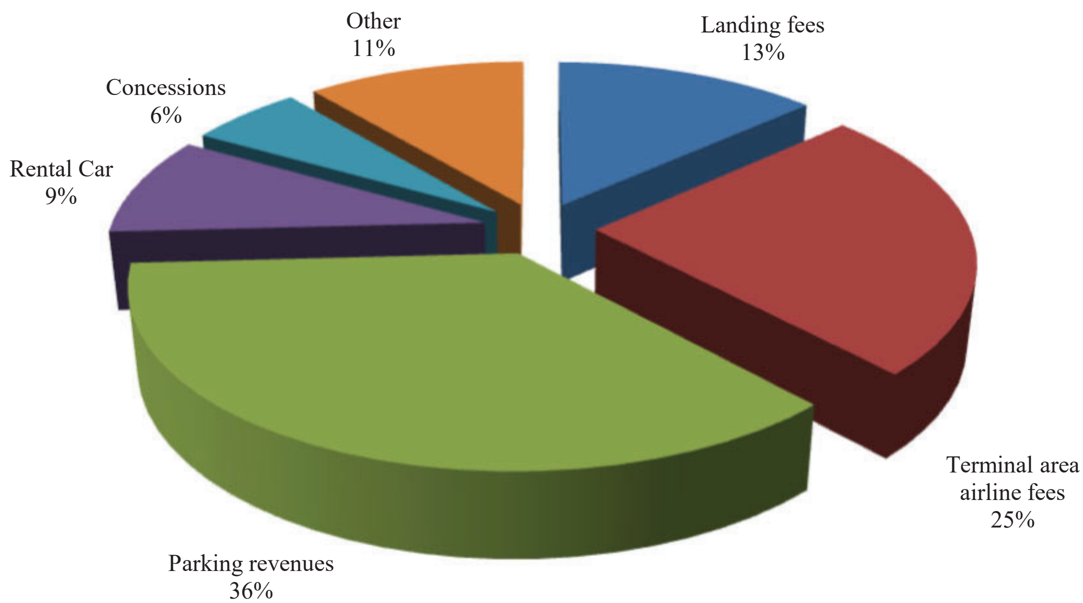
Last Ten Fiscal Years
December 31, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Nonoperating Revenue (Expense)										
Interest expense	$ (27,826,826)	$ (28,085,474)	$ (10,558,701)	(881,263)	(3,537,841)	(4,320,322)	(7,100,150)	(9,901,627)	(12,769,066)	(15,278,047)
Investment income	19,971,001	7,139,253	449,723	725,293	4,641,026	2,667,551	1,869,435	841,899	559,527	2,803,774
Customer facility charges	10,902,348	9,573,786	7,706,289	4,585,923	9,536,624	5,928,821	4,893,987	4,990,737	5,030,877	4,982,379
Passenger facility charges	18,037,523	15,867,688	13,145,575	6,945,191	18,979,556	19,023,229	17,794,862	16,176,674	15,856,825	15,561,599
Gain (loss) on disposal of capital assets	(86,600)	(41,682)	(2,072)	1,550,691	(7,732)	(12,504)	-	(1,088,113)	39,551	(10,499)
Lease interest revenue - GASB 87	7,288,986	6,788,935	-	-	-	-	-	-	-	-
Gaming act revenues	12,400,000	12,400,000	12,400,000	12,400,003	12,400,000	8,000,000	8,000,000	12,400,000	12,400,000	12,400,000
Gas drilling revenues	9,191,352	12,205,005	8,509,477	5,559,879	10,121,571	19,266,592	25,983,025	13,918,971	10,192,316	9,072,202
Grant revenues	20,293,746	13,310,283	19,580,305	13,091,912	-	-	-	-	-	-
Miscellaneous revenue	-	204,712	207,231	263,582	203,669	322,646	2,498,496	894,399	599,277	1,136,594
Miscellaneous expense		-	-	(318,579)	-	-	-	-	-	-
Bond issuance costs	(2,929,942)		(3,903,044)	-	-	-	-	-	-	-
Loss on in-substance debt defeasance		-	-	-	(3,635,528)	-	-	-	-	-
Net increase (decrease) in fair value of investments	17,150,723	(6,029,257)	(418,261)	(113,508)	386,528	203,976	(483,433)	(49,040)	35,676	64,730
Total nonoperating income (expense)	84,392,311	43,333,249	47,116,522	43,809,124	49,087,873	51,079,989	53,456,222	38,183,900	31,944,983	30,732,732
Income (Loss) Before Capital Contributions and Grants	33,295,028	(21,634,021)	(21,582,585)	(39,504,127)	13,859,287	12,682,032	35,001,258	15,372,871	15,595,248	33,308,026
Capital Contributions and Grants	54,621,747	30,838,294	39,813,845	19,962,114	8,175,418	29,836,954	9,349,376	23,400,937	14,759,396	20,144,222
Increase (Decrease) in Net Position	87,916,775	9,204,273	18,231,260	(19,542,013)	22,034,705	42,518,986	44,350,634	38,773,808	30,354,644	53,452,248
Net Position, Beginning of Year, As Previously Reported	663,297,892	654,093,619	635,862,359	655,404,372	633,369,667	592,061,788	547,711,154	508,937,346	530,269,549	476,817,301
Change in Accounting Principle and Prior Period Adjustments (1)		-	-	-	-	(1,211,107)	-	-	(51,686,847)	-
Net Position, Beginning of Year, As Restated	663,297,892	654,093,619	635,862,359	655,404,372	633,369,667	590,850,681	547,711,154	508,937,346	478,582,702	476,817,301
Net Position, End of Year	$ 751,214,667	$ 663,297,892	$ 654,093,619	$ 635,862,359	$ 655,404,372	$ 633,369,667	$ 592,061,788	$ 547,711,154	$ 508,937,346	$ 530,269,549

(1) - Note that only 2018 and 2015 respective amounts have been restated for these items.

Operating Revenue by Category

For the Year Ended December 31, 2023



Operating Expenses by Business Unit

For the Year Ended December 31, 2023

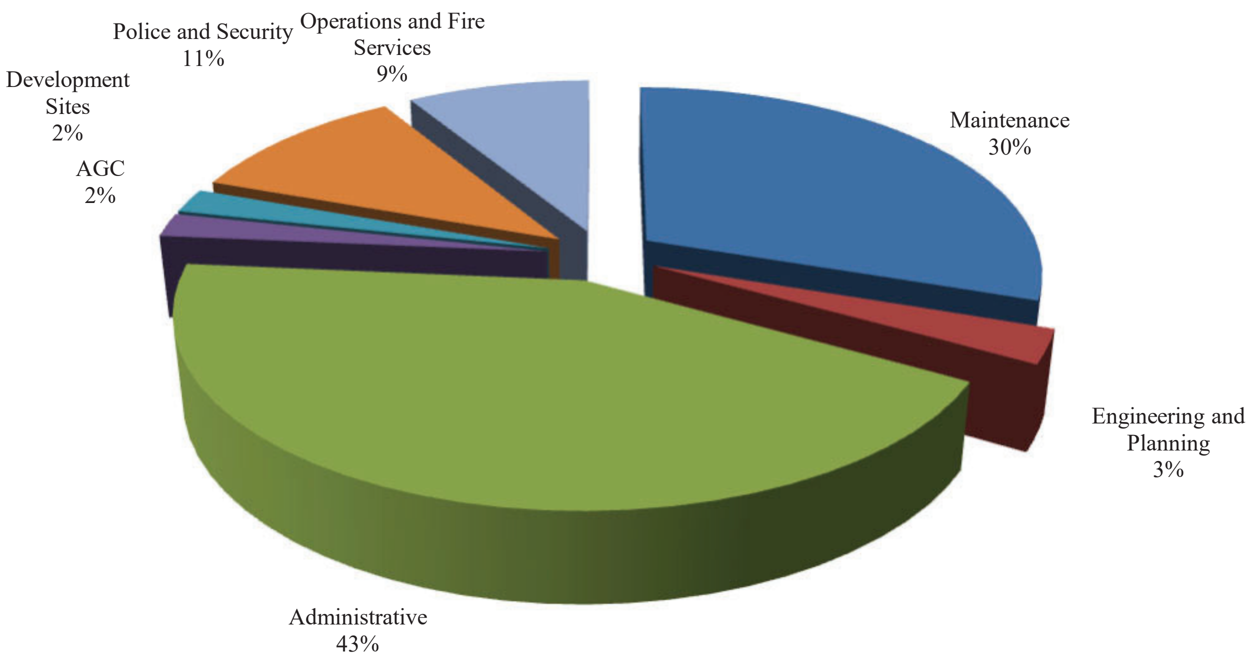


Table II
Net Position by Component

Last Ten Fiscal Years
December 31, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Net investment in capital assets	$ 638,807,282	$ 602,987,861	$ 558,844,307	$ 595,209,963	$ 600,732,387	$ 537,519,690	$ 523,445,000	$ 492,846,022	$ 453,272,524	$ 432,654,829
Restricted net position										
Capital	51,454,815	12,666,688	47,146,954	32,852,772	39,871,240	53,764,257	47,545,824	44,539,284	45,164,846	41,551,209
Debt service, Operations and Maintenance	24,708,342	20,418,556	17,817,421	7,393	208,207	17,261,196	19,718,004	19,458,747	19,978,735	19,685,858
Total restricted net position (expendable)	76,163,157	33,085,244	64,964,375	32,860,165	40,079,447	71,025,453	67,263,828	63,998,031	65,143,581	61,237,067
Unrestricted (deficit) net position	36,244,228	27,224,787	30,284,937	7,792,231	14,592,538	24,824,524	1,352,960	(9,132,899)	(9,478,759)	36,377,653
Total net position	$ 751,214,667	$ 663,297,892	$ 654,093,619	$ 635,862,359	$ 655,404,372	$ 633,369,667	$ 592,061,788	$ 547,711,154	$ 508,937,346	$ 530,269,549

Note: 2018 reflects the impact of adoption of GASB Statement 75. 2015 and forward reflects the impact of adoption of GASB Statement 68.

Table III
Summary of Airline Rate Base Fees

Last Ten Fiscal Years
December 31, 2023

Airline Group	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
American	$ 13,771,122	$ 11,799,220	$ 10,663,933	$ 10,886,918	$ 13,218,040	$ 18,294,407	$ 26,777,240	$ 25,787,789	$ 25,847,593	$ 27,451,129
Southwest	10,122,656	8,193,783	7,823,839	7,596,123	9,153,211	7,528,484	7,243,540	6,978,846	7,590,483	8,674,778
Delta	8,333,598	7,082,417	6,578,882	6,129,846	8,329,580	7,311,514	7,739,515	7,524,428	7,311,689	7,896,444
United	8,924,428	7,357,237	6,803,779	6,445,602	8,157,134	7,280,370	7,825,091	7,523,024	7,426,050	7,967,974
Other signatories	9,383,245	7,109,649	5,984,768	5,244,541	7,224,379	5,944,189	5,119,148	3,252,934	2,314,704	2,219,936
Total signatory airlines	50,535,049	41,542,306	37,855,201	36,303,030	46,082,344	46,358,964	54,704,534	51,067,021	50,490,519	54,210,261
Other passenger carriers	1,663,971	1,347,964	1,195,429	914,338	1,609,264	3,434,097	2,657,432	2,325,699	1,752,589	1,441,706
Total rate base fees <A>	$ 52,199,020	$ 42,890,270	$ 39,050,630	$ 37,217,368	$ 47,691,608	$ 49,793,061	$ 57,361,966	$ 53,392,720	$ 52,243,108	$ 55,651,967
Total rate base fees	$ 52,199,020	$ 42,890,270	$ 39,050,630	$ 37,217,368	$ 47,691,608	$ 49,793,061	$ 57,361,966	$ 53,392,720	$ 52,243,108	$ 55,651,967
Cargo landings and rents	2,884,166	3,366,530	3,446,961	2,357,515	1,983,312	1,785,438	1,648,031	1,612,284	1,495,458	1,622,521
Other terminal and hangar fees	18,075,954	16,043,938	14,055,047	15,378,934	16,316,709	20,067,362	23,977,962	24,909,592	24,564,760	35,784,767
Concession revenues	83,461,466	67,130,488	49,790,928	28,787,311	63,604,379	63,619,256	52,293,056	49,345,717	48,142,557	48,001,577
Other operating revenues	10,442,648	11,277,813	11,838,232	11,227,833	12,154,977	9,293,999	8,687,474	7,625,550	7,800,322	7,316,921
Total PIT operating revenues <B>	$ 167,063,254	$ 140,709,039	$ 118,181,798	$ 94,968,961	$ 141,750,985	$ 144,559,116	$ 143,968,489	$ 136,885,863	$ 134,246,205	$ 148,377,753

<A> Includes both signatory and nonsignatory landing, terminal, and ramp fees, as well as gate usage fees for all fiscal years.

<B> PIT is Pittsburgh International Airport.

Note: Excludes GASB 87 revenue adjustments

Note: United includes Continental and Southwest includes Airtran for all years due to mergers between these airlines, which were fully effective for fiscal year 2014. American includes USAirways for all years due to merger effective for fiscal year 2015.

Airline Revenue Derived by Carrier

For the Year Ended December 31, 2023

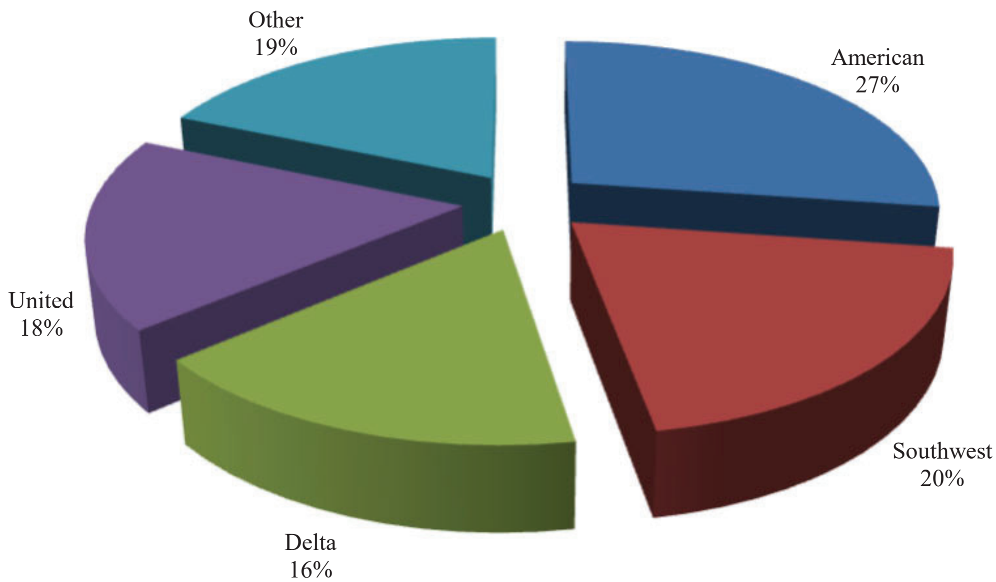


Table IV
Rates and Cost Per Enplaned Passenger

Last Ten Fiscal Years
December 31, 2023

	2023 Actual	2022 Actual	2021 Actual	2020 Actual	2019 Actual	2018 Actual	2017 Actual	2016 Actual	2015 Actual	2014 Actual
Landing fee rate	$ 3.4800	$ 3.4000	$ 3.0621	$ 3.0100	$ 2.6055	$ 2.3030	$ 2.3971	$ 2.4240	$ 2.2239	$ 2.6063
Terminal fee rate	178.33	147.84	158.29	161.67	179.61	145.67	139.90	133.42	132.61	136.04
Ramp fee rate	n/a	n/a	n/a	n/a	266.17	204.24	192.25	192.80	196.19	191.86
Operating expenses	135,577,566	123,732,357	103,080,417	98,523,291	107,045,661	109,461,863	99,934,480	96,447,247	93,079,111	90,560,685
Debt service		-	-	-	21,190,890	24,812,266	58,580,713	66,040,592	65,698,295	66,453,095
Nonrate base revenues	(112,774,411)	(90,322,659)	(71,561,210)	(51,083,457)	(87,317,539)	(87,182,388)	(83,539,654)	(86,202,047)	(84,416,245)	(94,214,399)
Debt service and operating expense offset	(3,029,132)	(12,957,283)	(18,183,300)	(12,934,912)	(5,545,000)	(9,200,000)	(27,402,477)	(32,964,368)	(31,864,241)	(16,653,372)
Airline capital fund deposits	34,153,639	23,755,272	28,709,094	4,758,828	13,799,380	13,038,513	10,529,788	11,009,655	10,591,738	10,433,599
Other, primarily cargo landing fees	(1,057,398)	(1,317,417)	(2,994,371)	(2,046,382)	(1,481,784)	(1,137,193)	(740,884)	(938,359)	(845,550)	(927,641)
Total rate base costs	$ 52,870,264	$ 42,890,270	$ 39,050,630	$ 37,217,368	$ 47,691,608	$ 49,793,061	$ 57,361,966	$ 53,392,720	$ 52,243,108	$ 55,651,967
Total enplaned passengers	4,598,890	4,053,690	3,168,029	1,815,361	4,881,951	4,834,085	4,495,180	4,151,628	4,053,880	4,000,461
Cost per enplaned passenger	$ 11.50	$ 10.58	$ 12.33	$ 20.50	$ 9.77	$ 10.30	$ 12.76	$ 12.86	$ 12.89	$ 13.91

Table V
History of Total Concessions Per Enplanement

Last Ten Fiscal Years
December 31, 2023

	2023 Actual	2022 Actual	2021 Actual	2020 Actual	2019 Actual	2018 Actual	2017 Actual	2016 Actual	2015 Actual	2014 Actual
Parking	$ 60,254,253	$ 43,337,837	$ 28,847,944	$ 13,711,988	$ 41,631,005	$ 36,925,829	$ 33,895,240	$ 31,417,166	$ 30,554,032	$ 29,964,552
Rent-A-Car	15,044,458	13,941,324	11,906,074	7,933,045	12,510,219	12,714,616	11,891,053	11,460,088	11,519,067	12,117,122
AirMall Concessions	11,167,296	8,889,248	7,836,435	5,804,834	7,925,137	8,901,724	5,957,342	5,926,912	5,553,241	5,372,968
Hotel/ConvCenter	436,497	526,046	556,928	534,024	616,152	576,308	549,420	541,551	516,217	546,935
Total passenger concessions	$ 86,902,504	$ 66,694,456	$ 49,147,381	$ 27,983,891	$ 62,682,513	$ 59,118,477	$ 52,293,055	$ 49,345,717	$ 48,142,557	$ 48,001,577
Total enplaned passengers	4,598,890	4,053,690	3,168,029	1,815,361	4,881,951	4,834,085	4,495,180	4,151,628	4,053,880	4,000,461
Concessions per enplaned passenger	$ 18.90	$ 15.51	$ 15.51	$ 15.42	$ 12.84	$ 12.23	$ 11.63	$ 11.89	$ 11.88	$ 12.00

Table VI
Outstanding Debt by Type and Revenue Bond Debt Service Ratios
Last Ten Fiscal Years
December 31, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Outstanding Debts										
Revenue bonds	$ 1,421,761,894	$ 1,004,331,344	$ 1,015,338,667	$ -	$ -	$ 71,511,923	$ 88,589,194	$ 174,972,222	$ 229,952,019	$ 282,405,082
Loans and other credit facility agreements	6,726,750	37,365,505	4,011,552	76,822,324	43,148,234	-	-	3,050,178	4,237,142	4,679,259
Obligations under financed purchases	2,787,002	4,958,472	3,696,058			-	1,108,506	2,183,208	3,225,137	4,235,292
Total Outstanding Debt	$ 1,431,275,646	$ 1,046,655,321	$ 1,023,046,277	$ 76,822,324	$ 43,148,234	$ 71,511,923	$ 89,697,700	$ 180,205,608	$ 237,414,298	$ 291,319,633
Outstanding Debt Per Capita	$ 1,172.16	$ 833.31	$ 843.00	$ 63.24	$ 35.48	$ 58.69	$ 73.34	$ 146.47	$ 192.95	$ 236.60
Total Enplaned Passengers	4,599,144	4,057,550	3,173,664	1,822,219	4,894,337	4,834,085	4,495,180	4,151,628	4,053,880	4,000,461
Outstanding Debt/Enplaned Passenger	$ 311.20	$ 257.95	$ 322.35	$ 42.16	$ 8.82	$ 14.79	$ 19.95	$ 43.41	$ 58.56	$ 72.82
Outstanding Debt as % of Personal Income	Not Available	11.98%	11.71%	0.92%	0.05%	0.09%	0.13%	0.27%	0.36%	0.44%
Revenue Bond Debt Service										
Principal	$ -	$ -	$ -	$ -	$ 19,024,760	$ 16,860,000	$ 85,520,000	$ 53,990,000	$ 51,130,000	$ 49,535,000
Interest	27,826,827	10,326,956	10,326,956	-	3,635,528	4,090,908	8,274,802	10,923,357	13,441,080	15,790,882
Total Revenue Bond Debt Service	$ 27,826,827	$ 10,326,956	$ 10,326,956	$ -	$ 22,660,288	$ 20,950,908	$ 93,794,802	$ 64,913,357	$ 64,571,080	$ 65,325,882
Total Expenses (Less Depreciation)	$ 178,700,610	$ 153,242,248	$ 130,428,319	$ 120,407,156	$ 122,810,059	$ 122,810,059	$ 125,694,961	$ 109,830,260	$ 105,887,728	$ 96,794,290
							0			
Revenue Bond Debt Service/ Total Expenses	15.57%	6.74%	7.92%	0.00%	18.45%	17.06%	74.62%	59.10%	60.98%	67.49%
Revenue Bond Debt Service/ Enplaned Passenger	$ 6.05	$ 2.55	$ 3.25	$ -	$ 4.63	$ 4.33	$ 20.87	$ 15.64	$ 15.93	$ 16.33

Table VII
Revenue Bond Debt Service Coverage

Last Ten Fiscal Years
December 31, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Pledged Revenues										
Landing fees	$ 22,316	$ 19,764	$ 15,408	$ 11,842	$ 17,280	$ 14,854	$ 14,365	$ 13,471	$ 12,449	$ 14,362
Terminal area airline fees	41,105	34,416	33,761	35,314	41,758	44,798	59,719	57,728	57,076	58,849
Other aeronautical revenue	7,674	8,216	8,561	8,798	8,297	8,770	7,818	7,691	7,808	7,736
Parking revenues	60,254	43,338	28,848	13,712	41,631	36,926	32,289	29,796	29,156	28,092
Rent-A-Car revenues	15,083	13,980	11,906	7,933	12,510	12,715	11,891	11,460	11,519	12,117
Terminal concessions	13,862	11,173	10,208	8,282	10,707	10,578	7,584	7,446	7,010	6,817
Other non-aeronautical revenue	12,613	9,594	28,266	21,748	12,821	22,519	34,433	44,742	43,235	38,564
AGC revenues	2,967	2,962	2,794	2,775						
Total pledged revenues	175,874	143,443	139,752	110,404	145,004	151,160	168,099	172,334	168,253	166,537
Operation and Maintenance Expenses										
Salaries, wages and related expenses	58,436	53,320	44,764	41,985	32,699	26,854	26,823	26,502	25,084	25,144
Cost allocations					44,664	51,471	43,540	40,697	38,713	35,827
Utilities	11,443	11,789	11,211	9,430	9,480	9,122	8,384	8,595	8,681	9,129
Cleaning and maintenance services	18,373	17,665	16,899	18,200	16,640	18,059	16,499	16,798	16,213	15,841
Professional services	41,672	35,135	28,954	24,719	187	340	553	236	285	256
Other	13,176	13,710	7,448	10,052	2,641	3,181	3,744	3,248	3,713	3,944
Total operation and maintenance expenses	143,100	131,619	109,276	104,386	106,311	109,027	99,543	96,076	92,689	90,141
Net Revenues	32,774	11,824	30,476	6,018	38,692	42,133	68,556	76,258	75,564	76,396
Plus: Other Available Funds	3,029	13,105	16,332	16,332	16,332	16,332	16,332	16,332	16,332	16,332
Total Net Revenues and Other Available Funds	$ 35,803	$ 24,929	$ 46,808	$ 22,350	$ 55,024	$ 58,465	$ 84,888	$ 92,590	$ 91,896	$ 92,728
Deposit Requirement Payments										
Deposits for debt service - Airport Revenue Bonds	$ -	$ -	$ -	$ -	$ 15,161	$ 16,686	$ 57,453	$ 64,914	$ 64,571	$ 65,326
Funding deposit requirement	-	-	385	198	429	410	174	598	301	311
Total deposit requirement payments	$ -	$ -	$ 385	$ 198	$ 15,590	$ 17,096	$ 57,627	$ 65,512	$ 64,872	$ 65,637
Coverage Ratio	N/A	N/A	121.47	112.77	3.53	3.42	1.47	1.41	1.42	1.41

Table VIII
Enplaned Passengers by Airline Group

Last Ten Fiscal Years
December 31, 2023

Group	2023 Actual	2022 Actual	2021 Actual	2020 Actual	2019 Actual	2018 Actual	2017 Actual	2016 Actual	2015 Actual	2014 Actual
American	1,042,821	977,947	764,238	431,438	1,136,330	1,156,825	1,169,648	1,157,703	1,347,399	1,380,672
Southwest	1,146,018	995,256	865,760	478,707	1,231,855	1,257,464	1,211,828	1,134,880	1,025,342	1,062,692
Delta	758,776	683,146	534,738	279,350	921,353	848,698	768,660	750,335	753,924	741,023
United	682,290	594,498	396,612	243,810	763,085	713,564	650,645	624,348	628,187	650,568
Other signatories	950,623	727,470	564,008	358,437	626,942	692,307	508,889	304,687	156,338	112,301
Total signatory airlines	4,580,528	3,978,317	3,125,356	1,791,742	4,679,565	4,668,858	4,309,670	3,971,953	3,911,190	3,947,256
Scheduled nonsignatory	12,714	72,772	40,722	20,662	195,464	141,007	163,218	161,700	101,910	37,972
Nonscheduled	5,902	6,461	7,586	9,815	19,308	24,220	22,292	17,975	40,780	15,233
Total enplaned passengers	4,599,144	4,057,550	3,173,664	1,822,219	4,894,337	4,834,085	4,495,180	4,151,628	4,053,880	4,000,461

Note: United includes Continental, and Southwest includes Airtran for all years due to mergers between these airlines, which were fully effective for fiscal year 2014. American includes US Airways for all years due to merger effective for fiscal year 2015.

Source: Monthly Analysis of Scheduled Airline Traffic Report

Table IX
Activity Statistics

Last Ten Fiscal Years
December 31, 2023

Fiscal Year	Total Passengers	<A> Aircraft Operations	Landed Weight (1,000 Lbs.)	Cargo Volume (1,000 Lbs.)
2023	9,196,564	128,175	6,051,685	171,541
2022	8,114,028	121,650	5,411,732	185,725
2021	6,354,770	108,464	4,662,435	209,700
2020	3,649,270	91,803	3,703,501	157,603
2019	9,779,024	148,119	6,263,255	165,517
2018	9,658,897	151,414	6,196,005	156,219
2017	8,988,016	148,681	5,762,766	148,343
2016	8,309,754	141,630	5,387,059	150,239
2015	8,128,187	141,674	5,347,849	138,324
2014	7,998,970	135,293	5,233,428	135,840

<A> An operation is any aircraft landing or takeoff.
Sources: Federal Aviation Administration Tower Reports and Airline Self Reporting

Table X
Count of Employees by Department

Last Ten Fiscal Years
December 31, 2023

Bus Unit	Description	Year End 2023	Year End 2022	Year End 2021	Year End 2020	Year End 2019	Year End 2018	Year End 2017	Year End 2016	Year End 2015	Year End 2014
1100	Administration	17	13	14	8	7	8	8	4	6	16
1200	Human Resources	13	10	9	8	8	8	10	9	10	6
1300	Finance	17	16	14	14	15	17	16	15	16	16
1400	Information Technology	11	14	16	14	13	12	7	4	5	5
1530	Engineering/Construction	10	11	11	9	8	12	7	7	7	8
1540	Planning	4	7	3	2	4	8	6	5	5	5
1700	Business Development	3	5	8	7	7	7	8	5	5	9
1850	Field Maintenance	87	83	91	84	107	110	114	116	114	118
1810	Facilities Maintenance	75	76	72	72	85	81	84	82	84	86
1860	Airfield Operatings	34	31	26	20	19	30	33	39	48	42
1870	Emergency Planning	9	10	7	7	8	11	12	10	10	10
	PSOM Admin	4	3	3	9	9	-	-	-	-	-
1830	Fire Services	51	52	46	50	39	53	49	42	48	50
2300	Air Service Development	5	4	4	4	3	4	5	2	2	2
2400	Marketing & Communications	12	15	20	19	25	28	21	18	15	3
1820	Airline Services	54	54	54	52	58	61	63	67	66	65
1520	Facilities/Engineering/Maintenance	5	2	5	3	4	6	10	6	6	-
2410	Government and Community Affairs	6	4	3	3	-	-	-	-	-	-
2440	Terminal Operations	9	10	-	-	-	-	7	5	-	-
1310	Legal	9	8	3	3	3	-	-	-	-	-
1510	TMP	8	9	6	3	11	-	-	-	-	-
1250	Administrative Services	3									
1260	Experience and Design	5									
1510	Workplace Safety	3									
1550	Intelligent Infrastructure	5									
9100	Allegheny County Airport	15	13	13	9	19	14	21	20	15	17
	Totals	474	450	428	400	452	470	481	456	462	458

Source: Allegheny County Airport Authority Human Resources Executive Summary of Employment Transactions

Pittsburgh International Airport (PIT) is located in Southwestern Pennsylvania approximately 15 miles west of downtown Pittsburgh. PIT occupies approximately 8,800 acres and is situated in Moon and Findlay Townships in Allegheny County. Access to PIT is provided via Interstate 376. The volume, usage and nature of the Authority's most significant capital assets is discussed below and on the following five pages.

Airfield

PIT has four runways, consisting of one crosswind runway (oriented northwest to southeast) and three parallel runways (oriented east to west) of which one is immediately north of the passenger terminal complex and the other two are south of the terminal:

Runway 10R/28L	11,500 feet long, 200 feet wide
Runway10C/28C	10,775 feet long, 150 feet wide
Runway 10L/28R	10,502 feet long, 150 feet wide
Runway 14/32	8,100 feet long, 150 feet wide

The separation between the runways permits the capability of conducting dual landings and dual takeoffs in all weather conditions. All of PIT's runways can accommodate air carrier aircraft and are equipped with instrument landing systems, lighting systems and other air navigation aids, permitting PIT to operate in virtually all-weather conditions. Precision instrument approach capability is provided to Runways 10R, 10L, 28R, 28L and 32. In addition, Runways 10R and 10L can handle Category II/III instrument landing systems (ILS).

Passenger Terminal

The Midfield Terminal opened on October 1, 1992 and consists of approximately 1.7 million square feet of enclosed space. The Midfield Terminal consists of a four-level landside terminal, a four-level airside terminal connected to the landside terminal by an automated underground people-mover system, a two-level central service building and a commuter terminal. The landside terminal houses pre-security and ground transportation operations (passenger drop-off, ticketing/check-in, baggage claim and the security checkpoint).

The "X-shaped" airside terminal has two major elements - a central "core" and four concourses. The Midfield Terminal with 75 gates was originally constructed to function as a major hub facility for the former US Airways to support a major connecting hub operation. As a result of de-hubbing in 2002, and in anticipation of future changes, the Authority removed gates from service. New common use technology and equipment also reduced the number of gates necessary for daily airline operations, so that 53 gates are currently available for use. The Midfield Terminal also originally included a commuter terminal. However, due to the reduction in connecting traffic and the discontinuation of service to many smaller communities, the commuter terminal was closed for operations and currently serves as an alternative security check point to help alleviate congestion during peak throughput times at the main security check point.

Arriving international passengers clear immigration and customs through a Federal Inspection Services ("FIS") facility comprising approximately 60,000 square feet, which can accommodate roughly 800 passengers per hour. The current FIS facility was designed primarily for connecting international passengers and is suboptimal for the needs of an O&D market.

Ground Access and Transportation

PIT can be accessed directly from the all directions via I-376, I-576, and Business I-376, which form a loop around the airport. The Midfield Terminal is served by a four lane, two-level roadway serving both sides of the landside terminal. One roadway serves the ticketing level and the other roadway serves the baggage claim level. Curb frontage on one side of the terminal is for private automobiles and curb frontage on the other side of the landside terminal is for commercial vehicles and ground transportation services including taxis, TNCs, limousines, private and public buses, and hotel courtesy shuttles.

The Airport's three-level parking garage contains approximately 2,310 public parking spaces, a rental car facility with 850 ready and return spaces, and 149 leased parking spaces for a total of approximately 3,309 parking spaces. The parking garage is connected to the landside terminal by an enclosed moving walkway and crosswalks that cross over the Airport's public arrivals roadways. Additionally, the Airport has 15,844 surface public parking spaces in its long-term, extended term and economy parking lots.

Rental car ready/return stalls are located on level 1 of the garage. Hertz operates a quick turnaround area adjacent to the garage at grade level for stacking, cleaning, fueling, washing and staging cars prior to moving them into the ready car spaces in the garage and the other companies perform these functions on leased space in the vicinity of the landside terminal as part of the service facilities. Currently, four “companies” representing eight brands of rental car companies operate on-airport from the garage: (1) Avis, (2) Budget, (3) Dollar, (4) Hertz, (5) Enterprise (6) Alamo (7) National), (8) SIXT.

Hotel

A Hyatt Regency Hotel, which opened in June 2001, is located adjacent to the parking garage and adjacent to the landside terminal building and is accessible via the enclosed moving walkways. The facility contains 331 hotel rooms and approximately 21,000 square feet of convention space. The hotel provides a restaurant, bar/lounge, and an indoor pool/health club facility.

Airline Support

The Authority leases land and buildings to airlines and others for activities supporting airline operations. An aboveground aircraft fuel farm supplies fuel to the aircraft hydrant fueling system, which serves all 53 gates and a fueling rack. An automotive fuel storage facility is located adjacent to the fuel farm.

American Airlines leases aircraft maintenance and parts facilities, which encompasses 473,529 square feet at PIT. American Airlines also leases a special service building at PIT.

LSG Sky Chefs leases a catering/food preparation facility containing 80,000 square feet that also serves as its North American frozen food kitchen and freezing facility.

In addition, the Authority constructed a wide body deicing facility at PIT, which is being managed by a third-party company. That company also operates the Authority’s main deicing pads, which are boom and truck operated, and utilize hot air technology.

Six cargo carriers, FedEx, UPS, Sun Country, Mas Air, Cathay Pacific, and Qatar Cargo, are signatories to the Airfield Use Agreement relating to the use and lease of the airfield for cargo operations.

The Authority is engaged in strategic planning to further increase cargo operations at the Airport. In September 2022, the Airport was awarded an $24.49 million federal grant by the U.S. Department of Transportation ("USDOT") through the Better Utilizing Investments to Leverage Development program, to be used to build a 75,000 square foot cargo processing facility and an adjacent surface parking lot, which is set to open within the next three years. The new building will enable the Airport to serve additional cargo operations and offer opportunities for airlines that require varying levels of cargo handling and access for high volumes of trucks.

Republic Airways operates aircraft maintenance facilities at PIT in two hangars containing 99,625 square feet. Atlantic Aviation operates a fixed base operation (“FBO”), containing a terminal building, two hangars, a fuel farm, and an equipment maintenance building.

The Authority also leases three corporate hangar facilities. We have two additional corporate hangars under ground lease to MP Air and Dick’s Sporting Goods. MP Air leases 153,331 square feet of land from the Authority, which consists of a hangar and flight facility. Dick’s Sporting Goods leases land from the Authority for their corporate headquarters, which consists of approximately 136,625 square feet of hangar and aeronautical facilities. The Authority has leased to FJ Turbine its jet engine test cell facility consisting of 14,985 square feet and prep room consisting of 12,400 square feet.

Also located at PIT is a full-service fixed base operator (FBO), Atlantic Aviation, which operates from the Business Aviation Center, and a limited FBO, Corporate Air, LLC, and L J Aviation which operates from corporate hangar facilities.

Commercial/Industrial Property Development

There are approximately 3,600 acres of land at the Airport available to the Authority for non-aviation development of which approximately 52% are developable. In addition, approximately 5,000 acres of land at the Airport are designated as a "Foreign Trade Zone".

Significant development activities have been undertaken by the Authority to provide "pad ready" development sites, including the completion and continued development of infrastructure, including roadways and installation of utility services to develop further commercial office and industrial uses. Dick’s Sporting Goods has located its corporate headquarters at the Airport; those facilities include one of the corporate hangars noted in the prior section. The Authority has entered numerous ground leases with major development companies for nearly 6,000,000 square feet of office park, flex space, distribution facilities and other similar uses. The Authority is also developing the Pittsburgh Airport Innovation Campus known as Neighborhood 91 to be a center for advanced manufacturing, particularly additive manufacturing and 3D-printing as mentioned in relation to the development of Neighborhood 91. The development has broken ground in 2020 and will add another 1,000,000 square feet of new development. Revenues from the various developers and land tenants are utilized by the Authority for further investment in development activities.

In addition, the County relocated its emergency response and 911 call center to the Airport on property leased from the Authority. The call center provides centralized 911 emergency call and response services to the entire County.

Other Facilities

Aircraft rescue and firefighting (ARFF) services are provided from one fire station. The Authority also operates an aircraft rescue and firefighting training center at PIT, which includes a fire-training simulator as well as classrooms, a management center, a vehicle bay, trainee/equipment support areas and a visitor center.

PIT also accommodates airfield maintenance buildings, an FAA Airport traffic control tower, air navigation aids and guidance systems, and various other support facilities. It also serves as the home of the Pittsburgh Air Reserve Station and the Pennsylvania Air National Guard.

Sources: Planning Department of Allegheny County Airport Authority & Business Development

Table XI
Allegheny County - Demographic and Economic Statistics

For the Year Ended December 31, 2023

Year	Population	Personal Income (millions)	Per Capita Personal Income	Annual Average Unemployment Rate
2023	1,221,061	Not Available	Not Available	2.8%
2022	1,256,024	87,360	71,973	3.4%
2021	1,213,573	87,385	68,874	3.7%
2020	1,214,810	83,313	64,236	6.6%
2019	1,216,040	79,996	64,871	4.5%
2018	1,218,452	76,711	59,899	5.3%
2017	1,223,048	68,316	55,263	4.7%
2016	1,230,360	67,145	54,357	5.2%
2015	1,230,459	66,556	54,090	4.8%
2014	1,231,255	66,458	53,976	5.3%

n/a = information is not available

Table XII
Allegheny County - Principal Employers

For the Year Ended 2023 and 2014
December 31, 2023

2023 (1)

Employer	Employees	Percentage of Total County Employment
University of Pittsburgh Medical Center	59,100	8.82%
Highmark Health	24,000	3.58%
United States Government	18,912	2.82%
Commonwealth of Pennsylvania	14,959	2.23%
University of Pittsburgh	14,108	2.11%
Wal-Mart Stores, Inc.	11,700	1.75%
PNC Financial Services	11,600	1.73%
Giant Eagle, Inc.	10,826	1.62%
Independence Health System	7,300	1.09%
BNY Mellon	7,300	1.09%
Total	179,805	26.84%
Total Employees in County	670,000 (2)	

2014 (2)

Employer	Employees	Percentage of Total County Employment
University of Pittsburgh Medical Center	43,000	12.72%
Highmark Health	19,000	5.62%
United States Government	18,028	5.33%
Commonwealth of Pennsylvania	13,081	3.87%
University of Pittsburgh	11,982	3.54%
Giant Eagle, Inc.	10,577	3.13%
The Bank of New York Mellon	7,600	2.25%
Allegheny County	7,150	2.11%
Wal-Mart Stores Inc.	6,200	1.83%
Westinghouse Electric	5,600	1.66%
Total	142,218	42.06%
Total Employees in County	338,147 (2)	

Sources:
(1) Allegheny County Accounting Department
(2) City of Pittsburgh Annual Comprehensive Financial Report 2013