

**SEBRING AIRPORT AUTHORITY**  
**FINANCIAL STATEMENTS**  
**YEAR ENDED SEPTEMBER 30, 2021**



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## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Sebring Airport Authority  
Sebring, Florida

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Sebring Airport Authority, as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the entity's basic financial statements, as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

### ***Auditors' Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Sebring Airport Authority as of September 30, 2021, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 10 and information on other postemployment benefits and defined benefit pensions on pages 44 through 48 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Other Information***

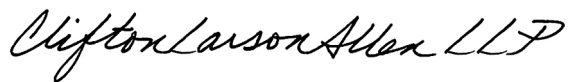
Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Sebring Airport Authority's basic financial statements. The schedule of revenue, expenses, and changes in net position – CRA fund is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of expenditures of state financial assistance as required by Chapter 10.550, *Local Governmental Entity Audits*, Rules of the Auditor General of the State of Florida, is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedule of revenue, expenses, and changes in net position - CRA fund and the schedule of expenditures of state financial assistance are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Board of Directors  
Sebring Airport Authority

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated February 16, 2022, on our consideration of the Sebring Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Sebring 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 the Sebring Airport Authority's internal control over financial reporting and compliance.



**CliftonLarsonAllen LLP**

Sebring, Florida  
February 16, 2022

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

As management of the Sebring Airport Authority (the Authority), we offer the readers of the Authority's basic financial statements this narrative overview and analysis of the financial activities of the Authority for the year ended September 30, 2021. We encourage readers to consider the information presented here in conjunction with the Authority's financial statements.

**Financial Highlights**

- The assets plus deferred outflows of resources of the Authority exceeded its liabilities plus deferred inflows of resources as of September 30, 2021 by \$43,575,344 (net position).
- The Authority's total assets net of depreciation as of September 30, 2021 were \$49,318,141.
- The Authority's total operating revenue was \$5,110,618 primarily consisting of industrial rentals of \$2,316,398 and Fixed Base Operations sales in the amount of \$1,699,407.
- The Authority's total operating expenses came to \$6,180,134. General operating expense (including insurance, supplies, utilities, repairs and maintenance, taxes) came to \$2,055,324. Other primary expenses consisted of \$921,389 in personnel costs, \$359,489 in contractual and professional services, and \$2,421,197 in depreciation. The net operating loss was \$1,069,516.
- Total nonoperating revenue, (expenses), and capital grants were \$2,352,150 resulting in an increase in net position of \$1,282,634.

**Overview of Financial Statements**

The financial statements included in the annual report are those of a special-purpose government engaged in a business-type activity. The following statements are included:

- Statement of Net Position — reports the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position at the end of the fiscal year, and provides information about the nature and amounts of investment of resources and obligations to creditors.
- Statement of Revenue, Expenses, and Changes in Net Position — reports the results of activity over the course of the fiscal year. It details the costs associated with operating the Authority and how those costs were funded. It also provides an explanation of the change in net position from the previous fiscal year-end to the current fiscal year-end.
- Statement of Cash Flows — reports the Authority's cash flows in and out from operating activities, noncapital financing activities, capital and related financing activities, and investing activities. It details the sources of the Authority's cash, what it was used for, and the change in cash over the course of the fiscal year.
- The basic financial statements also include notes that provide required disclosures and other information necessary to gather the full meaning of the material presented in the statements.

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Overview of Financial Statements (Continued)**

The analysis of net position, revenue, and expenses are detailed and provide a comprehensive portrayal of financial conditions and related trends. The analysis includes all assets and liabilities using the accrual basis of accounting.

Accrual accounting is similar to the accounting used by most private sector companies. Accrual accounting recognizes revenue and expenses when earned regardless of when cash is received or paid.

Our analysis presents the Authority's net position, which can be thought of as the difference between what the Authority owns (assets) and what the Authority owes (liabilities). The net position analysis will allow the reader to measure the health or financial position of the Authority.

Over time, significant changes in the Authority's net position are an indicator of whether its financial health is improving or deteriorating. To fully assess the financial health of any Authority, the reader must also consider other nonfinancial factors such as fluctuations in the local economy, fluctuations in fuel prices, and the physical condition of the Authority's capital assets.

At September 30, 2021, total assets were \$49,318,141. Total current assets were \$4,540,430. Total noncurrent assets were \$44,777,711.

In addition, total liabilities at September 30, 2021 were \$5,510,638. Total current liabilities were \$1,438,857 and liabilities payable from restricted assets (tenant deposits) and total long-term (noncurrent) liabilities were \$4,071,781.

**Net Position**

The difference between an organization's assets and deferred outflows of resources and its liabilities and deferred inflows of resources equals its net position. The Authority's net position is classified as follows:

Net investment in capital assets — Capital assets, net of accumulated depreciation and reduced by debt attributable to the acquisition of those assets.

Restricted — Net position that can be spent only for specific purposes because of constraints imposed by external providers (such as grantors, bondholders, and higher levels of government), or imposed by constitutional provisions or enabling legislation.

Unrestricted — Net position that is not invested in capital assets or subject to restrictions.



**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Condensed Financial Information**

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position:

	<u>2021</u>	<u>2020</u>
<b>ASSETS</b>		
Current Assets - Unrestricted	\$ 4,122,960	\$ 3,346,541
Current Assets - Restricted	417,470	283,430
Net Capital Assets	<u>44,777,711</u>	<u>44,117,020</u>
Total Assets	49,318,141	47,746,991
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	299,530	301,272
<b>LIABILITIES</b>		
Current Liabilities	1,438,857	986,998
Noncurrent Liabilities	<u>4,071,781</u>	<u>4,717,224</u>
Total Liabilities	5,510,638	5,704,222
<b>DEFERRED INFLOWS OF RESOURCES</b>	<u>531,689</u>	<u>51,331</u>
<b>NET POSITION</b>		
Net Investment in Capital Assets	40,627,662	40,080,697
Restricted	2,050,716	1,805,804
Unrestricted	896,966	406,209
Total Net Position	<u>\$ 43,575,344</u>	<u>\$ 42,292,710</u>

Current assets increased \$910,459 from the prior fiscal year due to increased revenues over expenses. Of that amount, restricted cash increased \$134,040 due to the increase in customer deposits.

Current liabilities increased \$451,859 from the prior year primarily due to an increase in contractor payables related to projects in process at year end.

At September 30, 2021, the Authority had \$3,201,205 in long-term debt related to capital assets. That debt finances the purchases of equipment as well as construction and improvement projects. The Authority also records \$344,740 in net pension liability related to the Authority's participation in the Florida Retirement System.

There was an increase in net position of \$1,282,634 mainly due to capital grants after a net operating loss of \$1,069,516. Nonoperating revenue includes capital grants and contributions of \$2,445,539. The net operating loss was largely due to depreciation expense of \$2,421,197.

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Condensed Financial Information (Continued)**

Revenues, Expenses, and Changes in Net Position

	2021	2020
<b>OPERATING REVENUE</b>		
Industrial and Test Track Rental Revenue	\$ 2,703,758	\$ 2,302,256
Fixed Based Operations	1,699,407	1,016,491
Other Revenue	707,453	644,635
Total Operating Revenue	5,110,618	3,963,382
<b>OPERATING EXPENSES</b>		
Personnel Services	921,389	992,404
Contractual Services	359,489	228,739
Professional Services	422,735	818,027
General Operating Expenses	2,055,324	1,566,699
Depreciation Expense	2,421,197	1,974,970
Total Operating Expenses	6,180,134	5,580,839
<b>NET OPERATING LOSS</b>	(1,069,516)	(1,617,457)
<b>NONOPERATING REVENUES (EXPENSES)</b>		
Interest Expense, Net	(181,232)	(212,582)
Capital Grants and Contributions	2,445,539	8,622,491
Other Nonoperating Revenue	87,843	1,000,063
Total Nonoperating Revenues (Expenses)	2,352,150	9,409,972
<b>CHANGE IN NET POSITION</b>	1,282,634	7,792,515
Net Position - Beginning of Year	42,292,710	34,500,195
<b>NET POSITION - END OF YEAR</b>	\$ 43,575,344	\$ 42,292,710

Overall operating revenue increased by \$1,147,236. Industrial and test track rental revenue increased \$401,502 for the current year due to COVID-19 and the cancellation of events. Revenue from fixed based operations increased \$682,916 for the current year due to increased military activity as the Avon Park Bombing Range renovations from the prior year were completed, and flights in for attendees of the Sebring races increased as the race was cancelled for the prior year.

Operating expenses before depreciation increased by \$153,068. The increase was due largely to increases in the cost of fuel related to increased fuel sales noted above.

In fiscal year 2021, total operating revenue was \$5,110,618, while total operating expenses, including depreciation, was 6,180,134. This resulted in a \$1,069,516 operating loss. Net nonoperating revenues, including capital grants, were \$2,352,150 resulting in a positive change in net position of \$1,282,634.

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Capital Assets**

The Authority's investment in capital assets as of September 30, 2021 amounted to \$44.8 million (net of accumulated depreciation) compared to \$44.1 million for the prior year. This investment in capital assets includes land, buildings, Infrastructure, vehicles, machinery and equipment, furniture and fixtures, and construction in progress. Major capital asset events during the fiscal year include the following:

- Terminal AC Controls
- Railroad Rehab Construction in Progress

Capital Assets (Net of Depreciation):

	2021	2020
Total Capital Assets Not Being Depreciated	\$ 5,288,168	\$ 2,370,048
Total Capital Assets Being Depreciated	73,745,052	73,581,284
Accumulated Depreciation	(34,255,509)	(31,834,312)
Total	\$ 44,777,711	\$ 44,117,020

Additions information on the Authority's capital assets can be found in Note 3 to the financial statements.

**Long-Term Debt and Line of Credit**

At September 30, 2021, the Authority had total debt outstanding of \$3.4 million compared to \$4.0 million in the prior year. The decrease in total outstanding debt is attributable to payments on existing debt.

Long-Term Debt:

	2021	2020
Notes Payable - Direct Borrowings, and Capital Leases	\$ 3,387,229	\$ 3,687,094
Line of Credit - Secured	-	339,994
Total	\$ 3,387,229	\$ 4,027,088

Please refer to Notes 8 and 9 of the financial statements for a complete presentation of all long-term debt and line of credit liabilities. The above table does not present information for compensated absences, net pension liability, or other post-employment benefit liabilities.

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Economic Factors and Next Year's Budgets and Rates**

The Sebring Airport Authority 2022 Annual Budget was approved by Resolution 21-09 on September 16, 2021. The Sebring Regional Airport and Industrial Park Community Redevelopment Agency (CRA) is reported as a blended component unit of Sebring Airport Authority. Its Annual Budget was approved by Resolution 21-05 on September 16, 2021. The detailed budgets are available for review upon request.

We are scheduled for final inspection of the Rail Spur Reconstruction Project February 3, 2022. This completes over two miles of full depth rail replacement, with a project cost nearly \$8,000,000. Repackaging of plans and specifications for procurement of Apron Reconstruction Phase II should begin toward the end of fiscal year 2022. These projects are much needed in terms of infrastructure renewal and remaining competitive in our efforts to attract business and industry. Other projects that are in the pipeline are as follows:

- Haywood Taylor repaving and drainage work is out to bid. Engineers estimate the cost is about \$1,250,000. This will be a CRA funded project.
- Webster Turn full depth reconstruction is in design. We hope to have the project advertised in fiscal year 2022. Project cost will be approximately \$1,250,000 and funded by CRA, FDOT, Highlands County.
- Taxiway Alpha is under design and should be advertised in fiscal year 2022. Project costs are estimated at \$1,000,000 and will be funded by FAA.
- Building 22 roof replacement is out to bid and project cost will be about \$500,000. This will be a SAA and CRA funded project.
- Master drainage infrastructure is WWII vintage. In concert with Highlands County, we have applied to the Economic Development Administration for a grant of approximately \$2,300,000. This will require a 20% grant match if not waved by EDA.
- We continue to work with our tenant partners on their projects. They are briefly outlined as follows:
  - ADS - \$14,000,000 project adding new production line, rail storage and new parking lot.
  - E-Stone - \$15,000,000 project for new building and equipment.

Sebring International Raceway will host World Endurance Championship (1000 miles of Sebring) the Friday before Mobil 1 Twelve Hours of Sebring. This is subject to the pandemic and travel restrictions in Europe. Planning for Mobil 1 Twelve Hours of Sebring event is moving forward.

Significant economic factors affecting the Authority are as follows:

1. Florida Department of Transportation grant to fund phase II the Airport's WWII vintage apron reconstruction.
2. As in the past, we continue to feel bullish toward military fuel sales. We are moving forward planning upgrades and additional fuel storage capacity to take advantage of wider use of Bombing Range by branches of military.
3. Genpak facility mentioned in last year's report was leased to longtime tenant Turf Care Supply.

**SEBRING AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
YEAR ENDED SEPTEMBER 30, 2021**

**Economic Factors and Next Year's Budgets and Rates (Continued)**

As noted previously, air mobility is progressing along both manned and unmanned directions. By 2035 there will be twice as many vertical take-off and landing vehicles (VTOL) that will be electric powered as there are legacy aircraft. These vehicles will operate out of vertiports and will not necessarily need airports. The Authority is deeply involved in this evolving aviation sector in terms of economic development.

**Requests for Information**

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest. Questions concerning any of the information provided in this report or requests for additional information should be addressed as follows:

Colleen Plonsky  
Director of Finance  
Sebring Airport Authority  
128 Authority Lane  
Sebring, FL 33870

**SEBRING AIRPORT AUTHORITY  
STATEMENT OF NET POSITION  
SEPTEMBER 30, 2021**

**ASSETS**

Current Assets:

Cash and Cash Equivalents - Unrestricted	\$ 3,515,549
Cash and Cash Equivalents - Restricted	417,470
Accounts Receivable - Trade	82,943
Grants Receivable	457,930
Prepaid Items	580
Inventory	65,958
Total Current Assets	4,540,430

Noncurrent Assets:

Capital Assets Not Being Depreciated	5,288,168
Capital Assets - Net of Depreciation	39,489,543
Total Noncurrent Assets	44,777,711

Total Assets	49,318,141
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**DEFERRED OUTFLOWS OF RESOURCES**

Pension Related Items	299,530
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**LIABILITIES**

Current Liabilities:

Accounts Payable	942,791
Accrued Expenses	90,444
Notes and Leases Payable - Current	186,024
Unearned Revenue	219,598
Total Current Liabilities	1,438,857

Noncurrent Liabilities:

Notes and Leases Payable - Noncurrent	3,201,205
Compensated Absences	87,364
Net Pension Liability	344,740
Total OPEB Liability	21,002
Rent Deposits	417,470
Total Noncurrent Liabilities	4,071,781

Total Liabilities	5,510,638
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**DEFERRED INFLOWS OF RESOURCES**

Pension Related Items	531,689
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**NET POSITION**

Net Investment in Capital Assets	40,627,662
Restricted for Community Redevelopment	2,050,716
Unrestricted	896,966
Total Net Position	\$ 43,575,344

See accompanying Notes to Financial Statements.

**SEBRING AIRPORT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
**YEAR ENDED SEPTEMBER 30, 2021**

<b>OPERATING REVENUE</b>	
Industrial Rentals	\$ 2,316,398
Test Track Rentals	387,360
Fixed Base Operations	1,699,407
Fire Protection Fees	96,056
CRA Incremental Tax Revenue	395,536
Miscellaneous Revenue	215,861
Total Operating Revenue	5,110,618
<b>OPERATING EXPENSES</b>	
Personal Services	921,389
Contractual Services	359,489
Professional Services	422,735
General Operating	2,055,324
Total Operating Expenses	3,758,937
<b>OPERATING INCOME BEFORE DEPRECIATION</b>	1,351,681
Depreciation	(2,421,197)
<b>NET OPERATING LOSS</b>	(1,069,516)
<b>NONOPERATING REVENUE (EXPENSE)</b>	
Interest Income	2,955
Operating Grants	61,585
Interest Expense	(184,187)
Miscellaneous Revenue	26,258
Total Nonoperating Expense	(93,389)
<b>LOSS BEFORE CAPITAL GRANTS AND CONTRIBUTIONS</b>	(1,162,905)
Capital Grants and Contributions	2,445,539
<b>CHANGE IN NET POSITION</b>	1,282,634
Net Position - Beginning of Year	42,292,710
<b>NET POSITION - END OF YEAR</b>	\$ 43,575,344

See accompanying Notes to Financial Statements.

**SEBRING AIRPORT AUTHORITY  
STATEMENT OF CASH FLOWS  
YEAR ENDED SEPTEMBER 30, 2021**

**CASH FLOWS FROM OPERATING ACTIVITIES**

Receipts from Customers	\$ 4,664,779
CRA Incremental Tax Receipts	395,536
Other Receipts	215,861
Payments to Suppliers	(2,792,156)
Payments to Employees	(920,783)
Net Cash Provided by Operating Activities	1,563,237

**CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES**

Operating Grants	61,585
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**CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES**

Acquisition and Construction of Capital Assets	(2,328,302)
Proceeds from Borrowings	1,679,182
Principal Payments on Borrowings	(2,319,041)
Interest Payments on Borrowings	(183,832)
Capital Grants Received	2,442,978
Net Cash Used by Capital and Related Financing Activities	(709,015)

**CASH FLOWS FROM INVESTING ACTIVITIES**

Interest Earned on Operating Funds	2,955
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**NET INCREASE IN CASH AND CASH EQUIVALENTS**

918,762

Cash and Cash Equivalents - Beginning of Year

3,014,257

**CASH AND CASH EQUIVALENTS - END OF YEAR**

\$ 3,933,019



**SEBRING AIRPORT AUTHORITY  
STATEMENT OF CASH FLOWS (CONTINUED)  
YEAR ENDED SEPTEMBER 30, 2021**

**RECONCILIATION OF NET OPERATING LOSS TO CASH  
PROVIDED BY OPERATING ACTIVITIES**

Net Operating Loss	\$ (1,069,516)
Adjustments to Reconcile Net Operating Loss to Net Cash Provided by Operating Activities	
Depreciation	2,421,197
(Increase) Decrease in Assets and Deferred Outflows of Resources:	
Accounts Receivable - Trade	31,502
Inventory	(20,638)
Deferred Outflows Related to Pensions	1,742
Increase (Decrease) in Liabilities and Deferred Inflows of Resources:	
Accounts Payable	65,198
Accrued Expenses	30,111
Compensated Absences	20,410
Rent Deposits	134,040
Unearned Revenue	16
Net Pension Liability	(534,529)
Deferred Inflows Related to Pensions	480,358
Total OPEB Liability	<u>3,346</u>
 Net Cash Provided by Operating Activities	 <u><u>\$ 1,563,237</u></u>

**RECONCILIATION OF CASH AND CASH EQUIVALENTS TO  
STATEMENT OF NET POSITION**

Unrestricted Cash and Cash Equivalents	\$ 3,515,549
Restricted Cash and Cash Equivalents	<u>417,470</u>
 Total Cash and Cash Equivalents	 <u><u>\$ 3,933,019</u></u>

**SUPPLEMENTAL DISCLOSURE OF  
NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES**

Capital Related Accounts Payable	<u><u>\$ 762,821</u></u>
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**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Reporting Entity**

Sebring Airport Authority (Authority) was created by the legislature of the state of Florida by Chapter 67-2070 (1967), for the purpose of planning, developing, and maintaining a comprehensive airport and industrial complex, and constitutes a public instrumentality. The Authority is governed by a board of seven members, and its operations consist of leasing industrial properties and airport operations.

The financial statements have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to governmental units and present only the financial position of Sebring Airport Authority, a dependent special district of the City of Sebring, Florida (City), and not of the City as a whole. The Authority has been classified as a dependent special district of the City of Sebring, Florida, as determined by the Florida Department of Community Affairs effective October 1, 1990, for annual financial reporting purposes of Section 218.32, Florida Statutes.

As defined by accounting principles generally accepted in the United States of America established by the Governmental Accounting Standards Board (GASB), the financial reporting entity consists of the primary government, as well as all component units, which are legally separate organizations for which elected officials of the primary government are financially accountable. Financial accountability is defined as:

1. Appointment of a voting majority of the component unit's board, and either a) the ability to impose the will of the primary government, or b) the possibility that the component unit will provide a financial benefit to or impose a financial burden on the primary government; or
2. Fiscal dependency on the primary government.

Blended component units are separate legal entities that meet the component unit criteria described above and whose governing body is the same or substantially the same as the Authority Board and (1) there is a financial benefit or burden relationship between the primary government and the component unit, or (2) management of the primary government has operational responsibility for the component unit. A blended component unit provides services entirely, or almost entirely, to the primary government. The component units' funds are blended into those of the primary government by appropriate activity type to compose the primary government presentation.

The Sebring Regional Airport and Industrial Park Community Redevelopment Agency (CRA), established by County ordinance on December 17, 1996 is a legally separate entity, however, since the Authority's Board of Directors also serves as the CRA's Board, there is a financial benefit relationship and operational responsibility, and the CRA provides services entirely to the Authority, it is reported as a blended component unit.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Reporting Entity (Continued)**

The U.S. Sport Aviation Institute, Inc. (Institute), established by the Sebring Airport Authority on June 20, 2016, is a legally separate entity; however, since the Authority's Board of Directors also serves as the Institutes' Board, there is a financial benefit relationship and operational responsibility, and the Institute provides services entirely to the Authority, it is reported as a blended component unit.

**Fund Accounting and Measurement Focus**

The Authority operates as a single enterprise fund under the fund accounting framework of governmental accounting. Within this framework, an enterprise fund accounts for operations in a manner similar to private business enterprises where the intent of the governing body is that costs (expenses, including depreciation) of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges. The enterprise fund is accounted for on a cost of services or "capital maintenance" measurement focus. This means all assets and liabilities (whether current or noncurrent) associated with its activity are included on its statement of net position. Reported fund equity (total net position) is segregated into unrestricted, restricted, and net investment in capital assets components. The statement of revenues, expenses, and changes in net position presents increases and decreases in net position.

**Basis of Accounting**

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. The Authority, an enterprise fund, is maintained on an accrual basis with revenues being recognized when earned and expenses recognized when incurred. Operating revenues are those revenues that are generated from the primary operations of the Authority. All other revenues are reported as nonoperating revenues. Operating expenses are those expenses that are essential to the primary operations of the Authority. All other expenses are reported as nonoperating expenses.

**Cash and Cash Equivalents**

For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents.

**Restricted Assets**

Certain assets are classified as restricted assets in the accompanying statement of net position when constraints are placed on their use by external parties or by law. Assets classified as restricted include cash and cash equivalents that represent customer deposits. When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Accounts Receivable**

Management considers all receivables collectible as of September 30, 2021.

**Prepaid Items**

Prepaid insurance and similar items are recorded using the consumption method of accounting. Under the consumption method, services paid for in advance are reported as an asset until the period in which the services are actually consumed.

**Inventory**

Inventory consists mainly of aviation fuel and is valued at the lower of cost or market determined on a first-in-first-out basis.

**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, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The Authority has deferred outflows for expected versus actual experience, changes in assumptions, projected versus actual earnings, changes in the proportion and differences between the Authority's contributions and proportionate share of contributions, and the Authority's contributions subsequent to the measurement date, relating to the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. Those amounts will be recognized as increases in pension expense in future years.

In addition to liabilities, the statement of net position includes a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Authority has multiple items that qualify for reporting in this category, including differences between expected and actual experience, changes in assumptions, projected versus actual earnings, and changes in proportion and differences between the Authority's contributions and proportionate share of contributions, relating to the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. Those amounts will be recognized as reductions in pension expense in future years.

**Capital Assets**

Capital assets are defined by the Authority as having a minimum established cost of \$1,000 and an estimated useful life in excess of one year. Property and equipment purchased or acquired is carried at historical cost. Donated or contributed assets are recorded at estimated acquisition value. Additions, improvements, and capital outlays that significantly extend the useful life of an asset, and public domain (infrastructure) fixed assets consisting of roads and curbs, runways and wastewater systems are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Capital Assets (Continued)**

Depreciation on all assets is provided on the straight-line basis over the following estimated useful lives:

Buildings	40 Years
Infrastructure	25 to 40 Years
Improvements	15 to 30 Years
Vehicles	5 to 15 Years
Equipment	3 to 10 Years

**Grants**

Grants which finance current operations and capital expenditures are recorded as nonoperating revenue and capital contributions, respectively, when earned.

**Unearned Revenue**

The Authority leases a wastewater treatment facility to the City of Sebring. Unearned revenue has been recorded for the prepaid rent received from the City in the form of its liquidation of the Authority's debt on the facility. Revenue will be recognized over the lease term as the unearned revenue is amortized.

**Compensated Absences**

On the employee's anniversary date, a maximum of 45 Paid-Time-Off (PTO) days may be carried over to the following 12 months; PTO days in excess of 45 days will be paid to the employee. Upon retirement or resignation with two weeks' notice, employees will receive payment for unused PTO. The amount of earned but unused PTO days estimated to be payable is accrued as a liability at year-end.

**Other Postemployment Benefits (OPEB)**

In the statement of net position, liabilities are recognized for the Authority's total OPEB liability as determined by an actuarial review of the healthcare coverage purchased by retirees to continue participation in the Authority's health plan. OPEB expense is recognized immediately for changes in the OPEB liability resulting from current year service cost, interest on the total OPEB liability, and changes of benefit terms or actuarial assumptions.

**Pensions**

In the statement of net position, liabilities are recognized for the Authority's proportionate share of each pension plan's net pension liability. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Florida Retirement System Pension Plan (FRS) and the Health Insurance Subsidy (HIS) and additions to/deductions from FRS's and HIS's fiduciary net position have been determined on the same basis as they are reported by the FRS and HIS plans. 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.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**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 certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**NOTE 2 DEPOSITS AND INVESTMENTS**

Cash and cash equivalents consist of unrestricted and restricted funds. Restricted funds represent: (1) funds received at the end of the year to cover payables related to various grant projects; and (2) lease deposits. Cash and cash equivalents as of September 30, 2021 was as follows:

Unrestricted Cash	\$ 3,515,549
Restricted Cash: Lease Deposits	417,470
Total Cash and Cash Equivalents	<u>\$ 3,933,019</u>
Classified as:	
Petty Cash and Demand Deposits	\$ 3,903,520
Local Government Surplus Trust Funds	29,499
Total	<u>\$ 3,933,019</u>

Custodial Credit Risk is the risk that in the event of a bank failure the government's deposits may not be returned to it. Bank balances of the Authority's deposits at September 30, 2021 were \$3,985,302. The Authority's monies must be deposited in banks designated as qualified public depositories by the chief financial officer, Florida Department of Financial Services. Therefore, the Authority's total deposits are insured by the Federal Depository Insurance Corporation and collateralized by the Bureau of Collateral Management, Division of Treasury, Florida Department of Financial Services. The law requires the chief financial officer to ensure that funds are entirely collateralized throughout the fiscal year. Other than the preceding, the Authority has no policy on custodial credit risk.

Collateral is provided for demand deposits through the Florida Security for Public Deposits Act. This law establishes guidelines for qualification and participation by banks and savings associations, procedures for the administration of the collateral requirements and characteristics of eligible collateral. Under this law, the qualified public depository must pledge at least 25% of the average daily balance for each month of all public deposits in excess of any applicable deposit insurance.

Additional collateral, up to a maximum of 150%, may be required if deemed necessary under the conditions set forth in this law. Eligible collateral consists of obligations of the United States and its agencies and obligations of states and their local political subdivisions and unaffiliated corporations.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 2 DEPOSITS AND INVESTMENTS (CONTINUED)**

Obligations pledged to secure deposits must be delivered to the Department of Financial Services or, with the approval of the chief financial officer, to a bank, savings association or trust company provided a power of attorney is delivered to the chief financial officer. On a monthly basis, the chief financial officer determines that the collateral has a market value adequate to cover the deposits under the provisions of this law.

The Authority invests funds throughout the year with Florida PRIME, an investment pool administered by the State Board of Administration, under the regulatory oversight of the state of Florida. Investments in Florida PRIME are made pursuant to Chapter 125.31, Florida Statutes. The investments are not categorized because they are not evidenced by securities that exist in physical or book entry form.

Throughout the year and as of September 30, 2021, Florida PRIME contained certain floating and adjustable rate securities which were indexed based on the prime rate and/or one and three-month London Interbank Offered Rate (LIBOR) rates. These investments represented 4.4% of Florida PRIME's portfolio at September 30, 2021.

Florida PRIME meets all of the necessary criteria to elect to measure all of the investments in Florida PRIME at amortized cost, as a cash equivalent.

**Interest Rate Risk**

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment.

The dollar weighted average days to maturity (WAM) of Florida PRIME as of September 30, 2021 was 49 days. Next interest rate reset dates for floating securities are used in the calculation of the WAM. The weighted average life (WAL) of the Florida PRIME at September 30, 2021 was 64 days.

**Credit Risk**

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Investments in Florida PRIME must carry an "AAAm" rating from Standard and Poor's.

On September 30, 2021, Standard and Poor's Ratings Services assigned the Florida PRIME an "AAAm" principal stability funding rating.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 2 DEPOSITS AND INVESTMENTS (CONTINUED)**

**Credit Risk (Continued)**

With regard to redemption gates, Chapter 218.409(8)(a), Florida Statutes, states that “The principal, and any part thereof, of each account constituting the trust fund is subject to payment at any time from the moneys in the trust fund. However, the executive director may, in good faith, on the occurrence of an event that has a material impact on liquidity or operations of the trust fund, for 48 hours limit contributions to or withdrawals from the trust fund to ensure that the Board can invest moneys entrusted to it in exercising its fiduciary responsibility. Such action must be immediately disclosed to all participants, the trustees, the Joint Legislative Auditing Committee, and the Investment Advisory Council. The trustees shall convene an emergency meeting as soon as practicable from the time the executive director has instituted such measures and review the necessity of those measures. If the trustees are unable to convene an emergency meeting before the expiration of the 48-hour moratorium on contributions and withdrawals, the moratorium may be extended by the executive director until the trustees are able to meet to review the necessity for the moratorium. If the trustees agree with such measures, the trustees shall vote to continue the measures for up to an additional 15 days. The trustees must convene and vote to continue any such measures before the expiration of the time limit set, but in no case may the time limit set by the trustees exceed 15 days.”

With regard to liquidity fees, Florida Statute 218.409(4) provides authority for the SBA to impose penalties for early withdrawal, subject to disclosure in the enrollment materials of the amount and purpose of such fees. At present, no such disclosure has been made.

As of September 30, 2021, there were no redemption fees, maximum transaction amounts, or any other requirements that serve to limit a participant’s daily access to 100% of their account value.



**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 3 CAPITAL ASSETS**

Capital asset activity for the year ended September 30, 2021 is summarized as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital Assets Not Being Depreciated:				
Land, Buildings, and Infrastructure	\$ 980,024	\$ -	\$ -	\$ 980,024
Construction in Progress	1,390,024	3,018,065	(99,945)	4,308,144
Total Capital Assets Not Being Depreciated	2,370,048	3,018,065	(99,945)	5,288,168
Capital Assets Being Depreciated:				
Buildings and Infrastructure	69,971,000	7,565	-	69,978,565
Vehicles and Tractors	509,786	-	-	509,786
Machinery and Equipment	853,209	153,351	-	1,006,560
Office Furniture, Fixtures, and Equipment	340,410	2,852	-	343,262
Race Track Improvements	1,906,879	-	-	1,906,879
Total Capital Assets Being Depreciated	73,581,284	163,768	-	73,745,052
Less: Accumulated Depreciation	(31,834,312)	(2,421,197)	-	(34,255,509)
Total Capital Assets Being Depreciated, Net	41,746,972	(2,257,429)	-	39,489,543
Total Capital Assets, Net	<u>\$ 44,117,020</u>	<u>\$ 760,636</u>	<u>\$ (99,945)</u>	<u>\$ 44,777,711</u>

The Authority has the following commitments for design, construction, or other services as of September 30, 2021:

Project	Authorization	Commitment	Expended
Rehab Railroad Construction	\$ 3,595,980	\$ 1,109,844	\$ 2,486,136

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 4 LEASES**

The Authority is the lessor of various types of industrial buildings and land over periods ranging from month-to-month to 75 years. All of the Authority's leases are classified as operating leases. Substantially all of the Authority's investment in land, buildings, and racetrack improvements are either under lease or are held for lease at September 30, 2021.

The following is a schedule by year(s) of minimum future rent revenues from noncancelable operating leases as of September 30, 2021:

<u>Year Ending September 30,</u>	<u>Amount</u>
2022	\$ 1,929,309
2023	1,597,490
2024	1,221,996
2025	1,191,216
2026	1,205,052
2027-2031	4,865,958
2032-2036	4,036,991
2037-2041	2,228,218
2042-2046	1,654,637
2047-2051	1,557,808
2052-2056	1,543,079
2057-2061	1,359,180
2062-2066	1,359,180
2067-2071	1,359,180
2072-2076	1,359,180
2077-2081	1,359,180
Total Minimum Future Rentals	<u><u>\$ 29,827,654</u></u>

**NOTE 5 OTHER POSTEMPLOYMENT BENEFITS (OPEB)**

**Plan Description**

The Authority is obligated to make available to qualified retired employees the option to maintain coverage with the group health, life, and dental insurance plans. The Sebring Airport Authority Plan (the Plan) is a single-employer defined benefit OPEB plan. The Plan is currently being funded on a pay as you go basis. No trust fund has been established for the Plan, and there are no assets accumulated in trust for payment of benefits. The Plan does not issue a publicly available report.

**Benefits Provided**

The Plan provides lifetime healthcare insurance for eligible employees and their spouses through the Authority's group insurance plan which covers both active and retired members. Benefit provisions are established and may be amended by the Authority's Board of Directors. The Plan provides for the retirees to contribute 100% of the cost of health insurance premiums for retirees and their spouses.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 5 OTHER POSTEMPLOYMENT BENEFITS (OPEB) (CONTINUED)**

**Employees Covered by Benefit Terms**

At September 30, 2021, the following employees were covered by the benefit terms:

Inactive Plan Members or Beneficiaries Currently Receiving Benefits	2
Active Plan Members	10
Total	<u>12</u>

**Total OPEB Liability**

The Authority's Total OPEB liability was measured as of September 30, 2021 and was determined by an actuarial valuation as of October 1, 2020. The following table shows the Authority's total OPEB liability for the year ended September 30, 2021.

	Total OPEB Liability
Balances - October 1, 2020	\$ 17,656
Changes for the Year:	
Service Cost	5,900
Interest	568
Changes in Assumptions	(18)
Differences Between Expected and Actual Experience	<u>(3,104)</u>
Net Changes	3,346
Balances - September 30, 2021	<u>\$ 21,002</u>

**Discount Rate Sensitivity**

The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB 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 discount rate:

Description	1% Decrease in Discount Rate	Discount Rate	1% Increase in Discount Rate
OPEB Plan Discount Rate	1.43 %	2.43 %	3.43 %
Total OPEB Liability	\$ 21,952	\$ 21,002	\$ 20,122

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 5 OTHER POSTEMPLOYMENT BENEFITS PLAN (OPEB) (CONTINUED)**

**Healthcare Trend Rate Sensitivity**

The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

<u>Description</u>	<u>1% Decrease in Healthcare Cost Trend Rate</u>	<u>Healthcare Cost Trend Rate</u>	<u>1% Increase in Healthcare Cost Trend Rate</u>
OPEB Plan Healthcare Cost Rate	6.50 %	7.50 %	8.50 %
Total OPEB Liability	\$ 19,661	\$ 21,002	\$ 22,548

**Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB**

For the year ended September 30, 2021, the Authority recognized OPEB expense of \$3,346. At September 30, 2021, the Authority reported no deferred outflows of resources and no deferred inflows of resources related to OPEB.

**Actuarial Assumptions**

The total OPEB liability in the September 30, 2021 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.6%
Salary Increases	3.25%, Average, Including Inflation
Healthcare Cost Trend Rates	7.5% for 2021, Decreasing to an Ultimate Rate of 4.50% for 2028 and Later Years

The actuarial cost method used was the Entry Age Normal Level Percent of Salary method.

Mortality rates were based on the SOA Pub-2010 General Headcount Weighted Mortality Table, fully generational, using Scale MP-2020.

The discount rate used to measure the total OPEB liability was 2.43%, based on yield for 20-year tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher (or equivalent quality on another rating scale).

Since the most recent valuation, the following change was made:

- Discount rate as of the Measurement Date has been updated to be based on a yield for 20-year tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher (or equivalent quality on another rating scale) tax-exempt, high quality 20-year municipal bonds. The current full valuation uses a discount rate of 2.41% as of October 1, 2020 and 2.43% as of September 30, 2021.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 6 DEFINED BENEFIT PENSION PLANS**

**Background**

The Florida Retirement System (FRS) was created by Chapter 121, Florida Statutes, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the Deferred Retirement Option Program under the defined benefit plan and amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective July 1, 2002. This integrated defined contribution pension plan is the FRS Investment Plan. Chapter 112, Florida Statutes, established the Retiree Health Insurance Subsidy (HIS) Program, a cost-sharing multiple-employer defined benefit pension plan, to assist retired members of any State-administered retirement system in paying the costs of health insurance.

Essentially all regular employees of the Authority are eligible to enroll as members of the State-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, Florida Statutes; Chapter 112, Part IV, Florida Statutes; Chapter 238, Florida Statutes; and FRS Rules, Chapter 60S, Florida Administrative Code; wherein eligibility, contributions, and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature. The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement, and consists of the two cost sharing, multiemployer defined benefit plans and other nonintegrated programs. An annual comprehensive financial report of the FRS, which includes its financial statements, required supplementary information, actuarial report, and other relevant information, is available from the Florida Department of Management Services' Web site ([www.dms.myflorida.com](http://www.dms.myflorida.com)).

The Authority's pension expense totaled \$34,443 for both the FRS Pension Plan and HIS Plan for the fiscal year ended September 30, 2021.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan**

**Plan Description**

The Florida Retirement System (FRS) Pension Plan is a cost-sharing multiple-employer defined benefit pension plan, with a Deferred Retirement Option Program (DROP) for eligible employees. The general classes of membership are as follows:

- Regular Class — Members of the FRS who do not qualify for membership in the other classes.
- Elected Officers Class — Members who hold specified elective offices in local government.
- Senior Management Service Class (SMSC) — Members in senior management level positions.
- Special Risk Class — Members who are special risk employees, such as law enforcement officers, meet the criteria to qualify for this class.

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at six years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at eight years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62, or at any age after 30 years of service, except for members classified as special risk who are eligible for normal retirement benefits at age 55 or at any age after 25 years of service. All members enrolled in the FRS Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service, except for members classified as special risk who are eligible for normal retirement benefits at age 60 or at any age after 30 years of service. Employees enrolled in the FRS Plan may include up to four years of credit for military service toward creditable service. The FRS Plan also includes an early retirement provision; however, there is a benefit reduction for each year a member retires before his or her normal retirement date. The FRS Plan provides retirement, disability, death benefits, and annual cost-of-living adjustments to eligible participants.

DROP, subject to provisions of Section 121.091, Florida Statutes, permits employees eligible for normal retirement under FRS Plan to defer receipt of monthly benefit payments while continuing employment with an FRS participating employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**Benefits Provided**

Benefits under the FRS Plan are computed on the basis of age and/or years of service, average final compensation, and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average final compensation is the average of the five highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the eight highest fiscal years' earnings. The total percentage value of the benefit received is determined by calculating the total value of all service, which is based on the retirement class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned:

<u>Class, Initial Enrollment, and Retirement Age/Years of Service:</u>	<u>% Value</u>
<b>Regular Class Members Initially Enrolled before July 1, 2011</b>	
Retirement Up to Age 62 or Up to 30 Years of Service	1.60
Retirement Up to Age 63 or Up to 31 Years of Service	1.63
Retirement Up to Age 64 or Up to 32 Years of Service	1.65
Retirement Up to Age 65 or Up to 33 Years of Service	1.68
<b>Regular Class Members Initially Enrolled on or After July 1, 2011</b>	
Retirement Up to Age 65 or Up to 33 Years of Service	1.60
Retirement Up to Age 66 or Up to 34 Years of Service	1.63
Retirement Up to Age 67 or Up to 35 Years of Service	1.65
Retirement Up to Age 68 or Up to 36 Years of Service	1.68
<b>Elected County Officers</b>	3.00
<b>Senior Management Service Class</b>	2.00
<b>Special Risk Regular</b>	
Service from December 1, 1970, through September 30, 1974	2.00
Service on and after October 1, 1974	3.00

As provided in Section 121.101, Florida Statutes, if the member is initially enrolled in the FRS before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of-living adjustment is 3% per year. If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%. FRS Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**Contributions**

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3% employee contributions on a pretax basis. The contribution rates attributable to the Authority, effective July 1, 2020, were applied to employee salaries as follows: regular employees 8.28%, senior management 25.57%, and DROP participants 15.26%. The Authority's contributions to the FRS Plan were \$76,590 for the year ended September 30, 2021.

**Pension Costs**

At September 30, 2021, the Authority reported a liability of \$141,424 for its proportionate share of the FRS Plan's net pension liability. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2021. The Authority's proportion of the net pension liability was based on the Authority's contributions received by FRS during the measurement period for employer payroll paid dates from July 1, 2020 through June 30, 2021, relative to the total employer contributions received from all of FRS's participating employers. At June 30, 2021, the Authority's proportion was 0.001872208%, which was an increase of 0.000196731% from its proportion measured as of June 30, 2020.

For the year ended September 30, 2021, the Authority recognized pension expense of \$11,560 for its proportionate share of FRS's pension expense. In addition, the Authority reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Experience	\$ 24,240	\$ -
Changes of Actuarial Assumptions	96,770	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	(493,393)
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	71,850	(16,042)
Authority Contributions Subsequent to the Measurement Date	27,261	-
Total	<u>\$ 220,121</u>	<u>\$ (509,435)</u>



**SEBRING AIRPORT AUTHORITY  
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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**Pension Costs (Continued)**

\$27,261 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

<u>Year Ending September 30,</u>	<u>Amount</u>
2022	\$ (55,823)
2023	(62,446)
2024	(87,347)
2025	(119,315)
2026	8,356
Thereafter	-

**Actuarial Assumptions**

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

Inflation	2.40% Per Year
Salary Increases	3.25%, Average, Including Inflation
Investment Rate of Return	6.80%

Mortality rates were based on the PUB-2010 base table, varies by member category and sex, projected generationally with Scale MP-2018. The actuarial assumptions used in the July 1, 2021, valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**Actuarial Assumptions (Continued)**

The long-term expected rate of return assumption of 6.80 percent consists of two building block components: 1) an inferred real (in excess of inflation) return of 4.30 percent, which is consistent with the 4.17 percent real return from the capital market outlook model developed by the FRS consulting actuary, Milliman; and 2) a long-term average annual inflation assumption of 2.40 percent as adopted in October 2021 by the FRS Actuarial Assumption Conference. In the opinion of the FRS consulting actuary both components and the overall 6.80 percent return assumption were determined to be reasonable and appropriate per Actuarial Standards of Practice. The 6.80 percent reported investment return assumption is the same as the investment return assumption chosen by the 2021 FRS Actuarial Assumption Conference for funding policy purposes.

For reference, the table below contains a summary of Milliman's assumptions for each of the asset classes in which the plan was invested at that time based on the long-term target asset allocation. Each asset class assumption is based on a consistent set of underlying assumptions and includes an adjustment for the inflation assumption. These assumptions are not based on historical returns, but instead are based on a forward-looking capital market economic model.

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0 %	2.1 %	2.1 %	1.1 %
Fixed Income	20.0	3.8	3.7	3.3
Global Equity	54.2	8.2	6.7	17.8
Real Estate	10.3	7.1	6.2	13.8
Private Equity	10.8	11.7	8.5	26.4
Strategic Investments	3.7	5.7	5.4	8.4
Totals	<u>100.0 %</u>			
Assumed Inflation - Mean			2.4 %	1.2 %

**Discount Rate**

The discount rate used to measure the total pension liability was 6.8% for the FRS Plan. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**SEBRING AIRPORT AUTHORITY  
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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**Pension Liability Sensitivity**

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
FRS Plan Discount Rate	5.80 %	6.80 %	7.80 %
Authority's Proportionate Share of the FRS Plan Net Pension Liability	\$ 632,458	\$ 141,424	\$ (269,025)

**Pension Plan Fiduciary Net Position**

Detailed information about the FRS Plan's fiduciary net position is available in a separately issued FRS Pension Plan and Other State-Administered Systems Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website at <http://www.dms.myflorida.com>.

**Retiree Health Insurance Subsidy Program**

**Plan Description**

The Retiree Health Insurance Subsidy Program (HIS Plan) is a cost-sharing multiple-employer defined benefit pension plan established under Section 112.363, Florida Statutes, and may be amended by the Florida Legislature at any time. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

**Benefits Provided**

For the fiscal year ended June 30, 2021, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS Plan benefit, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

**SEBRING AIRPORT AUTHORITY  
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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**Contributions**

The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended June 30, 2021, the contribution rate was 1.66% of payroll pursuant to section 112.363, Florida Statutes. The Authority contributed 100% of its statutorily required contributions for the current and preceding three years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled. The Authority's contributions to the HIS Plan were \$10,282 for the year ended September 30, 2021.

**Pension Costs**

At September 30, 2021, the Authority reported a liability of \$203,316 for its proportionate share of the HIS Plan's net pension liability. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The Authority's proportion of the net pension liability was based on the Authority's contributions received during the measurement period for employer payroll paid dates from July 1, 2020, through June 30, 2021, relative to the total employer contributions received from all participating employers. At June 30, 2021, the Authority's proportion was 0.001657490%, which was an increase of 0.000403639% from its proportion measured as of June 30, 2020.

For the year ended September 30, 2021, the Authority recognized pension expense of \$22,883 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 6,803	\$ (85)
Changes in Actuarial Assumptions	15,976	(8,377)
Net Difference Between Projected and Actual Earnings on HIS Program Investments	212	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	53,165	(13,792)
Authority Contributions Subsequent to the Measurement Date	3,253	-
Total	<u>\$ 79,409</u>	<u>\$ (22,254)</u>

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**Pension Costs (Continued)**

\$3,253 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the HIS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

<u>Year Ending September 30,</u>	<u>Amount</u>
2022	\$ 12,374
2023	9,966
2024	11,772
2025	9,556
2026	7,384
Thereafter	2,850

**Actuarial Assumptions**

The total pension liability in the July 1, 2020, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40% Per Year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	2.16%

Mortality rates were based on the Generational PUB-2010 with Projection Scale MP-2018. The actuarial assumptions used in the July 1, 2020, valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

**Discount Rate**

The discount rate used to measure the total pension liability was 2.16% in the current year and 2.21% in the prior year for the HIS Plan. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

**SEBRING AIRPORT AUTHORITY  
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**NOTE 6 DEFINED BENEFIT PENSION PLANS (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**Pension Liability Sensitivity**

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
HIS Plan Discount Rate	1.16 %	2.16 %	3.16 %
Authority's Proportionate Share of the HIS Plan Net Pension Liability	\$ 235,053	\$ 203,316	\$ 177,315

**Pension Plan Fiduciary Net Position**

Detailed information about the HIS Plan's fiduciary net position is available in a separately issued FRS Pension Plan and Other State-Administered Systems Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website at <http://www.dms.myflorida.com>.

**Summary**

The aggregate amount of net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense for the Authority's defined benefit pension plans are summarized below. These liabilities are typically liquidated by the individual activity in which the employee's costs are associated.

Description	FRS Plan	HIS Plan	Total
Net Pension Liability	\$ 141,424	\$ 203,316	\$ 344,740
Deferred Outflows of Resources Related to Pensions	220,121	79,409	299,530
Deferred Inflows of Resources Related to Pensions	509,435	22,254	531,689
Pension Expense	11,560	22,883	34,443

**NOTE 7 DEFINED CONTRIBUTION PENSION PLAN**

**FRS Investment Plan**

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Annual Comprehensive Financial Report.

**SEBRING AIRPORT AUTHORITY  
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**NOTE 7 DEFINED CONTRIBUTION PENSION PLAN (CONTINUED)**

**FRS Investment Plan (Continued)**

As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Sebring Airport Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected Officers, etc.), as the FRS defined benefit plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.06% of payroll and by forfeited benefits of plan members.

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Nonvested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the fiscal year ended June 30, 2021, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Sebring Airport Authority.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided; the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan, or remain in the Investment Plan and rely upon that account balance for retirement income.

The Authority's Investment Plan pension expense totaled \$62,411 for the year ended September 30, 2021. Employee contributions to the Investment Plan totaled \$6,727 for the year ended September 30, 2021.

**SEBRING AIRPORT AUTHORITY  
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**NOTE 8 LONG-TERM DEBT**

The summary of changes in long-term debt for the fiscal year ended September 30, 2021 is as follows:

	Balance October 1, 2020	Additions	Reductions	Balance September 30, 2021	Due Within One Year
Notes Payable -					
Direct Borrowings	\$ 3,631,905	\$ -	\$ (279,224)	\$ 3,352,681	\$ 170,577
Capital Leases	55,189	-	(20,641)	34,548	15,447
Total	<u>\$ 3,687,094</u>	<u>\$ -</u>	<u>\$ (299,865)</u>	<u>\$ 3,387,229</u>	<u>\$ 186,024</u>

Notes payable at September 30, 2021 consisted of the following:

<u>Description</u>	<u>Amount</u>
<p>Direct borrowing from a financial institution for improvements to an industrial building, collateralized by assignment of rent revenues, due July 2028. Monthly payments of \$4,575 through July 2018, including interest at 6%. Outstanding balance at July 21, 2018 paid in monthly payments of \$4,625, including interest at 5.5%. Outstanding balance as of July 21, 2023 paid in monthly payments of principal and interest, calculated on a 5-year amortization, with interest based on the monthly average of the 5-year United States Treasury Bill index for June 2023 plus 4.5%. It is the Authority's intent to pay off the certificate by July 2023. If any event of default shall occur, all indebtedness will become immediately due and payable to the lender.</p>	\$ 311,163
<p>Direct borrowing from a financial institution for improvements to an industrial building, collateralized by assignment of rent revenues, with 12 months of interest only payments, followed by monthly payments of \$11,780 including interest at 4%, final payment due April 2035. If any event of default shall occur, all indebtedness will become immediately due and payable to the lender.</p>	1,474,334



**SEBRING AIRPORT AUTHORITY  
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**NOTE 8 LONG-TERM DEBT (CONTINUED)**

<u>Description</u>	<u>Amount</u>
<p>Direct borrowing from a financial institution for improvements to industrial buildings with a maximum draw down of \$3,000,000 available, collateralized by assignment of rent revenues, with 12 months of interest only payments at 5.5% interest, followed by 48 monthly payments of principal and interest, beginning August 18, 2020 calculated on a 20-year amortization of the outstanding principal balance as of July 18, 2020 with an interest rate of 5.5% per annum. Beginning August 18, 2024, 60 monthly payments of principal and interest calculated on a 15-year amortization of the outstanding principal balance as of July 18, 2024 with interest based on the monthly average of the 5-year United States Treasury Bill index for July 18, 2024 plus 3.5%. Beginning August 18, 2029, 60 monthly payments of principal and interest calculated on a 10 year amortization of the outstanding principal balance as of July 18, 2029 with interest based on the monthly average of the 5-year United States Treasury Bill index for July 18, 2029 plus 3.5%. Beginning August 18, 2034, 60 monthly payments of principal and interest calculated on a five-year amortization of the outstanding principal balance as of July 18, 2034 with interest based on the 5-year United States Treasury Bill index for July 18, 2034 plus 3.5%. Upon default, the interest rate on this direct borrowing shall be increased to 18% per annum, and the entire unpaid balance and all accrued interest will be declared due to the lender.</p>	<p style="border-top: 1px solid black;">\$ 1,567,184</p>
Total	3,352,681
Less: Current Portion	(170,577)
Long-Term Portion	<p style="border-top: 1px solid black; border-bottom: 3px double black;">\$ 3,182,104</p>

**SEBRING AIRPORT AUTHORITY  
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**NOTE 8 LONG-TERM DEBT (CONTINUED)**

Annual debt service requirements as of September 30, 2021 for direct borrowings are as follows:

<u>Year Ending September 30,</u>	<u>Principal</u>	<u>Interest</u>
2022	\$ 170,577	\$ 161,077
2023	410,076	150,367
2024	1,557,330	118,695
2025	93,839	47,526
2026	97,717	43,648
2027-2031	552,475	154,351
2032-2036	470,667	67,368
Total	<u>\$ 3,352,681</u>	<u>\$ 743,032</u>

**Capital Leases**

On December 5, 2017, the Authority entered into a lease-purchase agreement with The Bancorp Bank dba: Mears Leasing for the purchase of a vehicle. Payments of \$605, including interest at 5.59%, are due monthly.

On June 20, 2018, the Authority entered into a lease-purchase agreement with The Bancorp Bank dba: Mears Leasing for the purchase of a vehicle. Payments of \$822, including interest at 5.92%, are due monthly.

These lease agreements qualify as capital leases for accounting purposes and, therefore, have been recorded at the present value of their future minimum lease payments as of the inception date.

The assets acquired through capital leases are as follows:

Vehicles	\$ 81,625
Less: Accumulated Depreciation	(51,336)
Total	<u>\$ 30,289</u>

The future minimum lease obligations and the net present value of these minimum lease payments as of September 30, 2021 were as follows:

<u>Year Ending September 30,</u>	<u>Amount</u>
2022	\$ 17,060
2023	11,106
2024	9,078
Total Minimum Lease Payments	37,244
Less: Amount Representing Interest	(2,696)
Present Value of Minimum Lease Payments	<u>\$ 34,548</u>

**SEBRING AIRPORT AUTHORITY  
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**NOTE 9 LINES OF CREDIT**

The Authority has a \$500,000 line of credit for operating capital needs with a commercial bank at Prime as published by the Wall Street Journal, with a minimum rate of 5%, secured by lease income and other building income of buildings 108 and 104. The Authority also has a \$2,000,000 line of credit to finance grant expenditures with a commercial bank at Prime, as published by the Wall Street Journal, with a minimum rate of 4.5%, secured by grant revenues.

Changes in the lines of credit for the fiscal year ended September 30, 2021 were as follows:

	Balance October 1, 2020	Additions	Reductions	Balance September 30, 2021
Line of Credit - Secured	\$ 339,994	\$ 1,679,182	\$ (2,019,176)	\$ -

**NOTE 10 MAJOR CUSTOMERS**

A material part of the Authority's rent revenue is dependent upon three major customers and approximates total rents as follows:

	Percentage of Total Rent Revenue
Sebring International Raceway, Inc.	11.5 %
Gulf Coast Supply & Manufacturing	11.4
Total	22.9 %

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 11 CONDENSED COMBINING FINANCIAL INFORMATION**

The following condensed financial information is presented to provide additional information on the Sebring Regional Airport and Industrial Park Community Redevelopment Agency (CRA), and the U.S. Sport Aviation Institute, Inc. (Institute), blended component units of the Authority.

**Condensed Combining Statement of Net Position**

	Sebring Airport Authority	CRA	U.S. Sport Aviation Institute	Total
<b>ASSETS</b>				
Current Assets	\$ 2,488,809	\$ 2,038,666	\$ 12,955	\$ 4,540,430
Net Capital Assets	44,777,711	-	-	44,777,711
Total Assets	47,266,520	2,038,666	12,955	49,318,141
<b>DEFERRED OUTFLOWS OF RESOURCES</b>				
Pension Related Items	299,530	-	-	299,530
<b>LIABILITIES</b>				
Current Liabilities	1,437,952	905	-	1,438,857
Noncurrent Liabilities	4,071,781	-	-	4,071,781
Total Liabilities	5,509,733	905	-	5,510,638
<b>DEFERRED INFLOWS OF RESOURCES</b>				
Pension Related Items	531,689	-	-	531,689
<b>NET POSITION</b>				
Net Investment in Capital Assets	40,627,662	-	-	40,627,662
Restricted	-	2,037,761	12,955	2,050,716
Unrestricted	896,966	-	-	896,966
Total Net Position	<u>\$ 41,524,628</u>	<u>\$ 2,037,761</u>	<u>\$ 12,955</u>	<u>\$ 43,575,344</u>

**SEBRING AIRPORT AUTHORITY  
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**NOTE 11 CONDENSED COMBINING FINANCIAL INFORMATION (CONTINUED)**

**Condensed Combining Statement of Revenues, Expense, and Changes in Net Position**

	Sebring Airport Authority	CRA	U.S. Sport Aviation Institute	Total
<b>OPERATING REVENUE</b>				
Industrial Rentals	\$ 2,316,398	\$ -	\$ -	\$ 2,316,398
Test Track Rentals	387,360	-	-	387,360
Fixed Base Operations	1,699,407	-	-	1,699,407
Fire Protection Fees	96,056	-	-	96,056
CRA Incremental Tax Revenue	-	395,536	-	395,536
Miscellaneous Revenue	208,361	-	7,500	215,861
Total Operating Revenue	<u>4,707,582</u>	<u>395,536</u>	<u>7,500</u>	<u>5,110,618</u>
<b>OPERATING EXPENSES</b>				
Personal Services	921,389	-	-	921,389
Contractual Services	359,489	-	-	359,489
Professional Services	409,494	13,241	-	422,735
General Operating	2,053,570	1,754	-	2,055,324
Total Operating Expenses	<u>3,743,942</u>	<u>14,995</u>	<u>-</u>	<u>3,758,937</u>
<b>OPERATING INCOME BEFORE DEPRECIATION</b>	963,640	380,541	7,500	1,351,681
Depreciation	<u>(2,421,197)</u>	<u>-</u>	<u>-</u>	<u>(2,421,197)</u>
<b>NET OPERATING INCOME (LOSS)</b>	(1,457,557)	380,541	7,500	(1,069,516)
<b>NONOPERATING REVENUE (EXPENSE)</b>				
Interest Income	30	2,925	-	2,955
Operating Grants	61,585	-	-	61,585
Interest Expense	(184,187)	-	-	(184,187)
Miscellaneous Revenue	26,258	-	-	26,258
Insurance Recoveries	-	-	-	-
Total Nonoperating Revenue (Expense)	<u>(96,314)</u>	<u>2,925</u>	<u>-</u>	<u>(93,389)</u>
<b>INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND TRANSFERS</b>	(1,553,871)	383,466	7,500	(1,162,905)
Transfers In	146,054	-	-	146,054
Transfers Out	-	(146,054)	-	(146,054)
Capital Grants and Contributions	2,445,539	-	-	2,445,539
<b>CHANGE IN NET POSITION</b>	1,037,722	237,412	7,500	1,282,634
Net Position - Beginning of Year	<u>40,486,906</u>	<u>1,800,349</u>	<u>5,455</u>	<u>42,292,710</u>
<b>NET POSITION - END OF YEAR</b>	<u>\$ 41,524,628</u>	<u>\$ 2,037,761</u>	<u>\$ 12,955</u>	<u>\$ 43,575,344</u>

**SEBRING AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2021**

**NOTE 11 CONDENSED COMBINING FINANCIAL INFORMATION (CONTINUED)**

**Condensed Combining Statement of Cash Flows**

	<u>Sebring Airport Authority</u>	<u>CRA</u>	<u>U.S. Sport Aviation Institute</u>	<u>Total</u>
Net Cash Provided by				
Operating Activities	\$ 1,174,291	\$ 381,446	\$ 7,500	\$ 1,563,237
Net Cash Provided by Noncapital				
Financing Activities	61,585	-	-	61,585
Net Cash (Used) by Capital and				
Related Financing Activities	(562,961)	(146,054)	-	(709,015)
Net Cash Provided by Investing Activities	30	2,925	-	2,955
<b>Net Increase in Cash and Cash Equivalents</b>	672,945	238,317	7,500	918,762
Cash and Cash Equivalents - Beginning of Year	1,208,453	1,800,349	5,455	3,014,257
<b>Cash and Cash Equivalents - End of Year</b>	<u>\$ 1,881,398</u>	<u>\$ 2,038,666</u>	<u>\$ 12,955</u>	<u>\$ 3,933,019</u>

**NOTE 12 RISK MANAGEMENT**

The Authority is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. To protect against this risk the Authority has engaged Public Risk Insurance Agency, a governmental insurance carrier, as its agent. This agency administers insurance activities relating to property, general liability, public official's and employment practices liability, automobile crime, and worker compensation. The Authority is liable for deductibles on certain coverage. Insurance settlements have not exceeded insurance coverage in any of the three prior fiscal years.

**NOTE 13 RELATED PARTY TRANSACTIONS**

A member of the Authority's Board of Directors is also a member of Heartland National Bank's Board of Directors. The Authority has debt held by Heartland National Bank in the amount of \$1,878,346 as of September 30, 2021.

**NOTE 14 COMMITMENTS, CONTINGENCIES AND SUBSEQUENT EVENTS**

The Authority is party in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of legal counsel for the Authority, the resolution of these matters will not have a materially adverse effect on the financial condition of the Authority.

**SEBRING AIRPORT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE  
OF THE NET PENSION LIABILITY –  
FLORIDA RETIREMENT SYSTEM PENSION PLAN <sup>1</sup>  
YEAR ENDED SEPTEMBER 30, 2021**

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Authority's Proportion of the Net Pension Liability	0.001872208%	0.001675476%	0.001714629%	0.001616574%	0.001457265%	0.001724597%	0.001768396%
Authority's Proportionate Share of the Net Pension Liability	\$ 141,424	\$ 726,176	\$ 590,494	\$ 486,920	\$ 431,049	\$ 435,462	\$ 228,412
Authority's Covered Payroll	\$ 591,616	\$ 429,551	\$ 472,524	\$ 419,435	\$ 367,444	\$ 346,048	\$ 350,588
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	23.90 %	169.05 %	124.97 %	116.09 %	117.31 %	125.84 %	65.15 %
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	94.40 %	78.85 %	82.61 %	84.26 %	83.89 %	84.88 %	92.00 %

\*The amounts presented for each fiscal year were determined as of June 30.

<sup>1</sup> Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

**SEBRING AIRPORT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS –  
FLORIDA RETIREMENT SYSTEM PENSION PLAN <sup>1</sup>  
YEAR ENDED SEPTEMBER 30, 2021**

	2021	2020	2019	2018	2017	2016	2015
Contractually Required Contribution	\$ 76,590	\$ 61,399	\$ 53,479	\$ 73,499	\$ 13,838	\$ 44,618	\$ 39,240
Contributions in Relation to the Contractually Required Contribution	(76,590)	(61,399)	(53,479)	(73,499)	(13,838)	(44,618)	(39,240)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's Covered Payroll	\$ 624,058	\$ 477,962	\$ 458,655	\$ 445,306	\$ 392,244	\$ 344,392	\$ 330,241
Contributions as a Percentage of Covered Payroll	12.27 %	12.85 %	11.66 %	16.51 %	3.53 %	12.96 %	11.88 %

\*The amounts presented for each fiscal year were determined as of September 30.

<sup>1</sup> Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.



**SEBRING AIRPORT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE  
OF THE NET PENSION LIABILITY –  
HEALTH INSURANCE SUBSIDY PLAN <sup>1</sup>  
YEAR ENDED SEPTEMBER 30, 2021**

	2021	2020	2019	2018	2017	2016	2015
Authority's Proportion of the Net Pension Liability	0.001657490%	0.001253851%	0.001412823%	0.001369415%	0.001088064%	0.001120965%	0.001155592%
Authority's Proportionate Share of the Net Pension Liability	\$ 203,316	\$ 153,093	\$ 158,082	\$ 144,941	\$ 116,341	\$ 130,643	\$ 117,852
Authority's Covered Payroll	\$ 591,616	\$ 429,551	\$ 472,524	\$ 419,435	\$ 367,444	\$ 346,048	\$ 350,588
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	34.37 %	35.64 %	33.45 %	34.56 %	31.66 %	37.75 %	33.62 %
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	3.56 %	3.00 %	2.63 %	2.15 %	1.64 %	0.97 %	0.50 %

\*The amounts presented for each fiscal year were determined as of June 30.

<sup>1</sup> Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

**SEBRING AIRPORT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS –  
HEALTH INSURANCE SUBSIDY PLAN <sup>1</sup>  
YEAR ENDED SEPTEMBER 30, 2021**

	2021	2020	2019	2018	2017	2016	2015
Contractually Required Contribution	\$ 10,282	\$ 7,931	\$ 7,596	\$ 7,393	\$ 6,632	\$ 5,719	\$ 4,508
Contributions in Relation to the Contractually Required Contribution	(10,282)	(7,931)	(7,596)	(7,393)	(6,632)	(5,719)	(4,508)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's Covered Payroll	\$ 624,058	\$ 477,962	\$ 458,655	\$ 445,306	\$ 392,244	\$ 344,392	\$ 330,241
Contributions as a Percentage of Covered Payroll	1.65 %	1.66 %	1.66 %	1.66 %	1.69 %	1.66 %	1.37 %

\*The amounts presented for each fiscal year were determined as of September 30.

<sup>1</sup> Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

**SEBRING AIRPORT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN THE AUTHORITY'S  
TOTAL OPEB LIABILITY AND RELATED RATIOS <sup>1</sup>  
YEAR ENDED SEPTEMBER 30, 2021**

	2021	2020	2019	2018
Total OPEB Liability				
Service Cost	\$ 5,900	\$ 3,641	\$ 2,778	\$ 3,814
Interest	568	685	504	1,288
Changes of Benefit Terms	-	-	-	-
Difference Between Expected and Actual Experience	(3,104)	(2,739)	2,429	(25,286)
Changes of Assumptions	(18)	570	416	190
Benefit Payments	-	-	-	(4,548)
Net Change in Total OPEB Liability	3,346	2,157	6,127	(24,542)
Total OPEB Liability - Beginning	17,656	15,499	9,372	33,914
Total OPEB Liability - Ending	<u>\$ 21,002</u>	<u>\$ 17,656</u>	<u>\$ 15,499</u>	<u>\$ 9,372</u>
Covered Employee Payroll	\$ 562,365	\$ 512,432	\$ 410,334	\$ 397,418
Total OPEB Liability as a Percentage of the Covered Employee Payroll	3.73 %	3.45 %	3.78 %	2.36 %

**Notes to Schedule:**

Benefit changes: There have been no substantive plan provision changes since the last full valuation.

Changes of assumptions: The following assumptions have been updated.

For the measurement date September 30, 2021, the following were updated:

- Discount rate as of the measurement date was updated to 2.43%.

For the measurement date September 30, 2020, the following were updated:

- Discount rate as of the measurement date was updated to 2.41%.
- Mortality table was updated from SOA RPH-2017 Total Dataset Mortality Table fully generational using Scale MP-2017 to SOA PUB -201 General Headcount Weighted Mortality Table fully generational using Scale MP-2020.
- Turnover assumptions were updated to match the FRS actuarial valuation as of July 1, 2019.
- Health care trend rates have been reset to an initial rate of 8.0%, decreasing by 0.5% annually to an ultimate trend of 4.5%.
- Salary increase scales have been updated to match the FRS actuarial valuation as of July 1, 2019.

For the measurement date September 30, 2019, the following were updated:

- Discount rate as of the measurement date was updated to 3.58%
- Actuarial cost method was updated from Projected Unit Credit with linear proration to decrement to Entry Age Normal Level Percentage of Salary.
- The salary assumption was updated from 3.0% per year to match that of the FRS actuarial valuation as of July 1, 2017.

<sup>1</sup> Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

## **Community Redevelopment Agency**

Following is a schedule of deposits and withdrawals as required by Section 163.387(8), Florida Statutes. This schedule provides a source for all deposits and a purpose for all withdrawals for the fiscal year ended September 30, 2021.

**SEBRING AIRPORT AUTHORITY  
SCHEDULE OF REVENUES, EXPENSES,  
AND CHANGES IN NET POSITION – CRA FUND  
YEAR ENDED SEPTEMBER 30, 2021**

	CRA
<b>REVENUES</b>	
CRA Incremental Tax Revenue	\$ 395,536
Interest Income	2,925
Total Revenues	398,461
<b>EXPENDITURES</b>	
Professional Services	13,241
General Operating and Project Assistance	147,808
Total Expenditures	161,049
<b>NET CHANGE IN NET POSITION</b>	237,412
Net Position - Beginning of year	1,800,349
<b>NET POSITION - END OF YEAR</b>	\$ 2,037,761

**SEBRING AIRPORT AUTHORITY  
SCHEDULE OF EXPENDITURES OF STATE FINANCIAL ASSISTANCE  
YEAR ENDED SEPTEMBER 30, 2021**

Grantor / Program Title	CSFA Number	Grant Identification Number	Passed Through to Subrecipients	Grant Expenditures
<b>STATE FINANCIAL ASSISTANCE</b>				
<b>Florida Department of Transportation</b>				
Aviation Grant Programs	55.004	G1J92	\$ -	\$ 49,898
Total Aviation Grant Programs			-	49,898
Intermodal Access Development Program	55.014	G1227	-	2,292,873
Total Intermodal Access Development Program			-	2,292,873
Total Florida Department of Transportation			-	2,342,771
Total Expenditures of State Financial Assistance			\$ -	\$ 2,342,771

See accompanying Notes to Schedule of Expenditures of State Financial Assistance.

**SEBRING AIRPORT AUTHORITY  
NOTES TO SCHEDULE OF EXPENDITURES OF  
STATE FINANCIAL ASSISTANCE  
YEAR ENDED SEPTEMBER 30, 2021**

**NOTE 1 GENERAL**

The accompanying Schedule of Expenditures of State Financial Assistance presents the activity of all state financial assistance programs of Sebring Airport Authority (Authority). The Authority reporting entity is defined in Note 1 to the Authority's basic financial statements for the year ended September 30, 2021. All state financial assistance received from state agencies are included in the schedule. The Authority did not receive any noncash assistance during the year. There were no loans or guarantees outstanding.

**NOTE 2 BASIS OF ACCOUNTING**

The accompanying Schedule of Expenditures of State Financial Assistance is presented using the accrual basis of accounting which is described in Note 1 to the Authority's financial statements for the year ended September 30, 2021.

**NOTE 3 CONTINGENCIES**

Grant monies received and disbursed by the Authority are for specific purposes and are subject to review by the grantor agencies. Such audits may result in request for reimbursement due to disallowed expenditures. Based upon prior experience, the Authority does not believe that such disallowances, if any, would have a material effect on the financial position of the Authority. As of February 16, 2022, there were no material questioned or disallowed costs as a result of grant audits in process or completed.



**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors  
Sebring Airport Authority  
Sebring, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Sebring Airport Authority (Authority), as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated February 16, 2022.

**Internal Control Over Financial Reporting**

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

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

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



**Compliance and Other Matters**

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

**Purpose of this Report**

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



**CliftonLarsonAllen LLP**

Sebring, Florida  
February 16, 2022



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR  
STATE PROJECT AND REPORT ON INTERNAL CONTROL  
OVER COMPLIANCE REQUIRED BY CHAPTER 10.550,  
RULES OF THE AUDITOR GENERAL**

Board of Directors  
Sebring Airport Authority  
Sebring, Florida

**Report on Compliance for Each Major State Project**

We have audited the Sebring Airport Authority's (Authority) compliance with the types of compliance requirements described in the Florida Department of Financial Services' *State Projects Compliance Supplement* that could have a direct and material effect on each of the Authority's major state projects for the year ended September 30, 2021. The Authority's major state projects are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

***Management's Responsibility***

Management is responsible for compliance with state statutes, regulations, and the terms and conditions of its state projects applicable to its state projects.

***Auditors' Responsibility***

Our responsibility is to express an opinion on compliance for each of the Authority's major state projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and Chapter 10.550, Rules of the Auditor General for Local Governmental Entity Audits. Those standards and Chapter 10.550, Rules of the Auditor General, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a state project occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major state project. However, our audit does not provide a legal determination of the Authority's compliance.

**Opinion on Each Major State Project**

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major state projects for the year ended September 30, 2021.

**Report on Internal Control over Compliance**

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority’s internal control over compliance with the types of requirements that could have a direct and material effect on each major state project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major state project and to test and report on internal control over compliance in accordance with Chapter 10.550, Rules of the Auditor General, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Chapter 10.550, Rules of the Auditor General. Accordingly, this report is not suitable for any other purpose.



**CliftonLarsonAllen LLP**

Sebring, Florida  
February 16, 2022

**SEBRING AIRPORT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
STATE PROJECTS  
YEAR ENDED SEPTEMBER 30, 2021**

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**Section I – Summary of Auditors’ Results**

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**Financial Statements**

1. Type of auditors’ report issued: Unmodified
2. Internal control over financial reporting:
- Material weakness(es) identified? \_\_\_\_\_ yes         x    no
  - Significant deficiency(ies) identified? \_\_\_\_\_ yes         x    none reported
3. Noncompliance material to financial statements noted? \_\_\_\_\_ yes         x    no

**State Financial Assistance**

1. Internal control over state projects:
- Material weakness(es) identified? \_\_\_\_\_ yes         x    no
  - Significant deficiency(ies) identified? \_\_\_\_\_ yes         x    none reported
2. Type of auditors’ report issued on compliance for state projects: Unmodified
3. Any audit findings disclosed that are required to be reported in accordance with Chapter 10.557, Rules of the Auditor General? \_\_\_\_\_ yes         x    no

**Identification of Major State Projects**

**CSFA Number(s)**

55.014

**Name of State Project**

Intermodal Access Development Program

Dollar threshold used to distinguish between Type A and Type B state projects:

\$    702,831

**SEBRING AIRPORT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
STATE PROJECTS (CONTINUED)  
YEAR ENDED SEPTEMBER 30, 2021**

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***Section II – Financial Statement Findings***

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Our audit did not disclose any matters required to be reported in accordance with *Government Auditing Standards*.

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***Section III – Findings and Questioned Costs – Major State Projects***

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Our audit did not disclose any matters required to be reported in accordance with Chapter 10.557, Rules of the Auditor General.



## MANAGEMENT LETTER

Board of Directors  
Sebring Airport Authority  
Sebring, Florida

### Report on the Financial Statements

We have audited the financial statements of the Sebring Airport Authority (Authority), as of and for the fiscal year ended September 30, 2021, and have issued our report thereon dated February 16, 2022.

### Auditors' Responsibility

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and Chapter 10.550, Rules of the Florida Auditor General.

### Other Reporting Requirements

We have issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Independent Auditor's Report on Compliance for Each Major State Project and Report on Internal Control over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountants' Report on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated February 16, 2022, should be considered in conjunction with this management letter.

### Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding financial audit report. There were no recommendations made in the preceding financial audit report.

### Official Title and Legal Authority

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. Information regarding the specific legal authority for the entity and each component unit is contained in Note 1 to the financial statements.

### **Financial Condition and Management**

Section 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, require us to apply appropriate procedures and communicate the results of our determination as to whether or not the Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific conditions(s) met. In connection with our audit, we determined that the Authority did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures for the Authority. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same.

Section 10.554(1)(i)(2), Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

### **Special District Component Units**

Section 10.554(1)(i)5.c., Rules of the Auditor General, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit, within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

### **Special District Specific Information**

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, the Authority reported:

- a. The total number of district employees compensated in the last pay period of the Authority's fiscal year as: 12.
- b. The total number of independent contractors to whom nonemployee compensation was paid in the last month of the Authority's fiscal year as 0.
- c. All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency as: \$624,058.
- d. All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency as 2,679.
- e. Each construction project with a total cost of at least \$65,000 approved by the district that is scheduled to begin on or after October 1 of the fiscal year being reported, together with the total expenditures for such project as:
  - SEF Track Reconstruction Package 2 - \$3,071,837 Budgeted Project Expenditures
  - Runway 1-19 & Taxiway A Extension (7,000' total) – Interlocal Agreement with CRA for engineering, design, pre-construction and procurement - \$830,349 Budgeted Project Expenditures

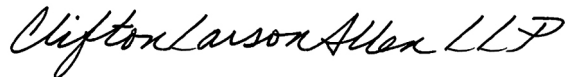
- Terminal AC Controls – Project Assistance Agreement with CRA Expenditures - \$113,158 Budgeted Project Expenditures
  - Design of Taxiway A4 Realignment - \$110,000 Budgeted Project Expenditures
- f. A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the district amends a final adopted budget under Section 189.016(6), Florida Statutes, as: \$2,972,584
- Beginning Budgeted Expenses - \$3,913,465                      Final Budget Expenses \$6,886,049

**Additional Matters**

Section 10.554(1)(i)3., Rules of the Auditor General, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but which warrants the attention of those charged with governance. In connection with our audit, we did not note any such findings.

**Purpose of this Letter**

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the Authority’s Board of Directors and applicable management, and is not intended to be, and should not be, used by anyone other than these specified parties.



**CliftonLarsonAllen LLP**

Sebring, Florida  
February 16, 2022





## INDEPENDENT ACCOUNTANTS' REPORT

Sebring Airport Authority and the Florida Auditor General  
Sebring, Florida

We have examined the Sebring Airport Authority's (Authority) compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2021. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Authority complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether the Authority complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

In our opinion, the Authority complied, in all material respects, with Section 218.415, Florida Statutes, regarding the investment of public funds; during the year ended September 30, 2021.

This report is intended solely for the information and use of the Authority and the Auditor General, State of Florida, and is not intended to be, and should not be, used by anyone other than these specified parties.

*CliftonLarsonAllen LLP*

**CliftonLarsonAllen LLP**

Sebring, Florida  
February 16, 2022