



GSP^{INTERNATIONAL} AIRPORT

ROGER MILLIKEN FIELD
SOUTH CAROLINA



2025

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEARS ENDED JUNE 30, 2025 AND 2024

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GREENVILLE-SPARTANBURG AIRPORT DISTRICT
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GREENVILLE-SPARTANBURG AIRPORT DISTRICT
(A political subdivision of the State of South Carolina)

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Fiscal Years Ended June 30, 2025 and 2024

Prepared by: District's Finance Department



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INTRODUCTORY SECTION

This section contains the following subsections:

Letter of Transmittal
Certificate of Achievement for Excellence in Financial Reporting
Airport Commission and Executive Staff
Organizational Chart





GREENVILLE-SPARTANBURG AIRPORT DISTRICT LETTER OF TRANSMITTAL

December 5, 2025

To the Commissioners of Greenville-Spartanburg
Airport District and Citizens
Greer, South Carolina

The Annual Comprehensive Financial Report of the Greenville-Spartanburg Airport District (GSP, the District, or the Airport) for the fiscal years ended June 30, 2025 and 2024 is hereby submitted. This report is prepared by the Finance Department. The responsibility for both the accuracy of the data and completeness and fairness of presentation, including all disclosures, rests with the District. To the best of our knowledge and belief, this report fairly presents and fully discloses the District's financial position, changes in financial position, and cash flows in accordance with accounting principles generally accepted in the United States of America. Please refer to the Management Discussion and Analysis (MD&A) for additional information on the financial position of the District.

Reporting Entity and Its Services

In March 1959, the General Assembly of the State of South Carolina executed an act to create the Greenville-Spartanburg Airport District, a political subdivision of the State of South Carolina. The corporate powers and duties of the District are to be exercised and performed by the Greenville-Spartanburg Airport Commission.

The Commission consist of six (6) members, three (3) members who are residents of Spartanburg County and who are appointed upon the recommendation of a majority of the members of the Spartanburg County Legislative Delegation, and three (3) members who are residents of Greenville County and who are appointed upon the recommendation of a majority of the members of the Greenville County Legislative Delegation. Upon election by a majority of the Greenville or the Spartanburg Delegation, the secretary or acting secretary of the respective county delegation shall certify the approval to the Governor who shall commission the nominee for a term of six (6) years.

The Commission oversees the annual audit of the District's financial statements through an established Audit Committee. The Committee consists of three members of the Commission whose responsibilities include supervising the processes by which the annual financial statements are audited. The Committee meets with both District staff and external auditors to ensure objectivity and full disclosure of any concerns impacting financial reporting.

Economic Condition and Outlook

Situated in the upstate region of South Carolina, the Airport has benefitted from a resilient and expanding population. Management remains committed to providing increased levels of air service for the surrounding population, which consists of ten counties. The Upstate Combined Statistical Area (CSA) consists of Abbeville, Anderson, Cherokee, Greenville, Greenwood, Laurens, Oconee, Pickens, Spartanburg and Union Counties. With a CSA population of approximately 1.6 million people, the Upstate is a hub of services and industries that includes industries such as automotive, aerospace, advanced materials, biosciences and engineering and continues to grow at a rate of 2.7% annually. The community enjoys a natural location for distribution and warehousing activities. Quality of life, labor force, culture, education, and medical facilities are considered key resources in the market's ability to sustain future growth.



GREENVILLE-SPARTANBURG AIRPORT DISTRICT LETTER OF TRANSMITTAL

The Airport's passenger traffic increased 8.9% to 2.97 million for fiscal year 2025 compared to 2.72 million in fiscal year 2024. Higher passenger volumes positively affected all airport concessions, such as parking, food and beverage, retail, and rental car revenues. While passenger volume has returned, airlines have been willing to add more passenger aircraft capacity to their national and international networks. As a result, demand for all-cargo aircraft continued to increase in activity above pre-pandemic levels. During fiscal year 2025, GSP handled more than 66,000 tons of cargo. GSP's cargo operation remains a significant gateway for the southeast U.S. region. With a new partnership with Frankfurt-Hahn Airport, GSP looks to continue to grow its passenger and cargo activity domestically and internationally. Both cargo and passenger activity generate various types of revenue for the District including landing fees, cargo warehouse rentals, space rentals, ground handling fees, fuel sales, parking and concessions sales.

The strength of the Upstate economy lies in its uniquely diversified industry structure. From 2020 to 2024, over \$12.3 billion in capital investment has been announced in the Upstate region creating over 27,000 jobs. According to Upstate Alliance, the regional economic development organization, in 2025 already there is another \$5.7 billion in announced capital investments. The region has established itself as a leader in advanced manufacturing, innovation, life sciences, food and beverage, engineered materials, automotive and aerospace. The automotive industry's prominent role in the Upstate is best represented by BMW's large manufacturing operation in Spartanburg County, which has generated a total annual economic impact of approximately \$26.7 billion for the state through 42,935 jobs since it started production in 1995 based on a study by the University of South Carolina Darla Moore School of Business. Based on the same study, for every ten direct jobs created at BMW, 25 other support jobs are created elsewhere in the state, an employment multiplier of 3.5. The Upstate is also home to 40% of the over 400 aviation and aerospace companies located in South Carolina. These companies have invested over \$1.1 billion in the Upstate from 2014-2024. The vibrancy of the Upstate region's economy has contributed to an increase in migration to the area. In 2023, the Upstate region grew 1.9%, outpacing growth in SC of 1.7%.

Based on a study by Joseph C. Von Nessen, Ph.D. that was published in January 2025, which was commissioned by South Carolina Aeronautics and the South Carolina Council of Competitiveness the total estimated economic impact of the District is \$4.7 billion.

The shift in recent years of US consumers to consumer services away from goods has in turn generated more demand for air travel. Regional visitors through GSP spend an estimated \$850 million annually in the Greenville Spartanburg area.

GSP has evolved into a cornerstone of Upstate South Carolina's economic base. GSP serves not only as a passenger gateway but a critical logistics and cargo hub, a powerful engine for job creation, and a magnet for regional business growth. Continuous infrastructure enhancements and expanded air service promise to further position the districts role in strengthening the Upstate economy.

Budget and Capital Planning

The District prepares an annual operating and capital improvement budget which is submitted for to the District's Commission for approval. A five-year capital improvement program is prepared and maintained by the District.

To mitigate risk from economic downturns, the District maintains excess operating cash on hand. To further diversify revenue sources, the District continues to evaluate and pursue various options for land use and other sources of non-aviation revenue.

Debt Financing

On August 21, 2020, the District's Commission approved a \$35 million, 20-year term note with a fixed finance rate of 1.61% for ten years. The \$35 million term note was established with TD Bank on August 31, 2020, with a maturity date of August 31, 2030. The purpose of the term loan was to refinance the existing term loan and reimburse the District for the cost of the Surface Parking Project and the local share of the Aircraft Rescue and Firefighting Station Construction Project at a reduced interest rate.

On August 29, 2024, the District issued \$37.220 million of tax-exempt Series 2024A and \$66.005 million of taxable Series 2024B airport revenue bonds to construct a new public parking and consolidated rental car facility. The Series 2024A bonds were issued at a fixed interest rate of 5.250% and the Series 2024B bonds were issued at fixed interest rates ranging from 4.587% to 5.585%. The bonds mature in varying installments beginning in 2025 to 2054.

Passenger Facilities Charges (PFCs)

The District began collecting passenger facility charges (PFCs) at the \$4.50 level on May 1, 2020. The District's total authorization approved for collection by the FAA is \$33,551,627. The initial PFC application was amended in FY 2024, and a new application was approved by the FAA in early FY 2025. The legal expiration date for PFC collections is August 1, 2027.

Accounting Systems & Internal Controls

The management of the District is responsible for establishing and maintaining internal controls designed to ensure that the assets of the District are safeguarded. In addition, as a recipient of federal financial assistance, the District is responsible for ensuring that adequate internal controls are in place to ensure compliance with laws and regulations of the Airport Improvement Program (AIP). On January 1, 2020, the District went live with and replaced the old accounting system, Sage, with a new accounting system, Sage Intacct. A more robust system designed to integrate with other operational solutions that the District is considering for use in the future.

The objectives of internal controls are to provide management with reasonable assurance that the resources are safeguarded against waste, loss and misuse, and reliable data is recorded, maintained and fairly disclosed in reports. Our internal controls provide the District with a solid base of reliable financial records from which financial statements are prepared. These accounting controls provide reasonable assurance that accounting data is reliable and available to facilitate the preparation of financial statements on a timely basis. Inherent limitations should be recognized in considering the potential effectiveness of any system on internal control. The concept of reasonable assurance is based on the recognition that the cost of a system of internal controls should not exceed the benefits derived, and that the evaluation of those factors requires judgement by management.

The District's financial statements are prepared in accordance with accounting principles generally accepted in the United States of America, using the accrual basis of accounting. The District is a local government proprietary fund. Therefore, the activities are reported in conformity with governmental accounting and financial reporting principles issued by the Governmental Accounting Standards Board (GASB).

Budgetary Control

The District's annual budget process is a financial planning tool outlining the estimated revenues and expenses for the District. Prior to July 1 of each year, the District prepares and submits its budget to the Commission for the ensuing fiscal year. Budgetary control and evaluation are affected by comparing actual unaudited and annual results with budget. The District conducts periodic reviews to ensure compliance with the provisions of the annual operating budget approved by the Commission. Operating statements comparing actual financial results to budgets are reported periodically by the Chief Financial Officer and distributed to executive staff, the Commission, and key partners. Certain assumptions are made in determining the annual budget and subsequent results could differ substantially from those projected. In keeping with the requirements of an enterprise fund, budgetary comparisons have not been included in the financial section of this report.

Independent Audit

The financial statements for fiscal year 2025 were audited by Forvis Mazars, LLP, and the opinion resulting from their examination is included in this Annual Comprehensive Financial Report. Their audit was made 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*. Each year, the independent certified public accountants meet with the Audit Committee of the Commission to review the results of the audit.

Certificate of Achievement for Excellence in Financial Reporting

The Government Finance Officers Association of the United States and Canada (GFOA) awarded the Certificate of Achievement for Excellence in Financial Reporting to the District for its Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2024. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparations of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements. The ACFR is judged by an impartial panel to determine if it meets the high standards of the program, and if it demonstrates a constructive "spirit of full disclosure" to clearly communicate its financial story and to motivate users to read the ACFR.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Annual Comprehensive Financial Report conforms to the Certificate of Achievement Program's requirements and will be submitting it to GFOA for consideration.



GREENVILLE-SPARTANBURG AIRPORT DISTRICT LETTER OF TRANSMITTAL

Acknowledgements

The publication of this annual financial report is the culmination of a year of hard work by the District's Finance Department. We appreciate the commitment, efforts, and perseverance of the Finance Department staff in the preparation of this report.

We also thank the Management Team and the Commission for their leadership and support in planning and conducting the financial operations of the District in a responsible and progressive manner. Lastly, we appreciate Forvis Mazars, LLP's dedication to completing the audit in a timely manner.

Respectfully submitted,



David N. Edwards, Jr.
President/CEO



Thomas A. Brooks
Vice President/CFO

GREENVILLE-SPARTANBURG AIRPORT DISTRICT
CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE
IN FINANCIAL REPORTING



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Greenville-Spartanburg Airport District
South Carolina**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO



GREENVILLE-SPARTANBURG AIRPORT DISTRICT
AIRPORT COMMISSION AND EXECUTIVE STAFF



GREENVILLE-SPARTANBURG AIRPORT COMMISSION

Minor Shaw
Chair

Doug Smith
Vice Chair

Jay Beeson
Commissioner

Leland Burch
Commissioner

Hunter Cuthbertson III
Commissioner

Valerie Miller
Commissioner

EXECUTIVE STAFF

David N. Edwards, Jr.
President/Chief Executive Officer (CEO)

Kevin Howell
Executive Vice President (EVP)

Cody Bauman
Vice President/Chief Operating Officer (COO)

Thomas Brooks
Vice President/Chief Financial Officer (CFO)

Kelly Dawsey
Vice President/Chief Human Resources Officer (CHRO)

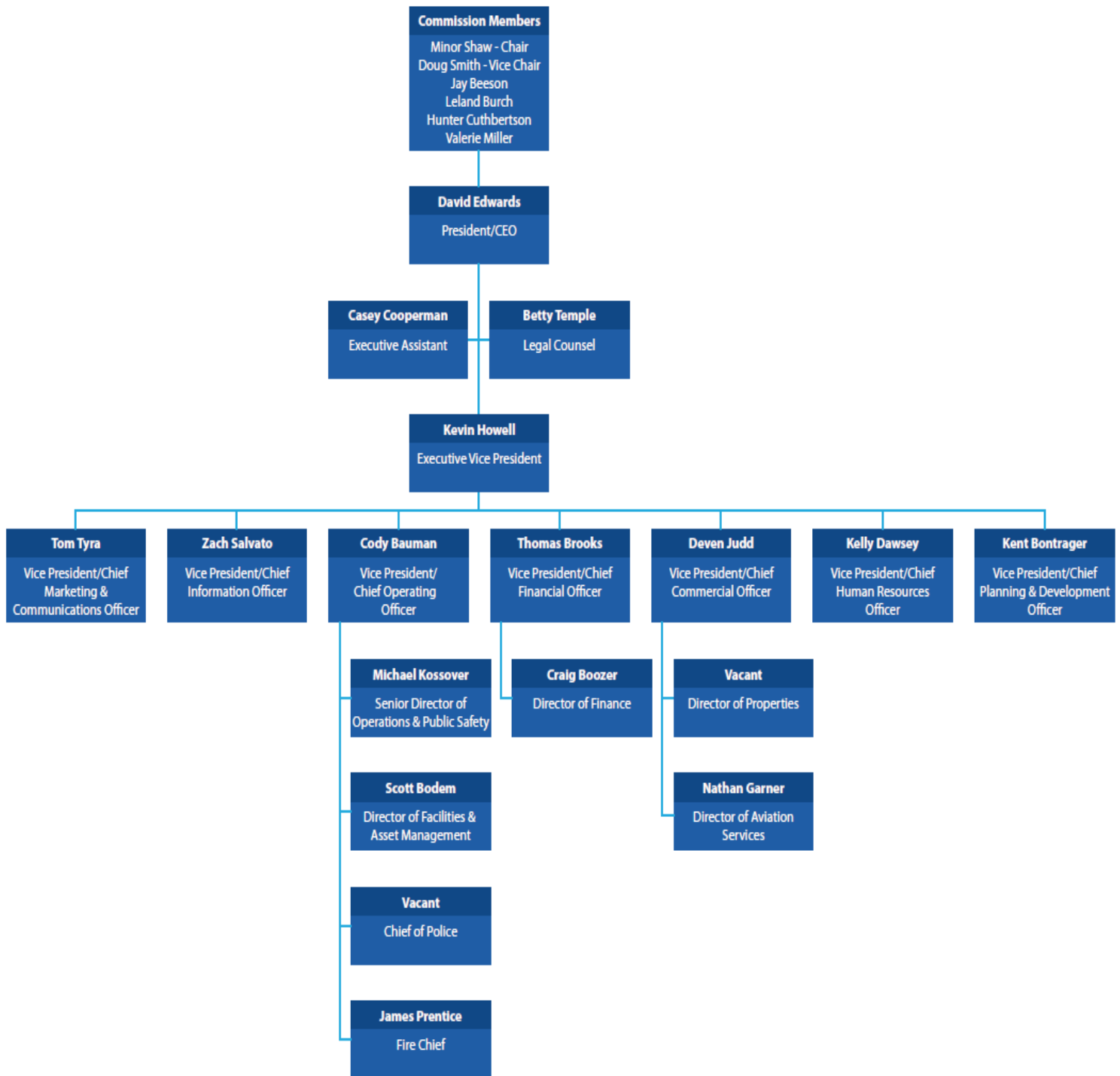
Deven Judd
Vice President/Chief Commercial Officer (CCO)

Zach Salvato
Vice President/Chief Information Officer (CIO)

Tom Tyra
Vice President/Chief Marketing & Communications Officer (CMCO)

Kent Bontrager
Vice President/Chief Planning & Development Officer (CPDO)

GREENVILLE-SPARTANBURG AIRPORT DISTRICT ORGANIZATIONAL CHART (COMMISSION MEMBERS AND MANAGEMENT TEAM)



A bronze statue of a young boy in mid-leap, emerging from a large, rectangular fountain pool. The boy's arms are outstretched, and his legs are in a dynamic pose. The pool has several water jets spraying upwards. The background features a sunset sky with warm orange and yellow hues, silhouettes of trees, and a black metal fence. The water in the pool reflects the sky and the statue.

FINANCIAL SECTION

This section contains the following subsections:

Report of Independent Auditor
Management's Discussion and Analysis
Basic Financial Statements

Independent Auditor's Report

To the Commissioners of
Greenville-Spartanburg Airport District
Greer, South Carolina

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Greenville-Spartanburg Airport District (Airport), a political subdivision of the State of South Carolina, as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Airport as of June 30, 2025 and 2024, and the changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Airport's basic financial statements. The schedule of expenditures of federal awards as required by Title 2 U.S. *Code of Federal Regulations* Part 200 *Uniform Guidance Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the schedule is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 5, 2025, on our consideration of the Airport'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 Airport'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 Airport's internal control over financial reporting and compliance.

Forvis Mazars, LLP

Indianapolis, Indiana
December 5, 2025

The following Management Discussion and Analysis (MD&A) of the District's activities and financial performance for the fiscal years ended June 30, 2025 and 2024, is presented in accordance with the Governmental Accounting Standards Board Statement No. 34, *Basic Financial Statements — Management's Discussion and Analysis — For State and Local Governments*. The intent of the MD&A is to provide the reader with an introduction and overview to the financial statement package.

Following this MD&A are the basic financial statements of the District together with the notes thereto, which are essential to a full understanding of the data contained in the financial statements. In addition to the basic financial statements and accompanying notes, this section also presents certain required supplementary information.

Overview of Annual Financial Report

Management's Discussion and Analysis serves as an introduction to the basic financial statements. The MD&A represents management's examination and analysis of the District's financial condition and performance. Summary financial statement data, key financial, and operational indicators used in the District's budgeting and other management tools were used for this analysis.

The District's financial statements include a statement of net position; a statement of revenues, expenses, and changes in net position; a statement of cash flows; and notes to the financial statements. The statement of net position presents the financial position of the District on a full accrual historical cost basis and provides information about the nature and amount of resources and obligations at the end of a year.

The statement of revenues, expenses, and changes in net position present the results of the business activities over the course of the fiscal year and information as to how the net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. This statement also provides certain information about the Airport's recovery of its costs. The Airport's rates and charges are based on a cost recovery methodology provided in its airline use agreements. The primary objective of the rates and charges model is to determine the costs not covered by non-airline sources and to annually compute landing fees and terminal rents which will provide sufficient funding to reimburse the District.

The statement of cash flows presents changes in cash and cash equivalents, resulting from operational, financing, and investing activities. This statement presents cash receipts and cash disbursement information, without consideration of the earnings event, when obligations arise, or depreciation of capital assets.

The notes to the financial statements provide disclosures and other information that is essential to a full understanding of material data provided in the statements. The notes present information about the District's accounting policies, significant account balances, activities, material risks, obligations, commitments, contingencies and subsequent events, if any.

The financial statements were prepared by the District's staff from the detailed books and records of the District.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2025 AND 2024 (UNAUDITED)

FINANCIAL HIGHLIGHTS

STATEMENTS OF NET POSITION, JUNE 30, 2025 AND 2024

	June 30		Change	% Change
	2025	2024		
Assets:				
Cash and investments	\$ 161,809,884	\$ 91,074,079	\$ 70,735,805	77.7%
Receivables	40,491,578	55,379,093	(14,887,515)	-26.9%
Capital and lease assets - net	440,790,236	361,850,828	78,939,408	21.8%
Other	385,563	395,397	(9,834)	-2.5%
Total assets	<u>643,477,261</u>	<u>508,699,397</u>	<u>134,777,864</u>	26.5%
Deferred outflows of resources	<u>8,480,177</u>	<u>8,349,484</u>	<u>130,693</u>	1.6%
Liabilities:				
Current liabilities	26,247,606	21,688,653	4,558,953	21.0%
Long-term liabilities	162,121,004	58,354,546	103,766,458	177.8%
Total liabilities	<u>188,368,610</u>	<u>80,043,199</u>	<u>108,325,411</u>	135.3%
Deferred inflows of resources	<u>31,173,170</u>	<u>32,402,670</u>	<u>(1,229,500)</u>	-3.8%
Net position:				
Net investment in capital assets	322,749,786	322,472,760	277,026	0.1%
Restricted	28,810,181	17,514,443	11,295,738	64.5%
Unrestricted	80,855,691	64,615,809	16,239,882	25.1%
Total net position	<u>\$ 432,415,658</u>	<u>\$ 404,603,012</u>	<u>\$ 27,812,646</u>	6.9%

- The District has maintained a strong Statement of Net Position. Liquidity continues to be very strong. Total net position as of June 30, 2025 is \$432,415,658, of which \$80,855,691 is unrestricted.
- Total assets at June 30, 2025 were \$643,477,261, which included \$110,235,985 in cash, receivables, and other, \$59,878,236 in investments, \$32,572,804 in lease receivables as required to be recorded by GASB Statement No. 87 and \$440,790,236 in net capital assets. Total liabilities were \$188,368,610, which included \$27,140,967 in the unfunded portion of the pension plans, \$26,687,500 in term notes payable, and \$106,390,632 in bonds payable. The difference between the \$643,477,261 in assets plus the \$8,480,177 in deferred outflows of resources and the \$188,368,610 in liabilities plus the \$31,173,170 in deferred inflows of resources is categorized as Net Position of \$432,415,658. Included in deferred inflows of resources is \$28,906,518 in deferred lease revenues as required to be recorded by GASB Statement No. 87. Net position is composed of \$322,749,786 of net investment in capital assets, \$28,810,181 restricted for debt service and capital projects, and \$80,855,691 unrestricted.

FINANCIAL HIGHLIGHTS

STATEMENTS OF NET POSITION, JUNE 30, 2024 AND 2023

	June 30			
	2024	2023	Change	% Change
Assets:				
Cash and investments	\$ 91,074,079	\$ 85,917,690	\$ 5,156,389	6.0%
Receivables	55,379,093	50,323,325	5,055,768	10.0%
Capital and lease assets - net	361,850,828	334,380,317	27,470,511	8.2%
Other	395,397	602,732	(207,335)	-34.4%
Total assets	<u>508,699,397</u>	<u>471,224,064</u>	<u>37,475,333</u>	8.0%
Deferred outflows of resources	<u>8,349,484</u>	<u>6,379,431</u>	<u>1,970,053</u>	30.9%
Liabilities:				
Current liabilities	21,688,653	15,852,372	5,836,281	36.8%
Long-term liabilities	58,354,546	57,200,083	1,154,463	2.0%
Total liabilities	<u>80,043,199</u>	<u>73,052,455</u>	<u>6,990,744</u>	9.6%
Deferred inflows of resources	<u>32,402,670</u>	<u>34,647,333</u>	<u>(2,244,663)</u>	-6.5%
Net position:				
Net investment in capital assets	322,472,760	298,990,570	23,482,190	7.9%
Restricted	17,514,443	30,278,301	(12,763,858)	-42.2%
Unrestricted	64,615,809	40,634,836	23,980,973	59.0%
Total net position	<u>\$ 404,603,012</u>	<u>\$ 369,903,707</u>	<u>\$ 34,699,305</u>	9.4%

- The District has maintained a strong Statement of Net Position. Liquidity continues to be very strong. Total net position as of June 30, 2024 is \$404,603,012, of which \$64,615,809 is unrestricted.
- Total assets at June 30, 2024 were \$508,699,397, which included \$65,343,882 in cash, receivables, and other, \$47,765,963 in investments, \$33,738,724 in lease receivables as required to be recorded by GASB Statement No. 87 and \$361,850,828 in net capital assets. Total liabilities were \$80,043,199, which included \$26,890,255 in the unfunded portion of the pension plans and \$28,437,500 in term notes payable. The difference between the \$508,699,397 in assets plus the \$8,349,484 in deferred outflows of resources and the \$80,043,199 in liabilities plus the \$32,402,670 in deferred inflows of resources is categorized as Net Position of \$404,603,012. Included in deferred inflows of resources is \$30,922,982 in deferred lease revenues as required to be recorded by GASB Statement No. 87. Net position is composed of \$322,472,760 of net investment in capital assets, \$17,514,443 restricted for capital projects, and \$64,615,809 unrestricted.


GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2025 AND 2024 (UNAUDITED)

FINANCIAL HIGHLIGHTS

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION, JUNE 30, 2025 AND 2024

	June 30		Change	% Change
	2025	2024		
Operating revenues:				
Landing and other airside fees	\$ 5,026,870	\$ 4,487,482	\$ 539,388	12.0%
Space and ground rental fees	17,599,169	16,361,291	1,237,878	7.6%
Concessions revenue	30,239,549	27,873,003	2,366,546	8.5%
Expense reimbursements	2,726,301	2,208,708	517,593	23.4%
Other revenue	6,463,062	6,709,201	(246,139)	-3.7%
Net profit on fuel sales	7,273,816	6,856,911	416,905	6.1%
Net profit on food and beverage	5,593,596	4,781,815	811,781	17.0%
Total operating revenues	74,922,363	69,278,411	5,643,952	8.1%
Operating expenses:				
Direct operating expenses	44,924,232	42,771,113	2,153,119	5.0%
Pension	4,339,156	3,966,901	372,255	9.4%
Depreciation	19,313,479	18,152,840	1,160,639	6.4%
Total operating expenses	68,576,867	64,890,854	3,686,013	5.7%
Operating income	6,345,496	4,387,557	1,957,939	44.6%
Nonoperating income:				
Customer and passenger facility charges	11,742,034	9,085,597	2,656,437	29.2%
Federal non-capital grants	-	-	-	0.0%
Other nonoperating income (expense)	(2,488,831)	3,860,476	(6,349,307)	-164.5%
Total nonoperating income	9,253,203	12,946,073	(3,692,870)	-28.5%
Income before capital contributions	15,598,699	17,333,630	(1,734,931)	-10.0%
Capital contributions	12,213,947	17,365,675	(5,151,728)	-29.7%
Change in net position	27,812,646	34,699,305	(6,886,659)	-19.8%
Net position - beginning of year	404,603,012	369,903,707	34,699,305	9.4%
Net position - end of year	\$ 432,415,658	\$ 404,603,012	\$ 27,812,646	6.9%



GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS



JUNE 30, 2025 AND 2024 (UNAUDITED)

- Total operating revenues were \$74,922,363 for the fiscal year ended June 30, 2025, up 8.1% from \$69,278,411 as compared to the prior year. The increase in operating revenues is driven primarily by a 8.6% increase in enplanements, which drove increases in parking, ground transportation, concessions, and other passenger-related revenue streams. In addition to the increase in traffic, the increase in landing and per-turn fees are also the result of an increase in rates. Net profit on food and beverage increased due to concept changes, food cost management, extended operation hours to include breakfast in two additional concepts, the addition of one food and beverage option inside the terminal and increase in passenger traffic. In addition, operational changes in restaurant staffing improved efficiency and strengthened the labor margin. Jet A fuel cost of goods sold decreased due to reduction in fuel cost per gallon.
- Total direct operating expenses were \$44,924,232 for the fiscal year ended June 30, 2025, up 5.0% from \$42,771,113 as compared to the prior year. The increase in operating expenses is primarily driven by higher costs associated with increased traffic levels, including contractual expenses (janitorial, food and beverage, and public parking operations), as well as additional spending on repairs and maintenance, promotional incentives for new services and routes, and continued investment in our workforce.
- Pension expense was \$4,339,156 for the fiscal year ended June 30, 2025, up 9.4% from \$3,966,901 as compared to the prior year. This is due to an increase in the actuarially determined Pension Plan's expenses allocated by the state to each participating entity.
- Depreciation expense was \$19,313,479 for the fiscal year ended June 30, 2025, as compared to \$18,152,840 in the fiscal year ended June 30, 2024.
- Total non-operating income was \$9,253,203 for the fiscal year ended June 30, 2025, down 28.5% from \$12,946,073 as compared to the prior year. The decrease in non-operating revenue was primarily driven by interest expense and debt issuance costs associated with the Series 2024A and 2024B revenue bond issuance. These impacts were partially offset by increases in customer and passenger facility revenues resulting from increases in rental car transaction days and traffic volumes, respectively.
- Income before capital contributions was \$15,598,699 and \$17,333,630 for the fiscal years ended June 30, 2025 and 2024, respectively.
- Capital contributions were \$12,213,947 for the fiscal year ended June 30, 2025, down 29.7% from \$17,365,675 as compared to the prior year.
- In summary, the District's financial position improved with a \$27.8 million increase in net position, driven by strong revenue growth with a moderate increase in operating expenses.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2025 AND 2024 (UNAUDITED)


FINANCIAL HIGHLIGHTS

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION, JUNE 30, 2024 AND 2023

	June 30			
	2024	2023	Change	% Change
Operating revenues:				
Landing and other airside fees	\$ 4,487,482	\$ 3,384,075	\$ 1,103,407	32.6%
Space and ground rental fees	16,361,291	14,364,070	1,997,221	13.9%
Concessions revenue	27,873,003	21,721,183	6,151,820	28.3%
Expense reimbursements	2,208,708	1,999,390	209,318	10.5%
Other revenue	6,709,201	6,262,883	446,318	7.1%
Net profit on fuel sales	6,856,911	5,400,438	1,456,473	27.0%
Net profit on food and beverage	4,781,815	3,635,395	1,146,420	31.5%
Total operating revenues	69,278,411	56,767,434	12,510,977	22.0%
Operating expenses:				
Direct operating expenses	42,771,113	37,787,603	4,983,510	13.2%
Pension	3,966,901	3,134,427	832,474	26.6%
Depreciation	18,152,840	16,478,709	1,674,131	10.2%
Total operating expenses	64,890,854	57,400,739	7,490,115	13.0%
Operating income	4,387,557	(633,305)	5,020,862	-792.8%
Nonoperating income				
Customer and passenger facility charges	9,085,597	6,977,244	2,108,353	30.2%
Federal non-capital grants	-	1,093,725	(1,093,725)	-100.0%
Other nonoperating income (expense)	3,860,476	1,345,705	2,514,771	186.9%
Total nonoperating income	12,946,073	9,416,674	3,529,399	37.5%
Income before capital contributions	17,333,630	8,783,369	8,550,261	97.3%
Capital contributions	17,365,675	12,644,523	4,721,152	37.3%
Change in net position	34,699,305	21,427,892	13,271,413	61.9%
Net position - beginning of year	369,903,707	348,475,815	21,427,892	6.1%
Net position - end of year	\$ 404,603,012	\$ 369,903,707	\$ 34,699,305	9.4%



GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS



JUNE 30, 2025 AND 2024 (UNAUDITED)

- Total operating revenues were \$69,278,411 for the fiscal year ended June 30, 2024, up 22.0% from \$56,767,434 as compared to the prior year. The increase in operating revenues is driven primarily by a 16% increase in enplanements, which drove increases in parking, ground transportation, concessions, and other passenger-related revenue streams. In addition to the increase in traffic, the upswing in landing revenues and per-turn fees are also the result of an increase in rates. Net profit on food and beverage increased due to concept changes, food cost management, extension of operation hours to include breakfast in two additional concepts, as well as the return of passenger traffic. Jet A fuel cost of goods sold decreased due to a shift towards contract fuel that does not have an associated cost (only into-plane revenues).
- Total direct operating expenses were \$42,771,113 for the fiscal year ended June 30, 2024, up 13.2% from \$37,787,603 as compared to the prior year. The increase in operating expenses is due primarily to costs associated with increased traffic levels such as contractual (janitorial, food & beverage costs, public parking operations) in addition to repairs and maintenance, promotional incentives for new services/routes and continued investment in our workforce.
- Pension expense was \$3,966,901 for the fiscal year ended June 30, 2024, up 26.6% from \$3,134,427 as compared to the prior year. This is due to an increase in the actuarially determined Pension Plan's expenses pushed down by the state to each participating entity.
- Depreciation expense was \$18,152,840 for the fiscal year ended June 30, 2024, as compared to \$16,478,709 in the fiscal year ended June 30, 2023.
- Total non-operating income was \$12,946,073 for the fiscal year ended June 30, 2024, up 37.5% from \$9,416,674 as compared to the prior year. This increase is due an increase in customer facility charges and passenger facility charges due to an uptick in traffic and an increase in the fair market value of investments.
- The combined result of increased operating revenues, operating expenses and non-operating income, as discussed above, resulted in income before capital contributions of \$17,333,630 and \$8,783,369 for the fiscal years ended June 30, 2024 and 2023, respectively.
- Total capital contributions were \$17,365,675 for the fiscal year ended June 30, 2024, up 37.3% from \$12,644,523 as compared to the prior year.
- In summary, operating revenues and non-operating income were the biggest contributing factors in an overall improvement in the financial position of the District with a \$34.7 million increase in total net position.

Description of Significant Capital Expenditures

During the fiscal year ended June 30, 2025, the District completed and capitalized the following major programs:

- FBO terminal expansion – Renovation of the existing building's interior and exterior, along with an additional 7,842 square feet of space
- Terminal landside roadway improvements –Expansion of the terminal drop off zone to twice the previous length and addition of an extra lane
- Land acquisitions – Strategic purchases to support future development

The District has several ongoing projects contributing to the increase in capital asset additions for the year ended June 30, 2025. These projects include the construction of a consolidated rental car facility and parking garage, expansion of the facilities building, two additional passenger boarding bridges, and new terminal seating.

Total capital asset additions for the fiscal years ended June 30, 2025 and 2024 were \$139,350,402 and \$78,576,214, respectively. Overall, capital assets and lease assets – net at June 30, 2025 and 2024 were \$440,790,236 and \$361,850,828, respectively.



GREENVILLE SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2025 AND 2024 (UNAUDITED)

The District anticipates using a mix of District funds, grant funds and debt to fund the capital improvement program.

Further detailed information on the District's capital assets can be found in Note 8 to the financial statements.

Description of Significant Debt Expenditures

On August 21, 2020, the District's Commission approved a \$35 million, 20-year term note with a fixed finance rate of 1.61% for ten years. The \$35 million term note was established with TD Bank on August 31, 2020 with a maturity date of August 31, 2030. The purpose of the term loan was to refinance the previous term loan and reimburse the District for the cost of the Surface Parking Project and the local share of the Aircraft Rescue and Firefighting Station Construction Project at a reduced interest rate.

On August 29, 2024, the District issued \$37.220 million of tax-exempt Series 2024A and \$66.005 million of taxable Series 2024B airport revenue bonds to construct a new public parking and consolidated rental car facility. The Series 2024A bonds were issued at a fixed interest rate of 5.250% and the Series 2024B bonds were issued at fixed interest rates ranging from 4.587% to 5.585%. The bonds mature in varying installments beginning in 2025 to 2054.

The District's debt was rated A3 by Moody's and A+ by S&P.

Further detailed information on the District's debt can be found in Note 9 and 10.

Economic Outlook

The Greenville–Spartanburg International Airport (GSP), serving the Upstate region of South Carolina, benefits from a steadily growing population spanning ten counties (Abbeville, Anderson, Cherokee, Greenville, Greenwood, Laurens, Oconee, Pickens, Spartanburg, and Union). That Upstate Metropolitan Statistical Area is home to about 1.6 million people, with growth occurring at roughly 2.7 % annually. The region's economy is highly diversified—anchored in automotive, aerospace, advanced materials, biosciences, and engineering—and it also offers compelling quality of life, educational, medical, and logistical advantages that support sustained growth in demand for air service.

In fiscal year 2025, GSP handled 2.97 million passengers—up 8.9 % from 2.72 million in 2024—boosting revenues across concessions, parking, rentals, and other services. Cargo activity also increased with operations above the prior fiscal year by 9.7%. The airport's cargo business serves as an important hub for the Southeast U.S., and our partnerships—such as with Frankfurt-Hahn Airport—position us for further domestic and international passenger and freight growth.

The Upstate region has seen substantial capital investment and job creation in recent years. From 2020 to 2024, over \$12.3 billion in investment was announced, generating more than 27,000 jobs, and by 2025, another \$5.7 billion was in the pipeline. Major industrial players, like BMW in Spartanburg County, have had a significant economic impact (e.g. \$26.7 billion in total statewide effect and a 3.5× employment multiplier). The airport itself supports over 2,000 tenant-related jobs in 2025, employs 225 people directly, and drives nearly \$2 billion in combined direct and multiplier economic impact. GSP has become a linchpin of growth in the Upstate, serving as both a passenger gateway and critical logistics hub.

The Upstate region continues to demonstrate strong demographic momentum. Greenville, Spartanburg, and Anderson counties have led growth, adding approximately 71,609 (18.9%), 30,516 (12%), and 21,386 (12.9%) residents respectively over earlier timeframes. Spartanburg's metro area recorded 2.7% population growth between July 2023 and July 2024, making it one of the ten fastest-growing metros in the U.S. These trends suggest a deepening population base and increased travel demand from both business and personal travel.



GREENVILLE-SPARTANBURG AIRPORT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS



JUNE 30, 2025 AND 2024 (UNAUDITED)

Based on the study by Joseph C. Von Nessen, Ph.D. that was published in January 2025, which was commissioned by South Carolina Aeronautics and the South Carolina Council on Competitiveness, the total estimated economic impact of the District is \$4.7 billion. Total economic output is comprised of the estimated economic impacts of airport operations (\$97.0 million), airport tenants (\$1.8 billion), visitor spending (\$1.5 billion), and cargo facilitation (\$1.2 billion). Estimated tax revenue arising from the District for South Carolina totaled \$88.9 million, and planned expansions at the airport through 2030 are estimated to contribute an additional \$911.6 million in economic impact.

The combination of regional growth and airport expansion supports a strong outlook for continued passenger increases. As industries in the Upstate (advanced manufacturing, aerospace, life sciences) scale, business travel and connectivity demand will rise. Continued migration into the region will drive leisure, visiting friends and relatives, and regional connectivity travel. Coupled with GSP's infrastructure investments and emerging international links, the airport is well positioned to absorb and stimulate further growth in both passenger and cargo traffic, reinforcing its strategic role in Upstate South Carolina's economic trajectory.

Requests for Information

This financial report is designed to provide a general overview of the Airport's finances and to demonstrate the Airport's accountability for the funds it receives and expends. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to the Finance Department, 2000 GSP Drive, Suite 1, Greer, South Carolina 29651-9202.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT

STATEMENTS OF NET POSITION

JUNE 30, 2025 AND 2024

ASSETS

Current assets:

Unrestricted assets:

Cash and cash equivalents	\$ 65,388,607	\$ 27,325,376
Receivables, net of allowance for doubtful accounts of \$149,500	5,978,316	20,108,666
Inventories and prepaid insurance	385,563	395,397
Investments	29,618,432	25,243,946
Leases receivable	1,553,654	1,485,802
Total unrestricted current assets	102,924,572	74,559,187

Restricted assets:

Cash and cash equivalents	36,543,041	15,982,740
Restricted investments	21,659,741	-
Receivables	1,940,458	1,531,703

Total restricted current assets	60,143,240	17,514,443
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Total current assets	163,067,812	92,073,630
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Noncurrent assets:

Investments	8,600,063	22,522,017
Leases receivable	31,019,150	32,252,922
Nondepreciable capital assets	137,843,743	75,804,978
Depreciable capital assets - net	302,946,493	286,045,850

Total noncurrent assets	480,409,449	416,625,767
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Total assets	643,477,261	508,699,397
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Deferred outflows of resources:

Deferred outflow related to state pension plans	7,482,648	7,517,365
Deferred outflow related to OPEB	997,529	832,119

Total deferred outflows	8,480,177	8,349,484
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GREENVILLE-SPARTANBURG AIRPORT DISTRICT STATEMENTS OF NET POSITION

JUNE 30, 2025 AND 2024

LIABILITIES

Current liabilities:

Payable from unrestricted assets:

Account payable	\$ 18,004,984	\$ 15,495,390
Accrued employee benefits	2,124,954	4,087,208
Accrued interest payable	2,757,889	38,932
Lease liabilities - current portion	314,779	317,123
Term notes payable - current portion	1,750,000	1,750,000
Bonds payable - current portion	1,295,000	-

Total payable from unrestricted assets

26,247,606 21,688,653

Total current liabilities

26,247,606 21,688,653

Noncurrent liabilities:

Long-term employee benefits	1,394,418	1,634,785
Net pension liability	27,140,967	26,890,255
Total OPEB liability	3,420,942	2,695,681
Lease liabilities - net of current portion	131,545	446,325
Term notes payable - net of current portion	24,937,500	26,687,500
Bonds payable - net of current portion	105,095,632	-

Total noncurrent liabilities

162,121,004 58,354,546

Total liabilities

188,368,610 80,043,199

Deferred inflows of resources:

Deferred inflows - state pension plans	1,266,052	340,404
Deferred inflows - OPEB	1,000,600	1,139,284
Deferred inflows - leases	28,906,518	30,922,982

Total deferred inflows

31,173,170 32,402,670

NET POSITION

Net investment in capital assets

322,749,786 322,472,760

Restricted:

Debt service	9,571,323	-
Customer facility charges	13,781,096	9,519,166
Passenger facility charges	5,457,762	7,995,277

Total restricted

28,810,181 17,514,443

Unrestricted

80,855,691 64,615,809

Total net position

\$ 432,415,658 \$ 404,603,012

The accompanying notes to the financial statements are an integral part of these statements.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN
NET POSITION

JUNE 30, 2025 AND 2024

	2025	2024
Operating revenues:		
Airside	\$ 5,026,870	\$ 4,487,482
Space and ground rental	17,599,169	16,361,291
Concessions	30,239,549	27,873,003
Other	9,189,363	8,917,909
Operating revenues before fuel sales	62,054,951	57,639,685
Gross profit on fuel sales:		
Fuel sales	10,125,304	9,983,271
Cost of goods sold	(2,851,488)	(3,126,360)
Fuel sales - net	7,273,816	6,856,911
Gross profit on food and beverage:		
Food and beverage	7,723,782	6,559,463
Cost of goods sold	(2,130,186)	(1,777,648)
Food and beverage - net	5,593,596	4,781,815
Total operating revenues	74,922,363	69,278,411
Operating expenses before pension and depreciation expense:		
Airfield	517,330	531,572
Terminal building	4,390,092	4,335,897
Administrative	11,981,562	11,156,440
Maintenance and operations	6,827,611	6,325,235
Fire and crash department	2,106,981	2,004,053
Security	2,743,385	1,937,386
Other direct expenses	16,357,271	16,480,530
Total operating expenses before pension and depreciation expense	44,924,232	42,771,113
Operating income before pension and depreciation expense	29,998,131	26,507,298
Pension expense	4,339,156	3,966,901
Depreciation and amortization	19,313,479	18,152,840
Operating income (loss)	6,345,496	4,387,557
Nonoperating revenues (expenses):		
Customer facility charges	5,943,208	3,748,593
Passenger facility charges	5,798,826	5,337,004
Interest earned on accounts and leases	6,228,605	2,988,516
Change in fair value of investments	678,028	1,361,039
Insurance proceeds and legal settlement	296,348	(1,761)
Debt issuance costs	(1,432,055)	-
Loss on disposal of capital assets	(3,287,999)	-
Interest expense and other financing costs	(4,971,758)	(487,318)
Nonoperating revenues - net	9,253,203	12,946,073
Income before capital contributions	15,598,699	17,333,630
Capital contributions and grants	12,213,947	17,365,675
Increase in net position	27,812,646	34,699,305
Net position:		
Beginning of year	404,603,012	369,903,707
End of year	\$ 432,415,658	\$ 404,603,012

The accompanying notes to the financial statements are an integral part of these statements.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT STATEMENTS OF CASH FLOWS

JUNE 30, 2025 AND 2024

	2025	2024
Cash flows from operating activities:		
Cash received from providing services	\$ 77,659,986	\$ 76,356,968
Cash payments to suppliers for goods and services	(27,860,056)	(27,069,605)
Cash payments to employees for services	(27,349,999)	(23,756,209)
Net cash provided by operating activities	22,449,931	25,531,154
Cash flows from noncapital and related financing activities:		
Federal non-capital grants	-	(1,093,725)
Net cash provided by (used in) capital and related financing activities	-	(1,093,725)
Cash flows from capital and related financing activities:		
Acquisition and construction of capital assets	(98,596,842)	(39,530,594)
Debt issuance costs paid	(1,432,055)	-
Proceeds from issuance of bonds payable	106,439,691	-
Principal payments on notes and bonds payable	(1,750,000)	(1,750,000)
Interest payment on notes and bonds payable	(2,295,883)	(481,353)
Principal payments received on leases receivable	1,584,573	1,572,479
Interest payments received on leases receivable	600,466	600,325
Principal payments on lease liability	(317,124)	(354,436)
Interest payments on lease liability	(5,977)	(8,643)
Proceeds from insurance settlement	296,348	(1,761)
Capital contributions	26,101,682	8,704,283
Customer facility charges	5,842,687	3,525,228
Passenger facility charges	5,730,863	4,871,240
Net cash provided by (used in) capital and related financing activities	42,198,429	(22,853,232)
Cash flows from investing activities:		
Maturities of investment securities	89,947,268	15,350,000
Purchases of investment securities	(101,411,513)	(22,624,232)
Investment income	5,439,417	2,211,153
Net cash used in investing activities	(6,024,828)	(5,063,079)
Net increase (decrease) in cash and cash equivalents	58,623,532	(3,478,882)
Cash and cash equivalents, beginning of year	43,308,116	46,786,998
Cash and cash equivalents, end of year	\$ 101,931,648	\$ 43,308,116
Reconciliation to statement of financial position		
Unrestricted cash and cash equivalents	\$ 65,388,607	\$ 27,325,376
Restricted cash and cash equivalents	36,543,041	15,982,740
Cash and cash equivalents, end of year	\$ 101,931,648	\$ 43,308,116

The accompanying notes to the financial statements are an integral part of these statements.

GREENVILLE SPARTANBURG AIRPORT DISTRICT

STATEMENTS OF CASH FLOWS

JUNE 30, 2025 AND 2024

	2025	2024
Noncash Transactions from Capital and Related Financing Activities		
Capital asset acquisitions included in accounts payable	\$ 13,091,164	\$ 10,177,120
Capital assets contributed by leases	-	108,710
	<u>\$ 13,091,164</u>	<u>\$ 10,285,830</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 6,345,496	\$ 4,387,557
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	19,313,479	18,152,840
Change in assets and liabilities:		
Receivables	191,066	4,645,461
Inventory and prepaid insurance	9,834	207,335
Deferred outflows related to state pension plans	34,717	(1,944,154)
Deferred outflows related to OPEB	(165,410)	(25,899)
Accounts payable	(404,450)	(1,703,596)
Net pension liability	250,712	3,111,430
Total OPEB liability	725,261	435,516
Accrued employee benefits	(2,202,621)	1,161,751
Deferred inflows related to state pension plans	925,648	(279,829)
Deferred inflows related to OPEB	(138,684)	(146,346)
Deferred inflows related to leases	(2,435,117)	(2,470,912)
Total adjustments	<u>16,104,435</u>	<u>21,143,597</u>
Net cash provided by operating activities	<u>\$ 22,449,931</u>	<u>\$ 25,531,154</u>

The accompanying notes to the financial statements are an integral part of these statements.



JUNE 30, 2025 AND 2024

Note 1—Organization

The Greenville-Spartanburg Airport District (the “Airport”) is a political subdivision of the State of South Carolina (the “State”). Commissioners of the Airport are recommended for appointment by a majority of the Greenville and Spartanburg County Delegations and appointed by the governor of the State.

Note 2—Summary of Significant Accounting and Reporting Policies

Basis of Presentation – The Airport is accounted for as a single-purpose, business-type entity since its operations are financed and operated in a manner similar to a private business. The Airport’s financial statements are presented on the accrual basis of accounting using the economic resources measurement focus. Revenues are recognized when earned or when services are provided, and expenses are recognized when the related obligations are incurred.

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

Cash and Cash Equivalents – For purposes of the accompanying statements of cash flows, the Airport considers all cash on hand and highly liquid investments (including restricted assets) with an original maturity of three months or less to be cash equivalents. Cash equivalents at June 30, 2025 and 2024 consist of money market mutual funds.

Inventories – Inventories are stated at cost.

Investments – The Airport’s investments, consisting of U.S. treasury bills and U.S. government securities at June 30, 2025 and 2024, are carried at fair value, based on quoted market prices, and changes in the fair value of investments are reported as nonoperating revenues in the statements of revenues, expenses and changes in net position. All investments are carried in the Airport’s name and held by the dealer/safekeeping agent. The investments mature at various dates from less than a year up to five years. At maturity, the U.S. treasury bills and U.S. government securities are either reinvested or included in current assets until used for construction in progress.

Lease Assets – Lease assets are initially recorded at the initial measurement of the lease liability, plus lease payments made at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease, plus initial direct costs that are ancillary to place the asset into service. Lease assets are amortized on a straight-line basis over the shorter of the lease term or the useful life of the underlying asset.

Capital Assets – Capital assets are stated at historical cost. Depreciation is computed using the straight-line method over the estimated useful lives of the respective assets ranging from 3 to 40 years. The Airport’s threshold for capitalization is \$10,000. Repair and maintenance costs are expensed when incurred.

Donated capital assets are measured at acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date or the amount of which a liability could be liquidated with the counterparty at the acquisition date.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Changes in accumulated depreciation and amortization during 2025 and 2024 are as follows:

	Capital Assets Acquired by FAA Grants	Other Capital Assets	Total Capital Assets
Balance as of June 30, 2023	\$ 100,621,228	\$ 115,767,338	\$ 216,388,566
Fiscal year 2024 depreciation and amortization	6,372,209	11,780,631	18,152,840
Balance as of June 30, 2024	\$ 106,993,437	\$ 127,547,969	\$ 234,541,406
Fiscal year 2025 depreciation and amortization	5,740,814	13,572,665	19,313,479
Balance as of June 30, 2025	<u>\$ 112,734,251</u>	<u>\$ 141,120,634</u>	<u>\$ 253,854,885</u>

Deferred Outflows and Inflows of Resources – The Airport reports the consumption of net assets that is applicable to a future reporting period as deferred outflows of resources and the acquisition of net assets that is applicable to a future reporting period as deferred inflows of resources in separate sections of its statements of net position.

Customer Facility Charge – Customer Facility Charges (“CFCs”) are levied by the Airport pursuant to a Memorandum of Understanding signed with the rental car companies serving the Airport. This rate is adjusted from time to time as deemed necessary by airport management in order to cover the related annual expenses. The CFC rate was \$9.00 per contract rental day as of June 30, 2025 and 2024, respectively. Up to the date of beneficial occupancy, April 1, 2003, the amounts received were recorded as non-operating revenues when earned and were to be used for construction of the rental car facility. Subsequent to April 1, 2003, CFCs received are recorded as space and ground rental operating revenue.

For the years ended June 30, 2025 and 2024, the Airport has recorded CFCs related to space and ground rental as operating revenue of \$1,925,208 and \$1,914,186, respectively, in addition to non-operating revenue consisting of \$5,943,208 and \$3,748,593, respectively.

	2025	2024
Reimbursement of Airport-funded construction costs	\$ -	\$ -
CFC surplus (deficit)	5,943,208	3,748,593
	<u>\$ 5,943,208</u>	<u>\$ 3,748,593</u>

Additionally, as of June 30, 2025 and 2024, the Airport had received but not yet spent CFCs totaling \$13,057,829 and \$9,911,655, respectively, which are reported as either unrestricted or restricted until expended in the accompanying statements of net position. The assets are included in cash and cash equivalents at June 30, 2025 and 2024.

Passenger Facility Charges (PFCs) – On March 18, 2020, the U.S. Department of Transportation's Federal Aviation Administration (FAA) acknowledged the District's notice of intent to impose and use a PFC. The airlines began collecting PFCs on qualifying enplaning passengers at the Airport for the current maximum rate of \$4.50 beginning May 1, 2020 through July 1, 2023. In May 2023, the application was extended so the airlines could continue collection until October 1, 2024. The application was modified again in April 2024 to increase the eligible PFC collections and extend collections until December 1, 2024. On August 26, 2024, the FAA approved the District's second notice of intent to impose and use a PFC from December 1, 2024 until August 1, 2027. PFCs are fees imposed on enplaning passengers by airports to finance eligible airport-related projects that preserve or enhance safety, capacity, or security of the national air transportation system; fund noise mitigation at the airport; or furnish opportunities for enhanced competition between or among air carriers. Regulations have been promulgated by the Federal Aviation Administration ("FAA") that enhance the eligibility of PFC usage to include, among other things, capital projects and debt service payments. Both the fee imposed and the intended uses must be reviewed and approved by the FAA. The Airport was approved to expend their PFC collections on various capital projects. As of June 30, 2025, the Airport has expended approximately \$18,200,000 on these projects.

PFC revenues are classified as nonoperating in the statements of revenues, expenses and changes in net position and are restricted for the uses approved by the FAA.

Net Position – Net position is classified as net investment in capital assets, restricted and unrestricted. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or imposed by law. When both restricted and unrestricted net position are available for use, it is the Airport's policy to use restricted net position first, and then unrestricted net position as they are needed.

Capital Contributions and Grants – Certain expenditures for airport capital improvements are significantly funded through the Airport Improvement Program ("AIP") of the FAA, the Economic Development Assistance program ("EDA"), or from various State allocations or grant programs. Capital funding provided under government grants is considered earned as the related allowable expenditures are incurred.

Grants for capital asset acquisition and facility development and rehabilitation are reported in the accompanying statements of revenues, expenses, and changes in net position, after non-operating revenues (expenses), as capital contributions and grants.

Operating Revenues and Expenses – All of the Airport's activities relate to the operation of the Airport except for the investment of residual cash and investments and financing-related activities. Accordingly, all of the Airport's revenues and expenses, except for investment income, financing-related costs and charges, and insurance proceeds, are classified as operating in the accompanying statements of revenues, expenses, and changes in net position.

Revenue Recognition – Airside and space and ground rental revenues consist of amounts received under Airline Operating Agreements with the major airlines serving the Airport, certain fixed fees for nonscheduled airlines and private users of the Airport, and certain fixed fees for other ancillary services provided. The Airline Operating Agreements stipulate that landing fees and space rental revenues will be based on maintenance and operations costs, as defined in the agreements. Airside and space and ground rental fees are recognized as revenue when the related services are provided and facilities utilized.



GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Concessions and other revenues consist primarily of rental car, parking, and other ancillary services revenue. Such revenue is generally based on a fixed percentage of tenant revenues subject to certain minimum monthly fees or a fixed fee schedule. Concessions and other revenue are recognized when earned.

Other Direct Expenses – Other direct expenses consist primarily of the upkeep of the cargo, rental car, and parking lot facilities. Other direct expenses are recognized when incurred.

Post-Employment Benefits (OPEB) – During the 2010 fiscal year, the Airport implemented a new personnel policy in which it will pay for a portion of an eligible retiree's health insurance premiums between ages 60 to 65 who also have at least 10 years of service with the Airport. The liability related to this benefit is included in the long-term employee benefits in the statements of net position.

Compensated Absences – Employees earn vacation leave at a rate of 80 to 160 hours per year dependent upon length of service. Unused vacation hours can be carried over from year to year up to a maximum of 480 hours and are payable upon termination, resignation, retirement, or death in accordance with the Airport's personnel policy. The noncurrent portion of the accrued liability related to vacation hours is included in long-term employee benefits and the current portion in accrued liabilities in the statements of net position.

Regular full-time employees accumulate sick leave at the rate of 96 hours per year and can accrue up to 720 hours. All employees who properly resign, are laid off, or otherwise separated from the Airport in good standing are entitled to be paid 33% of any unused sick balance not to exceed 240 hours. An accrual for sick leave has been made as of June 30, 2025 and 2024 and has been categorized into a short-term and long-term portion. Sick leave can be taken for medical appointments, personal illness or illness of a member of the immediate family. Sick leave may be used in the determination of length of service for retirement benefit purposes. The noncurrent portion of the accrued liability related to sick leave is included in long-term employee benefits and the current portion in accrued liabilities in the statements of net position.

During 2025, the Airport adopted GASB Statement No. 101, *Compensated Absences*. Adoption of this standard had no material impact on the financial statements of the Airport.

Reclassifications - Certain reclassifications have been made to the 2024 financial statements to conform to the 2025 presentation. The reclassifications had no effect on the changes in financial position.

New Pronouncements - The GASB has issued several statements which have not yet been implemented by the Airport. The statements which may have a significant future impact on the Airport are as follows:

GASB has issued: GASB Statement No. 103, *Financial Reporting Model Improvements* and GASB Statement No. 104, *Disclosure of Certain Capital Assets*. The Airport intends to adopt these GASB Statements, as applicable, on their respective effective dates.

Note 3 - Cash, Cash Equivalents and Investment Securities

As of June 30, 2025 and 2024, the Airport had the following cash deposits and investments:

	2025	2024
Deposits	\$ 68,704,382	\$ 27,331,961
Investments	93,105,502	63,742,118
	<u>\$ 161,809,884</u>	<u>\$ 91,074,079</u>

Deposits - All the cash deposits of the Airport are in a single financial institution. The carrying amount of cash deposits is separately reported as cash in the accompanying statements of net position. The Airport's cash deposits are insured up to \$250,000 at financial institutions insured by the FDIC. Any cash deposits in excess of the \$250,000 FDIC limit are either insured or collateralized by using one of two methods. Under the Dedicated Method, all deposits are collateralized with securities held by the Airport. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer.

Investments - In accordance with the South Carolina State Statutes and the Airport's approved investment policy, the following investments are permitted:

1. Checking accounts in U.S. federally insured banks and savings and loans not to exceed federally insured amounts;
2. Money market funds that invest in U.S. Government-backed securities;
3. U.S. Treasury Obligations to include U.S. Treasury bills and notes, or any other obligation or security issued by or backed by the full faith and credit of the U.S. Treasury;
4. Federal Agency Obligations including bonds, notes, debentures, or other obligations or securities issued by, or backed by, full faith and credit of any U.S. Government agency or sponsored enterprise.
5. South Carolina Local Government Investment Pool ("SCLGIP") limited to 25% of investment portfolio

The maturity ranges and credit ratings for the Airport's investment securities at June 30, 2025 and 2024 follow:

	2025			Moody's Credit Rating
	Fair Value	Maturities (in Years)		
		Less than 1	1 - 5	
U.S. treasury securities	\$ 59,878,237	\$ 51,278,174	\$ 8,600,063	Aaa
Money market mutual funds	33,227,265	33,227,265	-	Aaa-mf
Total investments	<u>\$ 93,105,502</u>	<u>\$ 84,505,439</u>	<u>\$ 8,600,063</u>	
	2024			Moody's Credit Rating
	Fair Value	Maturities (in Years)		
		Less than 1	1 - 5	
U.S. government bonds	\$ 4,482,170	\$ 2,488,550	\$ 1,993,620	Aaa
U.S. treasury securities	43,283,792	22,755,395	20,528,397	Aaa
Money market mutual funds	15,976,156	15,976,156	-	Aaa-mf
Total investments	<u>\$ 63,742,118</u>	<u>\$ 41,220,101</u>	<u>\$ 22,522,017</u>	

Interest Rate Risk: The risk that changes in interest rates of debt securities will adversely affect the value of an investment. The Airport generally limits a portion of its investment portfolio to maturities of less than 12 months. Also, the Airport's purchases of securities are laddered with staggered maturity dates.

Credit Risk: The risk that the issuer or other counterparty to an investment will not fulfill its obligations. The Airport has no written policy regarding credit risk. However, a conservative investment strategy is maintained. Currently, most investments are in low risk securities or deposits, which fall within the Federal Deposit Insurance Corporation limits.

Custodial Credit Risk: The risk that, in the event of the failure of the counterparty, the Airport will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Since a large majority of the Airport's investments are with the U.S. Treasury Department in the form of T-bills, or other securities backed by the U.S. Treasury, management views custodial credit risk as minimal, and consequently, has no written policy on this particular form of risk.

Concentration of Credit Risk: The Airport places no limit on the amount that the Airport may invest in any one issuer, with the exception of the 25% limitation on the SCLGIP. All of the Airport's investments are in, or backed by, U.S. Treasury bills and the SCLGIP.

Foreign Currency Risk: The risk that changes in exchange rates will adversely affect the fair value of an investment or a deposit. The Airport's investment policy prohibits investment in foreign securities.

Note 4—Disclosures About Fair Value of Assets

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value:

- Level 1** Quoted prices in active markets for identical assets or liabilities
- Level 2** Observable inputs other than Level 1 prices, such as quoted prices for similar assets or liabilities; quoted prices in markets that are not active; or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities
- Level 3** Unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Recurring Measurements – The following tables present the fair value measurements of assets recognized in the accompanying statements of net position measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at June 30, 2025 and 2024:

	Fair Value	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Investments Measured at NAV (A)
June 30, 2025				
Investments at fair value				
U.S. treasury securities	\$ 59,878,237	\$ 59,878,237	\$ -	\$ -
Money market mutual funds	33,227,265	-	-	33,227,265
Total investments by fair value	<u>\$ 93,105,502</u>	<u>\$ 59,878,237</u>	<u>\$ -</u>	<u>\$ 33,227,265</u>
June 30, 2024				
Investments at fair value				
U.S. government bonds	\$ 4,482,170	\$ -	\$ 4,482,170	\$ -
U.S. treasury securities	43,283,792	43,283,792	-	-
Money market mutual funds	15,976,156	-	-	15,976,156
Total investments by fair value	<u>\$ 63,742,118</u>	<u>\$ 43,283,792</u>	<u>\$ 4,482,170</u>	<u>\$ 15,976,156</u>

(A) Certain investments that are measured at fair value using the net asset value per share (or its equivalent) practical expedient have not been classified in the fair value hierarchy. The fair value amounts included are intended to permit reconciliation of the fair value hierarchy to the amounts presented in the statements of financial position.

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

Investments at NAV – Money market mutual funds invest in short-term debt securities and seek to provide greater returns than cash deposits. There are no unfunded commitments or restrictions on redemptions.

Note 5—Receivables

Receivables are recorded at their gross value when earned and are reduced, if applicable, by the estimated portion that is expected to be uncollectible. The allowance for uncollectible amounts, when applicable, is based on collection history, aviation industry trends, and current information regarding the creditworthiness of the tenants and others doing business with the Airport. As of June 30, 2025 and 2024, there was an allowance for uncollectible accounts of \$149,500.

GREENVILLE SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Receivables (including restricted assets) consisted of the following as of June 30:

	2025	2024
Trade	\$ 3,554,301	\$ 3,541,576
Customer and passenger facility charges	1,700,261	1,531,703
FAA and other grants	1,683,226	15,570,961
Interest and other	980,986	996,129
	<u>\$ 7,918,774</u>	<u>\$ 21,640,369</u>

Note 6—Leases Receivable

The Airport leases a portion of its property to various third parties who use the space to conduct their operations on the Airport grounds, the terms of which expire 2026 through 2064. Payments for most of the leases increase annually either by 3% or the Consumer Price Index (Index), with the latter based upon the Index at lease commencement. In addition, the Airport has some leases with rental cars and retail companies that have a portion of their rent based on the higher of a percentage of receipts for the year or a minimum annual guarantee. The Airport bases the payments for these leases on the required minimum annual guarantee. Currently, the rental car lease agreements are operating on a month to month basis until the new Consolidated Rental Car Facility is completed so these leases are considered short-term and excluded. The Airport leases certain property to third parties that conduct operations at airport owned facilities where lease payments are based on usage. The usage-based payments are not included in the measurement of the lease receivable because they are not fixed in substance.

Revenue recognized under lease contracts during the years ended June 30, 2025 and 2024, was \$2,619,710 and \$3,032,624, respectively, which includes both lease revenue and interest. The Airport recognized lease revenue of \$770,169 and \$578,805, for the years ended June 30, 2025 and 2024, respectively, for variable payments not previously included in the measurement of the lease receivable.

The following is a schedule by year of minimum payments to be received under the Airport's leases that are included in the measurement of the lease receivable as of June 30, 2025:

	Principal	Interest	Total
2026	\$ 1,553,654	\$ 576,830	\$ 2,130,484
2027	1,214,013	552,007	1,766,020
2028	842,914	534,058	1,376,972
2029	877,651	518,514	1,396,165
2030	915,859	502,001	1,417,860
2031 - 2035	5,467,262	2,254,809	7,722,071
2036 - 2040	7,106,946	1,704,166	8,811,112
2041 - 2045	7,790,787	976,841	8,767,628
2046 - 2050	5,606,022	311,306	5,917,328
2051 - 2055	251,820	98,566	350,386
2056 - 2060	385,113	69,190	454,303
2061 - 2064	560,763	25,392	586,155
Total	<u>\$ 32,572,804</u>	<u>\$ 8,123,680</u>	<u>\$ 40,696,484</u>

Note 7—Regulated Leases

The Airport leases a portion of its property to air carriers and other aeronautical users, whose leases meet the definition of a regulated lease as defined in GASB No. 87, and therefore, are only subject to the disclosure requirements. The terms of the regulated leases expire 2026 through 2044. Payments for most of the leases increase annually either by 3% or the Consumer Price Index (Index), with the latter based upon the Index at lease commencement. The Airport leases certain equipment and property to air carriers and other aeronautical users where lease payments are based on usage. The usage-based payments are not included in the future minimum payments below because they are not fixed in substance. Most of these leases allow the lessee the exclusive use of the premises, however, aircraft and vehicles may traverse the space and the Airport has the right to grant third party privileges at their discretion. The portion of buildings and improvements that are exclusive as of June 30, 2025 and 2024 are \$20,249,008 and \$18,993,337, respectively. In addition, 3 of the 6 hangars that the Airport has as of June 30, 2025 and 2024 are for the exclusive use of the lessee.

The Airport did not recognize any lease revenue for the years ended June 30, 2025 and 2024, for variable payments not previously included in the future minimum payments.

The following is a schedule by year of expected future minimum payments to be received under the Airport's regulated leases as of June 30, 2025:

	Total Future Payments
2026	\$ 4,441,805
2027	4,532,778
2028	3,872,365
2029	3,605,691
2030	2,876,368
2031 - 2035	14,680,296
2036 - 2040	15,585,311
2041 - 2044	11,426,128
Total	<u>\$ 61,020,742</u>

Certain aeronautical leases with the major air carriers are not included in the regulated leases disclosures as each of these agreements are considered short-term leases and exempt from disclosure. The Airport or air carriers both have the option to terminate at any point as long as 60 days' notice is given. The air carriers are also given exclusive use of certain spaces, including such areas as ticket counter office space, operations space, apron storage space, etc. to conduct their operations, which are defined in the agreements.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Note 8—Capital Assets

Capital and lease assets activity for the year ended June 30, 2025 is as follows:

	June 30, 2024	Transfers/ Additions	Transfers/ Disposals	June 30, 2025
Capital assets not being depreciated and amortized:				
Land	\$ 40,826,095	\$ 1,441,695	\$ -	\$ 42,267,790
Construction-in-process	34,978,883	101,694,585	(41,097,515)	95,575,953
Total capital assets not being depreciated and amortized	<u>75,804,978</u>	<u>103,136,280</u>	<u>(41,097,515)</u>	<u>137,843,743</u>
Capital assets being depreciated and amortized:				
Buildings and improvements	348,904,033	14,487,475	-	363,391,508
Equipment	22,087,948	3,417,882	-	25,505,830
Roadways	15,364,822	18,214,902	-	33,579,724
Runways	132,515,544	93,863	-	132,609,407
Lease assets				
Buildings and improvements	264,234	-	-	264,234
Equipment	1,450,675	-	-	1,450,675
Total capital assets being depreciated and amortized	<u>520,587,256</u>	<u>36,214,122</u>	<u>-</u>	<u>556,801,378</u>
Less accumulated depreciation and amortization				
Buildings and improvements	(138,927,125)	(11,757,900)	-	(150,685,025)
Equipment	(10,785,634)	(2,139,237)	-	(12,924,871)
Roadways	(11,120,348)	(701,912)	-	(11,822,260)
Runways	(72,758,481)	(4,397,832)	-	(77,156,313)
Lease assets				
Buildings and improvements	(158,541)	(52,847)	-	(211,388)
Equipment	(791,277)	(263,751)	-	(1,055,028)
Total accumulated depreciation and amortization	<u>(234,541,406)</u>	<u>(19,313,479)</u>	<u>-</u>	<u>(253,854,885)</u>
Total capital assets being depreciated and amortized, net	<u>286,045,850</u>	<u>16,900,643</u>	<u>-</u>	<u>302,946,493</u>
Net capital assets	<u>\$ 361,850,828</u>	<u>\$ 120,036,923</u>	<u>\$ (41,097,515)</u>	<u>\$ 440,790,236</u>

GREENVILLE-SPARTANBURG AIRPORT DISTRICT **NOTES TO THE FINANCIAL STATEMENTS**

JUNE 30, 2025 AND 2024

Capital assets activity for the year ended June 30, 2024 is as follows:

	June 30, 2023	Transfers/ Additions	Transfers/ Disposals	June 30, 2024
Capital assets not being depreciated and amortized:				
Land	\$ 40,166,121	\$ 659,974	\$ -	\$ 40,826,095
Construction-in-process	22,490,575	45,549,882	(33,061,574)	34,978,883
Total capital assets not being depreciated and amortized	62,656,696	46,209,856	(33,061,574)	75,804,978
Capital assets being depreciated and amortized:				
Buildings and improvements	338,427,727	10,476,306	-	348,904,033
Equipment	17,615,304	4,472,644	-	22,087,948
Roadways	13,659,732	1,705,090	-	15,364,822
Runways	116,803,226	15,712,318	-	132,515,544
Lease assets				
Buildings and improvements	155,523	108,711	-	264,234
Equipment	1,450,675	-	-	1,450,675
Total capital assets being depreciated	488,112,187	32,475,069	-	520,587,256
Less accumulated depreciation and amortization				
Buildings and improvements	(127,273,939)	(11,653,186)	-	(138,927,125)
Equipment	(9,415,362)	(1,370,272)	-	(10,785,634)
Roadways	(10,617,664)	(502,684)	-	(11,120,348)
Runways	(68,465,213)	(4,293,268)	-	(72,758,481)
Lease assets				
Buildings and improvements	(88,870)	(69,671)	-	(158,541)
Equipment	(527,518)	(263,759)	-	(791,277)
Total accumulated depreciation and amortization	(216,388,566)	(18,152,840)	-	(234,541,406)
Total capital assets being depreciated and amortized, net	271,723,621	14,322,229	-	286,045,850
Net capital assets	\$ 334,380,317	\$ 60,532,085	\$ (33,061,574)	\$ 361,850,828

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Note 9—Changes in Long-Term Liabilities

Long-term obligation activity for the Airport for the years ended June 30, 2025 and 2024, is as follows:

	2025				
	Beginning Balance	Additions	Reductions	Ending Balance	Current Portion
Revenue bonds payable	\$ -	\$ 103,225,000	\$ -	\$ 103,225,000	\$ 1,295,000
Deferred amounts					
Unamortized premium	-	3,214,691	(49,059)	3,165,632	-
Revenue bonds, net	-	106,439,691	(49,059)	106,390,632	1,295,000
Term note payable	28,437,500	-	(1,750,000)	26,687,500	1,750,000
Lease liability	763,448	-	(317,124)	446,324	314,779
Net pension liability	26,890,255	3,356,768	(3,106,056)	27,140,967	-
Total OPEB liability	2,695,681	770,301	(45,040)	3,420,942	-
Employee benefits	5,721,993	-	(2,202,621)	3,519,372	2,124,954
Total long-term liabilities	<u>\$ 64,508,877</u>	<u>\$ 110,566,760</u>	<u>\$ (7,469,900)</u>	<u>\$ 167,605,737</u>	<u>\$ 5,484,733</u>

	2024				
	Beginning Balance	Additions	Reductions	Ending Balance	Current Portion
Term note payable	\$ 30,187,500	\$ -	\$ (1,750,000)	\$ 28,437,500	\$ 1,750,000
Lease liability	1,009,173	108,710	(354,435)	763,448	317,123
Net pension liability	23,778,825	5,708,118	(2,596,688)	26,890,255	-
Total OPEB liability	2,260,165	512,425	(76,909)	2,695,681	-
Employee benefits	4,560,242	1,161,751	-	5,721,993	4,087,208
Total long-term liabilities	<u>\$ 61,795,905</u>	<u>\$ 7,491,004</u>	<u>\$ (4,778,032)</u>	<u>\$ 64,508,877</u>	<u>\$ 6,154,331</u>

The estimated current portion of the OPEB liability is considered immaterial by management so is not separately disclosed.

Note 10—Long Term Debt

Changes in long-term debt for the fiscal year ending June 30, 2025, consist of the following:

Description	June 30,2024	Additions	Reductions	June 30,2025
Series 2020 1.61% Term Note, maturing in 2030	\$ 28,437,500	\$ -	\$ (1,750,000)	\$ 26,687,500
Series 2024A 5.25% General Airport Revenue Bonds, maturing in 2054 with mandatory sinking fund redemptions beginning in 2048	-	37,220,000	-	37,220,000
Series 2024B 4.587%-5.585% General Airport Revenue Bonds, maturing in varying installments beginning 2026 to 2048	-	66,005,000	-	66,005,000
Total bond obligations	28,437,500	103,225,000	(1,750,000)	129,912,500
Unamortized premium	-	3,214,691	(49,059)	3,165,632
Total long-term debt	<u>\$ 28,437,500</u>	<u>\$ 106,439,691</u>	<u>\$ (1,799,059)</u>	<u>\$ 133,078,132</u>

Description	June 30,2023	Additions	Reductions	June 30,2024
Series 2020 1.61% Term Note, maturing in 2030	\$ 30,187,500	\$ -	\$ (1,750,000)	\$ 28,437,500
Total bond obligations	30,187,500	-	(1,750,000)	28,437,500
Unamortized premium	-	-	-	-
Total long-term debt	<u>\$ 30,187,500</u>	<u>\$ -</u>	<u>\$ (1,750,000)</u>	<u>\$ 28,437,500</u>

On July 8, 2024, the Commission approved a Master Bond Resolution that established the primary financing mechanism for the issuance of bonds. Bonds issued under the Master Bond Resolution are obligations of the District, secured by and payable from the Net Revenues of the District, and under certain circumstances, the proceeds of the bonds, investment earnings, amounts set aside in a Debt Service Reserve Fund created under the Master Bond Resolution, and certain other funds and accounts. The occurrence of an event of default does not grant any right to accelerate payment of the bonds to either the trustee or the owners of any bonds.

The District is required under the Master Bond Resolution to maintain rate covenants and reserve requirements, including maintaining rates and charges sufficient to produce net revenues equal to at least 125% of annual debt service requirements. The bond documents provide for a number of technical adjustments to be followed in determining the net revenues and debt service to be used in this calculation.

As of June 30, 2025, the District was in compliance with all such covenants.

The District issues bonds to provide funds for various projects. Bonds outstanding as of June 30, 2025, are as follows:

Term Note Payable - On August 21, 2020, the District's Commission approved a \$35 million, 20-year term note with a fixed finance rate of 1.61% for ten years, which is a direct placement note. The \$35 million term note was established with TD Bank on August 31, 2020 with a maturity date of August 31, 2030. The purpose of the term loan was to refinance the previous term loan and reimburse the District for the cost of the Surface Parking Project and the local share of the Aircraft Rescue and Firefighting Station Construction Project.

GREENVILLE SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

The future maturities of the remaining note payable are as follows:

	Principal	Interest	Total
2026	\$ 1,750,000	\$ 422,566	\$ 2,172,566
2027	1,750,000	394,000	2,144,000
2028	1,750,000	366,418	2,116,418
2029	1,750,000	336,867	2,086,867
2030	1,750,000	308,301	2,058,301
2031	17,937,500	72,407	18,009,907
Total	<u>\$ 26,687,500</u>	<u>\$ 1,900,559</u>	<u>\$ 28,588,059</u>

Revenue Bonds Payable - On August 29, 2024, the District issued the Airport Revenue Bonds, Series 2024A (Non-AMT) and 2024B (Taxable) totaling \$37,220,000 and \$66,005,000, respectively, for a total issuance of \$103,225,000. The bond proceeds are funding the design and construction of a new parking garage and rental car facility. Series 2024A Bonds have a final maturity date of July 1, 2054, and interest rate of 5.25% with mandatory sinking fund redemptions beginning in 2048. Series 2024B Bonds mature in various installments through July 1, 2048, and an interest rate that varies from 4.59% to 5.59%.

The District's bonds are rated A+ by S&P Global Ratings and A3 by Moody's Investors Service.

The future maturities of the remaining bonds payable are as follows:

	Principal	Interest	Total
2026	\$ 1,295,000	\$ 5,412,534	\$ 6,707,534
2027	1,605,000	5,343,688	6,948,688
2028	1,685,000	5,266,712	6,951,712
2029	1,760,000	5,187,474	6,947,474
2030	1,840,000	5,104,448	6,944,448
2031 - 2035	10,610,000	24,071,715	34,681,715
2036 - 2040	13,580,000	21,015,778	34,595,778
2041 - 2045	17,650,000	16,804,278	34,454,278
2046 - 2050	23,150,000	11,158,782	34,308,782
2051 - 2054	30,050,000	4,105,500	34,155,500
Total	<u>\$ 103,225,000</u>	<u>\$ 103,470,909</u>	<u>\$ 206,695,909</u>

Note 11—Line of Credit

The District entered into a \$25,000,000 revolving line of credit agreement with a maturity date of September 7, 2025. Contemporaneous with the issuance of the 2024 series of airport revenue bonds on August 29, 2024, the District terminated the line of credit agreement.

Note 12—Capital Contributions and Grants

For the years ended June 30, 2025 and 2024, the District recognized capital contributions from the FAA and State of Carolina totaling \$12,213,947 and \$17,365,675, respectively, in its statements of revenues, expenses, and changes in net position.

Note 13—Lease Liability

The District leases equipment and building space, the terms of which expire in 2026 and 2027, respectively. The payments are fixed throughout the life of the lease, and there are no variable payments associated with the lease agreements.

The following is a schedule by year of payments under the leases as of June 30, 2025:

	Principal	Interest	Total
2026	\$ 314,779	\$ 2,897	\$ 317,676
2027	131,545	374	131,919
Total	<u>\$ 446,324</u>	<u>\$ 3,271</u>	<u>\$ 449,595</u>

Note 14—Commitments and Contingencies

The District is party to various legal actions in the ordinary course of business from time to time. Management believes that such matters will not have a material adverse effect on the District's financial condition, results of operations or cash flows.

The District's ability to derive net revenues from operations depends upon various factors, many of which are not within the control of the District. The primary sources of net revenues are parking revenues and the Airline Operating Agreements between the District and the airlines. The Airline Operating Agreements provide for the landing fees, terminal rentals, and ramp fees to be charged to the airlines. Should an airline default under the terms of the Airline Operating Agreement, management believes it can take certain actions to mitigate any potential adverse impact.

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

Additionally, the District receives significant financial assistance from federal governmental agencies in the form of grants and other awards. The disbursement of resources received under such programs generally requires compliance with terms and conditions specified in the grant agreements and is subject to audit by grantor agencies. Management believes the Airport is in compliance with all such terms and conditions.

Note 15—Pension Plan and Post-retirement Benefits

Pension Plan – All Airport permanent employees are members of either the South Carolina Retirement System (“SCRS”) or the Police Officers Retirement System (“PORS”), collectively the “Plans”, cost-sharing multiple-employer defined benefit pension plans administered by the Retirement Division of the State Budget and Control Board. The Plans offer retirement and disability benefits, cost of living adjustments on an ad hoc basis, life insurance benefits, and survivor benefits. The Plans’ provisions are established under Title 9 of the South Carolina Code of Laws.

South Carolina Retirement System

Plan Description – All employees of the Airport are required to participate in and contribute to the SCRS plan as a condition of employment unless they are eligible for the PORS plan. Employee members of the system with an effective membership prior to July 1, 2012 are Class Two members. Any employees with a membership date on or after July 1, 2012 are Class Three members.

Benefits – A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 65 or with 28 years credited service regardless of age. A member may elect early retirement with reduced pension benefits payable at age 55 with 25 years of service credit. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension upon satisfying the Rule of 90 requirement that the total of the member’s age and the member’s creditable service equals at least 90 years. Both Class Two and Class Three members are eligible to receive a reduced deferred annuity at age 60 if they satisfy the five- or eight-year earned service requirement, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employees who participate in the death benefit program.

The annual retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase. Members who retire under the early retirement provisions at age 55 with 25 years of service are not eligible for the benefit adjustment until the second July 1 after reaching age 60 or the second July 1 after the date they would have had 28 years of service credit had they not retired.

Contributions – Plan members were required to contribute 9.00% of their annual covered salary to the Plan for June 30, 2025 and 2024. The Airport was required to contribute 18.41% for June 30, 2025 and 2024, plus an additional 0.15% for employer incidental death benefits. For the years ended June 30, 2025 and 2024, the Airport’s contributions to the plan were \$2,532,923 and \$2,558,943, respectively, and equaled the required contributions for those years.

Pension Liability – The SCRS plan reported a liability of \$23,223,532 and \$22,803,495 for its proportionate share of the net pension liability as of June 30, 2025 and 2024, respectively. The net pension liability was measured as of June 30, 2024 and 2023, respectively, and the total pension liability used to calculate the net pension liability was determined by actuarial valuations as of July 1, 2023 and 2022 rolled forward to the measurement date. The Airport’s proportion of the net pension liability was based on its long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At the measurement date of June 30, 2025 and 2024, the Airport’s proportion was 0.099033% and 0.094317%, respectively, of the total SCRS pension liability.



JUNE 30, 2025 AND 2024

Police Officers Retirement System

Plan Description – The PORS plan provides retirement and other benefits to police officers and firefighters employed by the Airport. Employee members of the system with an effective membership prior to July 1, 2012 are Class Two members. Any employees with a membership date on or after July 1, 2012 are Class Three members.

Benefits – A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 55 or with 25 years of service regardless of age. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension at age 55 or with 27 years of service regardless of age. Both Class Two and Class Three members are eligible to receive a deferred annuity at age 55 with five or eight years of earned service, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employers who participate in the death benefit program. Accidental death benefits are also provided upon the death of an active member working for a covered employer whose death was a natural and proximate result of an injury incurred while in the performance of duty.

The retirement allowance of eligible retirees of their surviving annuitants is increased by the lessor of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase.

Contributions – Plan members were required to contribute 9.75% of their annual covered salary to the Plan for June 30, 2025 and 2024. The Airport was required to contribute 20.84% for June 30, 2025 and 2024, respectively, plus an additional 0.20% for both employer incidental death benefits and the accidental death program. For the years ended June 30, 2025 and 2024, the Airport's contributions to the plan were \$628,297 and \$547,114, respectively, and equaled the required contributions for that year.

Pension Liability – The PORS plan reported a liability of \$3,917,435 and \$4,086,760 for its proportionate share of the net pension liability as of June 30, 2025 and 2024, respectively. The net pension liability was measured as of June 30, 2024 and 2023, respectively, and the total pension liability used to calculate the net pension liability was determined by actuarial valuations as of July 1, 2023 and 2022 rolled forward to the measure date. The Airport's proportion of the net pension liability was based on its long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At the measurement date of June 30, 2025 and 2024, the Airport's proportion was 0.130590% and 0.134252%, respectively, of the total PORS pension liability.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

The Airport reported deferred outflows of resources and deferred inflows of resources related to the SCRS and PORS retirement plans from the following sources as of June 30:

	South Carolina Retirement System			
	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 763,207	\$ 28,822	\$ 395,908	\$ 63,237
Changes of assumptions	409,427	-	349,382	-
Net difference between projected and actual earnings on pension plan investments	-	894,809	-	31,213
Changes in proportion and differences between the Airport's contributions and proportionate share of contributions	2,398,653	-	2,920,871	87,830
Contributions subsequent to the measurement date	2,532,923	-	2,558,943	-
	<u>\$ 6,104,210</u>	<u>\$ 923,631</u>	<u>\$ 6,225,104</u>	<u>\$ 182,280</u>

	Police Officers Retirement System			
	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 367,898	\$ 22,459	\$ 192,327	\$ 50,381
Changes of assumptions	85,289	-	88,945	-
Net difference between projected and actual earnings on pension plan investments	-	219,627	-	7,014
Changes in proportion and differences between the Airport's contributions and proportionate share of contributions	296,954	100,335	463,875	100,729
Contributions subsequent to the measurement date	628,297	-	547,114	-
	<u>\$ 1,378,438</u>	<u>\$ 342,421</u>	<u>\$ 1,292,261</u>	<u>\$ 158,124</u>

The Airport's contributions of \$3,161,220 subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2026. Total pension expense for the years ended June 30, 2025 and 2024 was \$3,782,064 and \$3,399,230, respectively, for SCRS and \$557,092 and \$567,671, respectively, for PORS, which is recognized as pension expense of \$4,339,156 and \$3,966,901, respectively, on the statements of revenues, expenses and changes in net position.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

The following schedule reflects the Airport's proportion of the amortization of the net balance of remaining deferred outflows / (inflows) of resources of the SCRS and PORS at the measurement date of June 30, 2025:

	SCRS	PORS
2026	\$ 1,149,648	\$ 97,626
2027	1,570,881	359,096
2028	162,113	9,068
2029	(234,986)	(58,070)
Total	<u>\$ 2,647,656</u>	<u>\$ 407,720</u>

Actuarial Assumptions – Actuarial valuations involve estimates of the reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and future salary increases. Amounts determined during the valuation process are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. South Carolina state statute requires that an actuarial experience study be completed at least once in each five-year period. The last experience study was performed on data through June 30, 2019.

The most recent annual actuarial valuation reports adopted by the Public Employee Benefit Authority Board and the SC Budget and Control Board are as of July 1, 2023. The total pension liability in that report was determined using the following actuarial assumptions, applied to all periods included in the measurement.

	SCRS	PORS
Actuarial cost method	Entry age normal	Entry age normal
Investment rate of return*	7.00%	7.00%
Projected salary increases (varies by service)*	3.0% to 11.0%	3.5% to 10.5%
Benefit adjustment (annually)	Lesser of 1% or \$500	Lesser of 1% or \$500

*includes inflation at 2.25%

The post-retiree mortality assumption is dependent upon the member's job category and gender. The base mortality assumptions, the 2020 Public Retirees of South Carolina Mortality table (2020 PRSC) was developed using the Systems' mortality experience. These base rates are adjusted for future improvement in mortality using 80% of Scale UMP projected from the year 2020.

<u>Former Job Class</u>	<u>Males</u>	<u>Females</u>
Educators	2020 PRSC Males multiplied by 95%	2020 PRSC Females multiplied by 94%
General Employees and Members of the General Assembly	2020 PRSC Males multiplied by 97%	2020 PRSC Females multiplied by 107%
Public Safety and Firefighters	2020 PRSC Males multiplied by 127%	2020 PRSC Females multiplied by 107%

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

The long-term expected rate of return on pension plan investments for actuarial purposes is based upon the 30-year capital market assumptions. The actuarial long-term expected rates of return represent best estimates of arithmetic real rates of return for each major asset class and were developed in coordination with the investment consultant for the Retirement System Investment Commission ("RSIC") using a building-block approach, reflecting observable inflation and interest rate information available in the fixed income markets as well as Consensus Economic forecasts. The actuarial long-term assumptions for other asset classes are based on historical results, current market characteristics and professional judgment.

The RSIC has exclusive authority to invest and manage the retirement trust funds' assets. As co-fiduciary of the SCRS, statutory provisions and governance policies allow the RSIC to operate in a manner consistent with a long-term investment time horizon. The expected real rates of investment return, along with the expected inflation rate, form the basis for the target asset allocation adopted annually by the RSIC. For actuarial purposes, the long-term expected rate of return is calculated by weighting the expected future real rates of return by the target allocation percentage and then adding the actuarial expected inflation. For actuarial purposes for the measurement years ended June 30, 2025 and 2024, the 7.00% assumed annual investment rate of return used in the calculation of the total pension liability includes a 4.75% real rate of return and a 2.25% inflation component. The target asset allocations and the long-term expected real rates of return are as follows:

Asset Class	Target Asset Allocation	Expected Arithmetic Real Rate of Return	Long-Term Expected Portfolio Real Rate of Return
Global Public Equity	46%	6.23%	2.86%
Private Equity	9%	9.60%	0.86%
Real Estate	9%	4.30%	0.39%
Infrastructure	3%	7.30%	0.22%
Bonds	26%	2.60%	0.68%
Private Debt	7%	6.90%	0.48%
Total Expected Return	100%		5.49%
Inflation for Actuarial Purposes			2.25%
Total Expected Nominal Return			7.74%

Discount Rate – The discount rate used to measure the total pension liability was 7.00% in the June 30, 2025 and 2024 valuations. The projection of cash flows used to determine the discount rate assumed that contributions from participating employers in SCRS and PORS will be made based on the actuarially determined rates based on provisions in the South Carolina State Code of Laws. Based on those assumptions, the fiduciary net position of SCRS and PORS was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Airport's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following table presents the net pension liability the Airport calculated using the discount rate of 7.00%, as well as what the Airport's net pension liability would be if it were calculated using a discount rate that is 1.00% lower (6.00%) or 1.00% higher (8.00%) than the current rate.

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

June 30, 2025			
	1.00% Decrease (6.00%)	Current Discount Rate (7.00%)	1.00% Increase (8.00%)
SCRS	\$ 30,095,073	\$ 23,223,532	\$ 16,895,386
PORS	5,675,613	3,917,435	2,477,396

June 30, 2024			
	1.00% Decrease (6.00%)	Current Discount Rate (7.00%)	1.00% Increase (8.00%)
SCRS	\$ 29,464,290	\$ 22,803,495	\$ 17,267,272
PORS	5,764,993	4,086,760	2,712,078

Plan Fiduciary Net Position and Required Supplementary Information – The SCRS issues a publicly available Annual Comprehensive Financial Report that includes the fiduciary net position and required supplementary information for the SCRS. The pension plan's fiduciary net position has been determined on the same basis used by the pension plan. The report is publicly available on the South Carolina Public Employee Benefit Authority's ("PEBA") Retirement Benefits' website at <http://www.retirement.sc.gov>, or a copy may be obtained by submitting a request to PEBA, PO Box 11960, Columbia, South Carolina 29211-1960.

Note 16—Postemployment Benefits Other Than Pensions (OPEB)

Medical Postemployment Benefits – The Airport provides medical and dental insurance benefits to its eligible retirees who have reached the age of 60 and have 10 years of service, through a single-employer defined benefit other postemployment benefit plan (the "OPEB Plan"). The benefits are provided through fully insured plans that are sponsored by a regional health insurance consortium. The Airport pays 80% of the retiree's medical and dental insurance premiums until the retiree reaches the age of 65, where the benefits are terminated, and the employee pays the other 20%. Spouses are permitted to participate in the plan. GASB Statement No. 75, *Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions*, requires governments to account for other post-employment benefits ("OPEB") on an accrual basis, rather than on a pay-as-you-go basis. The effect is the recognition of an actuarially determined expense on the Statements of Activities when a future retiree earns their post-employment benefits, rather than when they use Their post-employment benefit. The total OPEB liability is recognized on the Statements of Net Position over time. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75. The OPEB Plan does not issue separate financial statements.

GREENVILLE SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

The employees covered by the benefit terms at the measurement date for the fiscal years are:

	2025	2024
Inactive employees or beneficiaries currently receiving benefit payments	5	9
Inactive employees entitled to but not yet receiving benefit payments		
Active employees	195	169
Total participants covered by the OPEB Plan	200	178

The Airport's total OPEB Plan liability at June 30, 2025 and 2024 was measured as of December 31, 2024 and 2023, respectively, and was determined by an actuarial valuation as of December 31, 2023 and 2022, respectively.

The total OPEB Plan liability for each year was determined using the following actuarial assumptions and other inputs applied to all periods included in the measurement:

	2025	2024
Discount Rate	4.08%	3.26%
Inflation Rate (Single / Two Person)	8.72% / 8.38%	0.47%
Salary Increases	3.50%	3.50%
Healthcare Cost Trend Rates:	8.72% / 8.38%	7.50%
2025 - 8.72% / 8.38% (single / two person) for 2025, and decreasing each year to an ultimate rate of 4.54% in 2090.		
2024 - 7.50% for 2024, 7.00% for 2025 and decreasing each year to an ultimate rate of 4.54% in 2090.		

For June 30, 2025 and 2024, the discount rates were based on the index provided by *Bond Buyer 20-Bond General Obligation Index* based on the 20 year AA municipal bond rate as of December 31, 2024 and 2023, respectively. Mortality rates were based on the Pub-2010 General Employees Headcount-Weighted Mortality fully generational using Scale MP-2021, Pub-2010 General Retirees Headcount-Weighted Mortality fully generational using Scale MP-2021, and Pub-2010 Safety Employees Headcount-Weighted Mortality fully generational using Scale MP-2021 for June 30, 2025 and 2024.

The changes in the OPEB liability are as follows for the years ended June 30:

	2025	2024
OPEB Plan liability, beginning of year	\$ 2,695,681	\$ 2,260,165
Changes for the year:		
Service cost	331,022	276,026
Interest	134,986	86,319
Differences between expected and actual experience	149,907	-
Change of assumptions or other inputs	154,386	150,080
Benefit payments	(45,040)	(76,909)
OPEB Plan liability, end of year	\$ 3,420,942	\$ 2,695,681

GREENVILLE-SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Sensitivity of Total OPEB Liability to Change in Discount Rate and Healthcare Trend Rate – The total OPEB Plan's liability of the Airport has been calculated using a discount rate of 4.08% and 3.26% at June 30, 2025 and 2024, respectively. The following presents the total OPEB liability using a discount rate 1% higher and 1% lower than the current discount rate.

	Discount Rate		
	Current: 4.08% (2025)		
	1.00% Decrease	3.26% (2024)	1.00% Increase
2025	\$ 3,757,708	\$ 3,420,942	\$ 3,108,977
2024	2,964,404	2,695,681	2,448,892

The total OPEB Plan's liability of the Airport has been calculated using a health care cost trend rate starting at 8.72% / 8.38% and 14.31% at June 30, 2025 and 2024, respectively. The following presents the total OPEB liability using health care cost trend rates 1% higher and 1% lower than the current health care cost trend rates.

	Healthcare Cost Trend Rate		
	Current: 8.72% / 8.38% (2025)		
	1.00% Decrease	14.31% (2024)	1.00% Increase
2025	\$ 2,916,973	\$ 3,420,942	\$ 4,046,665
2024	2,287,729	2,695,681	3,203,540

For the years ended June 30, 2025 and 2024, the Airport recognized OPEB Plan expense of \$466,207 and \$340,180, respectively. At June 30, 2025 and 2024, the Airport reported deferred outflows and inflows of resources related to the OPEB Plan from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 136,973	\$ 636,789	\$ 740	\$ 725,062
Changes of assumptions	860,556	363,811	831,379	414,222
	<u>\$ 997,529</u>	<u>\$ 1,000,600</u>	<u>\$ 832,119</u>	<u>\$ 1,139,284</u>

GREENVILLE SPARTANBURG AIRPORT DISTRICT NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2025 AND 2024

Amounts reported as deferred outflows of resources and deferred inflows of resources related to the OPEB Plan will be recognized in OPEB expense for the year ended June 30, as follows:

2026	\$	(50)
2027		(50)
2028		(50)
2029		(50)
2030		(50)
Thereafter		(2,821)
	\$	<u>(3,071)</u>

401(k) and 457 Plans – The Airport matches 100% of employee contributions to the South Carolina Deferred Compensation Program (“SCDCP”) 401(k) and/or 457 plans up to 5% of the employee’s gross income.

The Airport’s SCDCP matching contribution in the fiscal years ended June 30, 2025 and 2024 was \$333,706 and \$298,611, respectively.

Note 17—Restricted Assets

The Airport’s PFC and CFC receipts and receivables not yet spent at year-end are classified as restricted assets on the statements of net position because their use is limited by applicable concession agreements. The Cash and Receivables accounts represent passenger facility charges or customer facility charges that have either been received or earned by the Airport but not yet spent as of June 30, 2025 and 2024. The CFC funds are to be used by the Airport to fund additional improvements to the rental car facilities at the Airport, while the PFC funds are to be used for various eligible airport related capital projects. In addition, the Airport holds cash and investments in restricted bond funds held by their trustee, Huntington Bank, related to the 2024A and 2024B Revenue Bond. These funds can be used for debt service or capital expenditures.

Note 18—Net Investment in Capital Assets

The Airport’s net investment in capital assets is comprised of the following components for the years ended:

	2025	2024
Capital assets, net of accumulated depreciation	\$ 440,790,236	\$ 361,850,828
Unspent bond proceeds for capital	28,575,170	-
Term notes payable	(26,687,500)	(28,437,500)
Bonds Payable	(106,390,632)	-
Lease liability	(446,324)	(763,448)
Accounts payable - related to capital assets	(13,091,164)	(10,177,120)
	<u>\$ 322,749,786</u>	<u>\$ 322,472,760</u>

Note 19—Risk Management

The Airport, like other business enterprises, is exposed to various risks including, but not limited to, fire, accident, natural disasters, fraud, torts, error and omissions, environmental incidents, cybercrime, damage/destruction of assets, as well as other causal factors. The following policies are carried by the Airport to protect against such risks and are competitively bid out each year with an insurance brokerage firm:

- General liability, war risk, non-owned aircraft liability, and hangarkeepers,
- Commercial Crime (Dishonesty, Forgery, Computer and Funds Transfer Fraud),
- Public officials liability (Directors & Officers (“D&O”) liability, Professional Liability Insurance),
- Workers Compensation,
- Auto comprehensive/collision/liability,
- Building and personal property,
- Environmental mitigation,
- Police professional liability, and
- Inland marine.

The Airport has not significantly reduced any of its insurance coverage from the prior year, and settled claims have not exceeded the Airport’s insurance coverage in the past five years.

* * * * *



REQUIRED SUPPLEMENTARY INFORMATION

This section contains the following subsections:

Schedule of the Airport's Proportionate Share of the Net Pension Liability
Schedule of the Airport's Pension Contributions
Schedule of Changes in the Airport's Total OPEB Liability and Related Ratios

GREENVILLE-SPARTANBURG AIRPORT DISTRICT SCHEDULE OF THE AIRPORT'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY

JUNE 30, 2025

Fiscal Year	Airport's Proportion of Net Pension Liability	Airport's Proportionate Share of the Net Pension Liability	Airport's Covered Payroll	Airport's Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
South Carolina Retirement System					
2025	0.099033%	\$ 23,223,532	\$ 13,616,794	170.6%	61.8%
2024	0.094317%	22,803,495	11,913,566	191.4%	58.6%
2023	0.084197%	20,411,278	10,032,874	203.4%	57.1%
2022	0.073161%	15,832,889	8,270,134	191.4%	60.7%
2021	0.074761%	19,102,682	8,347,053	228.9%	50.7%
2020	0.076472%	17,461,652	8,050,283	216.9%	54.4%
2019	0.064788%	14,516,992	6,725,393	215.9%	54.1%
2018	0.053344%	12,008,619	5,380,687	223.2%	53.3%
2017	0.043232%	9,234,291	4,186,489	220.6%	52.9%
2016	0.042039%	7,972,910	3,941,685	202.3%	57.0%
Police Officers Retirement System					
2025	0.130590%	\$ 3,917,435	\$ 2,600,353	150.7%	70.5%
2024	0.134252%	4,086,760	2,375,695	172.0%	67.8%
2023	0.112290%	3,367,547	1,793,598	187.8%	66.4%
2022	0.114515%	2,946,368	1,740,771	169.3%	70.4%
2021	0.123153%	4,084,001	1,881,027	217.1%	58.8%
2020	0.124391%	3,564,963	1,818,106	196.1%	62.7%
2019	0.120492%	3,414,195	1,688,587	202.2%	61.7%
2018	0.118090%	3,235,174	1,614,548	200.4%	60.9%
2017	0.117490%	2,980,003	1,519,914	196.1%	60.4%
2016	0.113490%	2,473,521	1,427,286	173.3%	64.6%

The amounts presented for each fiscal year were determined as of June 30th of the prior year (measurement date). Required supplementary information is presented for ten years.

Notes to Schedule

Benefit changes: None

Changes in assumptions: None

GREENVILLE-SPARTANBURG AIRPORT DISTRICT SCHEDULE OF THE AIRPORT'S PENSION CONTRIBUTIONS

JUNE 30, 2025

Fiscal Year	Actuarial Required Contribution	Actual Contributions	Contribution Deficiency (Excess)	Airport's Covered Payroll	Contributions as a Percentage of Covered Payroll
South Carolina Retirement System					
2025	\$ 2,532,923	\$ 2,532,923	\$ -	\$ 13,641,163	18.6%
2024	2,558,943	2,558,943	-	13,616,794	18.8%
2023	2,120,600	2,120,600	-	11,913,566	17.8%
2022	1,684,783	1,684,783	-	10,032,874	16.8%
2021	1,278,916	1,278,916	-	8,270,134	15.5%
2020	1,298,801	1,298,801	-	8,347,053	15.6%
2019	1,172,121	1,172,121	-	8,050,283	14.6%
2018	901,877	901,877	-	6,725,393	13.4%
2017	613,609	613,609	-	5,380,687	11.4%
2016	513,824	513,824	-	4,186,489	12.3%
Police Officers Retirement System					
2025	\$ 628,297	\$ 628,297	\$ -	\$ 2,986,204	21.0%
2024	547,114	547,114	-	2,600,353	21.0%
2023	476,089	476,089	-	2,375,695	20.0%
2022	341,501	341,501	-	1,793,598	19.0%
2021	314,035	314,035	-	1,740,771	18.0%
2020	339,337	339,337	-	1,881,027	18.0%
2019	309,805	309,805	-	1,818,106	17.0%
2018	267,445	267,445	-	1,688,587	15.8%
2017	223,454	223,454	-	1,614,548	13.8%
2016	213,415	213,415	-	1,519,914	14.0%

The amounts presented for each fiscal year were determined as of June 30th of the current year. Required supplementary information is presented for ten years.

GREENVILLE-SPARTANBURG AIRPORT DISTRICT SCHEDULE OF CHANGES IN THE AIRPORT'S TOTAL OPEB LIABILITY AND RELATED RATIOS

JUNE 30, 2025

	2025	2024	2023	2022	2021
Service cost	\$ 331,022	\$ 276,026	\$ 275,602	\$ 317,942	\$ 372,214
Interest	134,986	86,319	92,935	45,184	49,748
Changes of benefit terms	-	-	-	-	1,035,506
Differences between expected and actual experience	149,907	-	(479,829)	-	(514,071)
Change of assumptions or other inputs	154,386	150,080	(67,215)	(490,375)	1,085,516
Benefit payments	(45,040)	(76,909)	(75,010)	(85,685)	(83,906)
Net change in total OPEB Plan liability	725,261	435,516	(253,517)	(212,934)	1,945,007
Total OPEB Plan liability, beginning of year	2,695,681	2,260,165	2,513,682	2,726,616	781,609
Total OPEB Plan liability, end of year	<u>\$ 3,420,942</u>	<u>\$ 2,695,681</u>	<u>\$ 2,260,165</u>	<u>\$ 2,513,682</u>	<u>\$ 2,726,616</u>
Covered-employee payroll	\$ 14,164,496	\$ 8,186,491	\$ 7,909,654	\$ 9,527,289	\$ 9,340,480
Total OPEB Plan liability as a % of covered payroll	24.15%	32.93%	28.57%	26.38%	29.19%
	2020	2019	2018	2017	
Service cost	\$ 56,084	\$ 53,875	\$ 53,468	\$ 22,432	
Interest	30,156	26,915	19,455	10,488	
Changes of benefit terms	-	-	-	-	
Differences between expected and actual experience	-	62,205	19,464	259,178	
Change of assumptions or other inputs	34,579	(41,256)	-	64,269	
Benefit payments	(51,661)	(49,626)	(39,619)	(21,994)	
Net change in total OPEB Plan liability	69,158	52,113	52,768	334,373	
Total OPEB Plan liability, beginning of year	712,451	660,338	607,570	273,197	
Total OPEB Plan liability, end of year	<u>\$ 781,609</u>	<u>\$ 712,451</u>	<u>\$ 660,338</u>	<u>\$ 607,570</u>	
Covered-employee payroll	\$ 5,618,353	\$ 5,508,190	\$ 6,908,993	\$ 6,773,523	
Total OPEB Plan liability as a % of covered payroll	13.91%	12.93%	9.56%	8.97%	

The amounts presented for each fiscal year were determined as of December 31st (measurement date) of the prior year. Required supplementary information is presented for those years for which information is available.

Notes to Schedule

Changes of Benefit Terms – None

Changes of Assumptions – The following changes occurred for assumptions: 1) The discount rate changed from 3.26% in 2024 to 4.08% in 2025; 2) Trend rates in subsequent years were based on the Getzen Model as updated through September 2024; and 3) The tables used for retirement and termination assumptions are based on the SCRS and PORS Actuarial Valuation Reports as of July 1, 2024.

Plan Assets – The Airport operates the OPEB Plan on a pay-as-you-go basis and as such, no assets are pre-funded for retiree health benefits. Therefore, at all times, the net position available for plan benefits is zero.

STATISTICAL SECTION

Statistical information differs from financial statements because it usually covers more than one fiscal year and may present non-accounting data.

Available financial trend data is presented to assist the reader in understanding the District's primary business activities and to identify emerging financial trends. Operational data further supports this.

Special attention is placed on operating revenues, operating expenses, and related indicators. Readers may be interested in the District's debt burden as it provides some insight as to the ability of the District to finance major capital projects.

Finally, demographic, economic, and operating information is presented to further explain the interrelationship of key indicators in the Upstate with the activities of the District.

This section contains the following subsections:

Airport Specific Statistics
Upstate Area Local Economy Statistics



GREENVILLE-SPARTANBURG AIRPORT DISTRICT OPERATING REVENUES ANALYSIS (000S)

JUNE 30, 2025

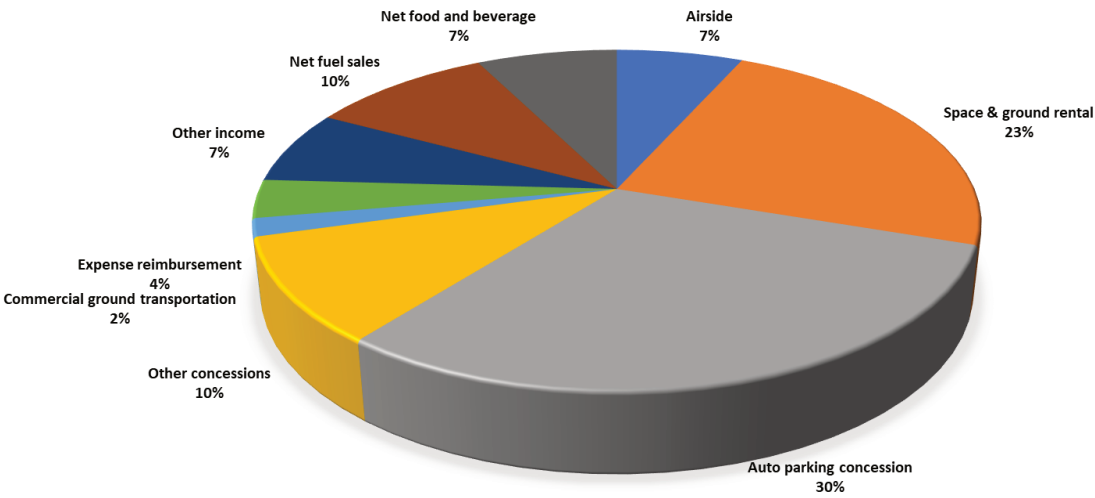
	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating revenues:										
Airside	\$ 5,027	\$ 4,487	\$ 3,384	\$ 3,343	\$ 2,521	\$ 3,049	\$ 3,513	\$ 3,299	\$ 3,222	\$ 2,957
Space & Ground Rental	17,599	16,361	14,364	13,871	10,357	12,856	11,395	10,525	8,812	8,710
Auto Parking Concession	22,792	21,538	16,934	14,516	6,023	11,792	15,044	12,262	11,799	9,773
Other Concessions	7,448	6,335	4,788	5,270	3,281	4,259	5,680	5,255	4,515	4,405
Commercial Ground Transportation	1,268	1,076	486	397	208	397	441	123	147	151
Expense Reimbursement	2,726	2,209	1,999	2,009	1,847	1,894	2,048	1,590	1,268	1,273
Other Income	5,195	5,633	5,777	5,752	4,546	2,423	3,720	3,100	1,776	1,096
Net Fuel Sales	7,274	6,857	5,400	6,317	4,742	3,960	5,068	4,301	1,907	-
Net Food and Beverage	5,594	4,782	3,635	2,753	895	-	-	-	-	-
Total operating revenues	\$ 74,922	\$ 69,278	\$ 56,767	\$ 54,228	\$ 34,420	\$ 40,630	\$ 46,909	\$ 40,455	\$ 33,446	\$ 28,365
Total enplanements	1,489	1,371	1,179	1,084	587	986	1,251	1,108	1,031	1,002
Operating revenues per enplaned passenger	50.32	50.53	48.15	50.03	58.64	41.21	37.50	36.51	32.44	28.31
Concessions revenues per enplaned passenger	\$ 20.31	\$ 20.33	\$ 18.42	\$ 18.25	\$ 15.85	\$ 16.28	\$ 16.57	\$ 15.81	\$ 15.82	\$ 14.15
Parking revenue per space	\$ 3,601	\$ 3,447	\$ 2,675	\$ 2,243	\$ 931	\$ 2,547	\$ 3,249	\$ 2,648	\$ 2,548	\$ 2,111

In early 2017, GSP opened Cerulean Aviation and joined the growing ranks of commercial airports that run their own fixed base operators (FBOs). The District also opted to provide cargo handling and ground support services for commercial charter flights. Cerulean Aviation continues to enhance customer service, make GSP more competitive, and increase revenue. In addition, beginning in fiscal year 2018, GSP adopted a new space rental methodology whereby the majority of airline space rent is charge on a per turn basis. Previously, airline revenue was received using a per square foot rate method for leased terminal space. Going forward, airline revenue is received on a per turn basis from airlines based on a combination of factors including aircraft class and utilization of ticket counter use. This change in methodology results in changes to operating revenues that mostly affect Space/Ground Rental, Other Concession, and Other Income. In fiscal years 2020 and 2021, due to the impact of COVID-19, the District experienced approximately 21% and 53%, respectively, reduction in enplaned passengers as compared to fiscal year 2019 which resulted in reductions to various operating revenues to include airside, auto parking concessions, other concessions, commercial ground transportation, etc.

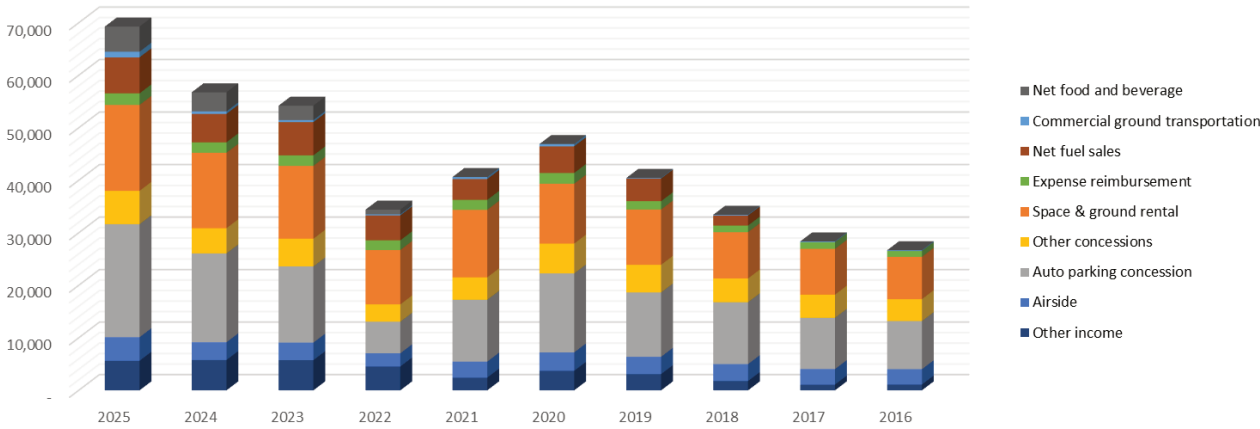
Between fiscal year 2021 and 2025, due to COVID-19 recovery, the District experienced approximately 154% increase in enplanements to 1.5 million which resulted in increases in various operating revenues to include auto parking concessions, food & beverage revenues and space & ground rentals, etc. Increases in parking rates, space rental rates, landing fee rates and other rates also contributed to the uptick in revenues over the years.

Source: Greenville-Spartanburg Airport District Records

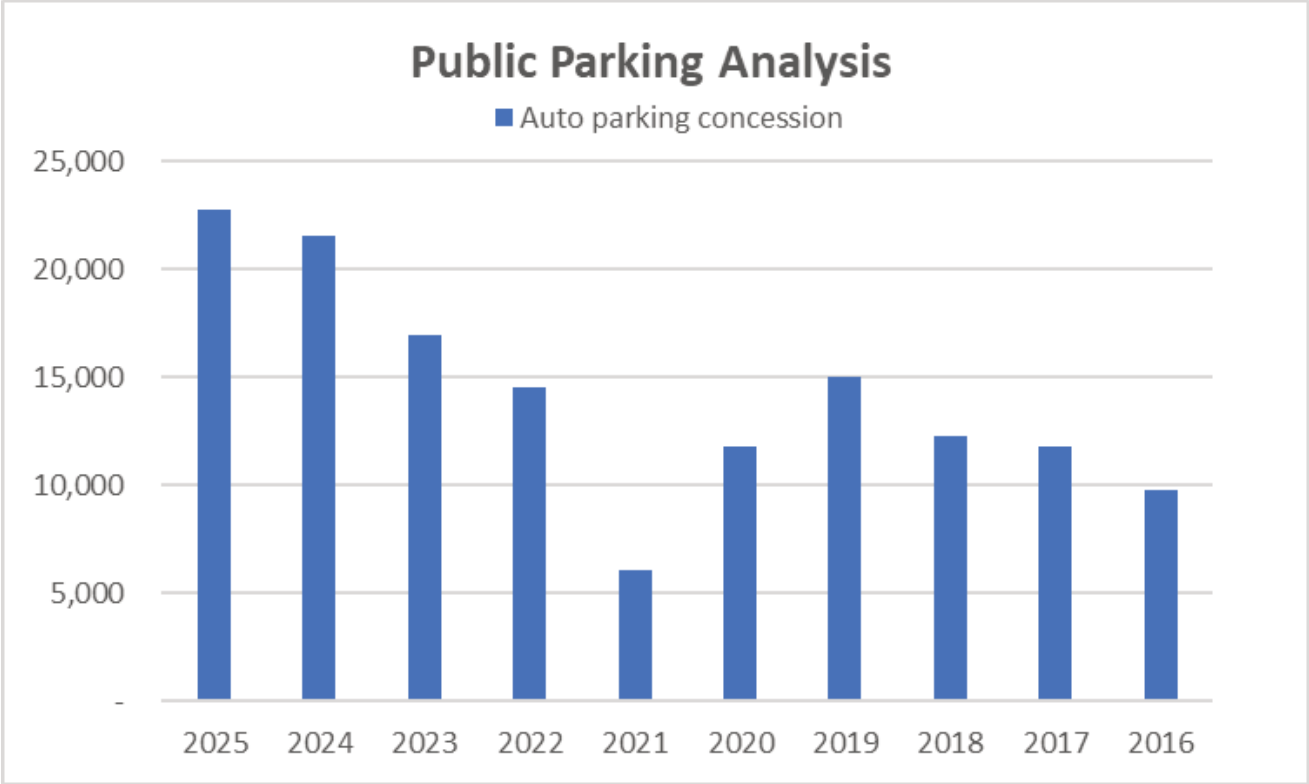
2025 OPERATING REVENUES



OPERATING REVENUES



Source: Greenville-Spartanburg Airport District Records



Operating revenues have increased 164.1% since 2016. Enplanements increased 48.6% to 1,489,000 compared to 1,002,000 ten years ago. Parking revenue increased 133.2% since 2016. The parking spaces are broken into Garage A: 1,083; Garage B: 1,498; Economy 1: 1,562; Economy 2: 1,417; Economy 3: 352 (Closed); and Valet: 418. Parking continues to be one of the District's highest individual revenue source.

Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT OPERATING EXPENSE ANALYSIS (000S)

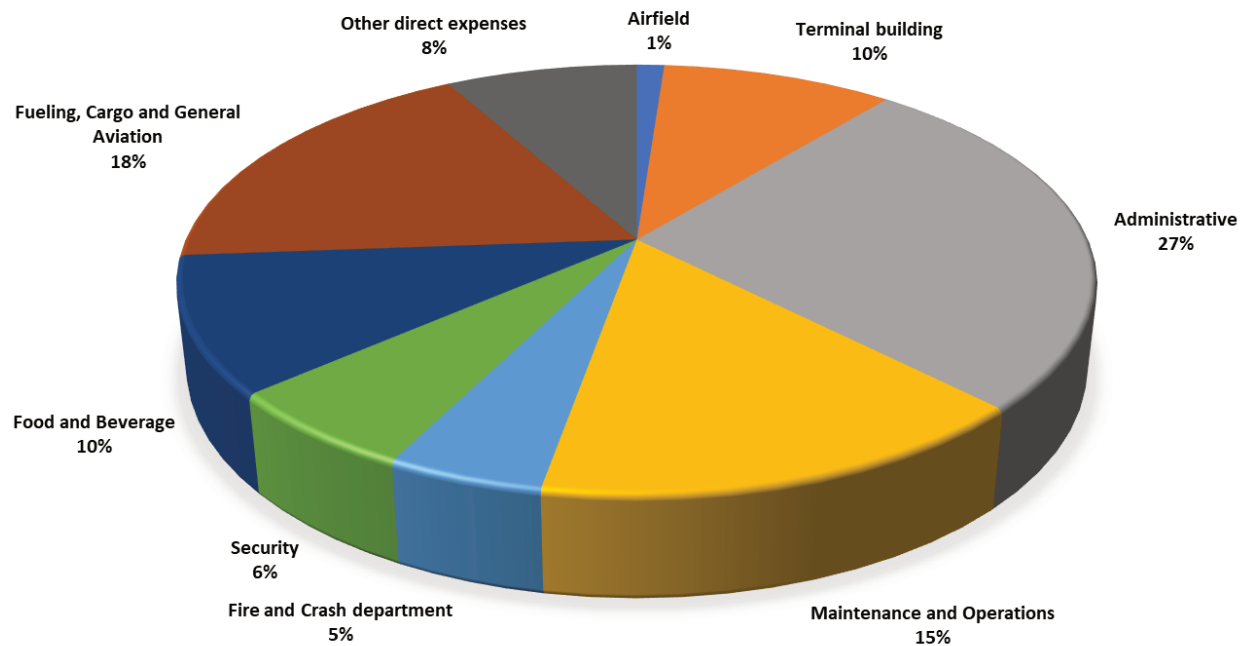
JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating expenses before loss on disposal of assets, depreciation, and pension expense:										
Airfield	\$ 517	\$ 532	\$ 362	\$ 290	\$ 293	\$ 406	\$ 458	\$ 308	\$ 260	\$ 293
Terminal Building	4,390	4,336	3,985	3,413	2,959	3,517	3,663	3,244	2,371	2,305
Administrative	11,982	11,156	9,181	7,905	8,478	6,800	7,412	5,612	6,646	5,035
Maintenance and Operations	6,828	6,325	5,857	4,840	4,108	4,501	4,292	3,941	3,328	3,081
Fire and Crash Department	2,107	2,004	1,707	1,266	1,237	1,418	1,298	1,220	1,155	1,045
Security	2,743	1,937	1,824	1,416	1,227	1,416	1,361	1,233	1,216	1,126
Food and Beverage	4,599	3,783	3,196	2,628	1,058	-	-	-	-	-
Fueling, Cargo and General Aviation	8,117	9,102	9,244	7,576	5,219	4,729	-	-	-	-
Other Direct Expenses	3,641	3,596	2,432	1,758	1,427	2,203	7,466	5,335	4,061	1,958
Total operating expenses before loss on disposal of assets, depreciation, and pension expense	\$ 44,924	\$ 42,771	\$ 37,788	\$ 31,092	\$ 26,006	\$ 24,990	\$ 25,950	\$ 20,893	\$ 19,037	\$ 14,843

Operating expenses have increased 202.7% since 2016. In 2017, GSP opened Cerulean Aviation to run their own fixed base operations (FBOs), which has resulted in increased operating expenses. While expenses decreased in fiscal year 2020 due to the impact of COVID-19, they have rebounded to keep up with the increase in traffic.

The food and beverage management agreement began in fiscal year 2021. Fueling, cargo and general aviation were presented in other direct expenses in fiscal years prior to 2020 before ERP system implementation.

2025 OPERATING EXPENSES BEFORE DEPRECIATION AND PENSION EXPENSE



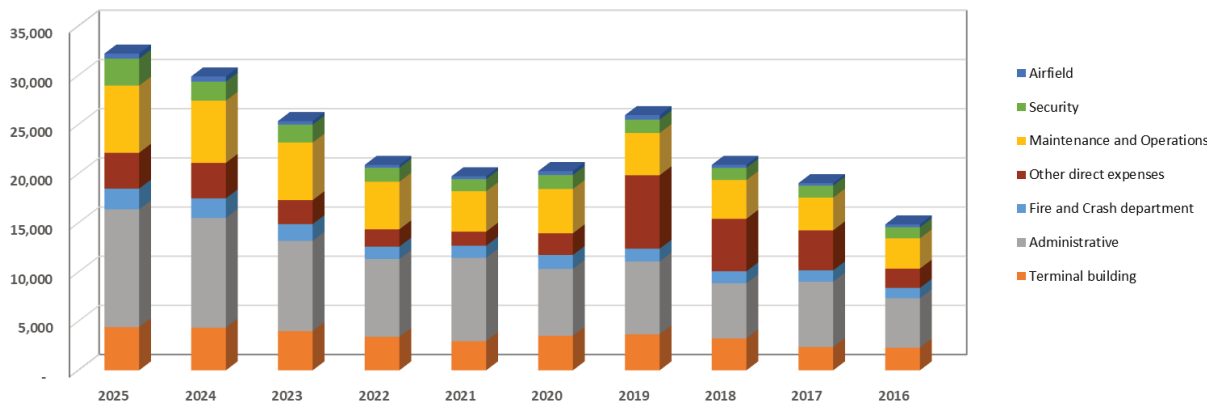
Source: Greenville-Spartanburg Airport District Records



GREENVILLE-SPARTANBURG AIRPORT DISTRICT
OPERATING EXPENSE ANALYSIS (000S)

JUNE 30, 2025

OPERATING EXPENSES BEFORE DEPRECIATION AND PENSION EXPENSE



Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION ANALYSIS (000S)

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating revenues:										
Airside	\$ 5,027	\$ 4,487	\$ 3,384	\$ 3,343	\$ 2,521	\$ 3,049	\$ 3,513	\$ 3,299	\$ 3,222	\$ 2,957
Space and ground rental	17,599	16,361	14,364	13,871	10,357	12,856	11,395	10,525	8,812	8,710
Auto parking concessions	22,792	21,538	16,934	14,516	6,023	11,792	15,044	12,262	11,799	9,773
Other concessions	7,448	6,335	4,788	5,270	3,281	4,259	5,680	5,255	4,515	4,405
Commercial ground transportation	1,268	1,076	486	397	208	397	441	123	147	151
Expense reimbursement	2,726	2,209	1,999	2,009	1,847	1,894	2,048	1,590	1,268	1,273
Other income	5,195	5,634	5,777	5,752	4,546	2,423	3,720	3,100	1,776	1,096
Operating revenues before fuel sales	62,055	57,640	47,732	45,158	28,783	36,670	41,841	36,154	31,539	28,365
Gross profit on fuel sales:										
Fuel sales	10,125	9,983	9,765	9,740	6,388	5,974	7,449	5,898	2,318	-
Cost of goods sold	(2,851)	(3,126)	(4,365)	(3,423)	(1,646)	(2,014)	(2,381)	(1,597)	(411)	-
Fuel sales - net	7,274	6,857	5,400	6,317	4,742	3,960	5,068	4,301	1,907	-
Gross profit on food and beverage:										
Food and beverage	7,724	6,559	5,110	3,904	1,233	-	-	-	-	-
Cost of goods sold	(2,130)	(1,777)	(1,475)	(1,151)	(338)	-	-	-	-	-
Food and beverage - net	5,594	4,782	3,635	2,753	895	-	-	-	-	-
Total operating revenues	74,922	69,279	56,767	54,228	34,420	40,630	46,909	40,455	33,446	28,365
Operating expenses before loss on disposal of assets and depreciation:										
Airfield	517	532	362	290	293	406	458	308	260	293
Terminal building	4,390	4,336	3,985	3,413	2,959	3,517	3,663	3,244	2,371	2,305
Administrative	11,982	11,156	9,181	7,905	8,478	6,800	7,412	5,612	6,646	5,035
Maintenance and operations	6,828	6,325	5,857	4,840	4,108	4,501	4,292	3,941	3,328	3,081
Fire and crash department	2,107	2,004	1,707	1,266	1,237	1,418	1,298	1,220	1,155	1,045
Security	2,743	1,937	1,824	1,416	1,227	1,416	1,361	1,233	1,216	1,126
Food and beverage (B)	4,599	3,783	3,196	2,628	1,058	-	-	-	-	-
Fueling, cargo and general aviation (C)	8,117	9,102	9,244	7,576	5,219	4,729	-	-	-	-
Other direct expenses	3,641	3,597	2,432	1,758	1,426	2,203	7,466	5,335	4,061	1,958
Total operating expenses before loss on disposal of assets and depreciation	44,924	42,772	37,788	31,092	26,005	24,990	25,950	20,893	19,037	14,843
Operating income before loss on disposal of assets, pension and depreciation expenses	29,998	26,507	18,979	23,136	8,415	15,640	20,959	19,562	14,409	13,522
Net Loss on disposal of assets	-	-	-	-	-	-	-	-	4	195
Pension	4,339	3,967	3,134	2,521	4,613	4,338	3,154	2,125	1,178	835
Depreciation	19,313	18,153	16,478	15,130	13,463	12,240	12,032	11,804	10,846	10,129
Operating income (loss)	6,346	4,387	(633)	5,485	(9,661)	(938)	5,773	5,633	2,381	2,363
Nonoperating revenues (expenses):										
Customer facility charges	5,943	3,749	2,283	1,457	515	1,686	1,263	986	1,154	1,027
Passenger facility charges	5,799	5,337	4,694	4,353	2,661	313	-	-	-	-
Interest earned on accounts	6,229	2,989	2,200	1,359	302	536	401	134	53	43
Change in fair value of investments	678	1,361	(359)	(1,581)	(263)	5	96	10	2	2
Insurance proceeds and legal settlement	296	(2)	21	68	1,048	109	-	536	-	-
Debt issuance costs	(1,432)	-	-	-	-	-	-	-	-	-
Loss on disposal of capital assets	(3,288)	-	-	-	-	-	-	-	-	-
Interest and other financing costs- net	(4,972)	(488)	(517)	(548)	(623)	(904)	(540)	(197)	(155)	(155)
Nonoperating revenues - net	9,253	12,946	8,322	5,108	3,640	1,745	1,220	1,469	1,054	917
Income before capital contributions	15,599	17,333	7,689	10,593	(6,021)	807	6,993	7,102	3,435	3,280
Capital contributions	12,214	17,366	12,645	10,262	7,271	9,229	13,126	5,854	11,936	3,341
Federal non-capital grants	-	-	1,094	11,123	20,111	10,870	-	-	-	-
Change in net position	27,813	34,699	21,428	31,978	21,361	20,906	20,119	12,956	15,371	6,621
Net position:										
Beginning of year	404,603	369,904	348,476	316,498	295,137	274,231	254,112	241,156	225,935	219,314
Cumulative effect of change in accounting principle (A)	-	-	-	-	-	-	-	-	(150)	-
Beginning of year, restated	404,603	369,904	348,476	316,498	295,137	274,231	254,112	241,156	225,785	219,314
End of year	\$ 432,416	\$ 404,603	\$ 369,904	\$ 348,476	\$ 316,498	\$ 295,137	\$ 274,231	\$ 254,112	\$ 241,156	\$ 225,935

(A) - Net position has been restated for the adoption of GASB 75 in 2017.

(B) - The food and beverage management agreement began in fiscal year 2021.

(C) - Fueling, cargo and general aviation were presented in other direct expenses in fiscal years prior to 2020 before ERP system implementation.

Source: Greenville-Spartanburg Airport District Records

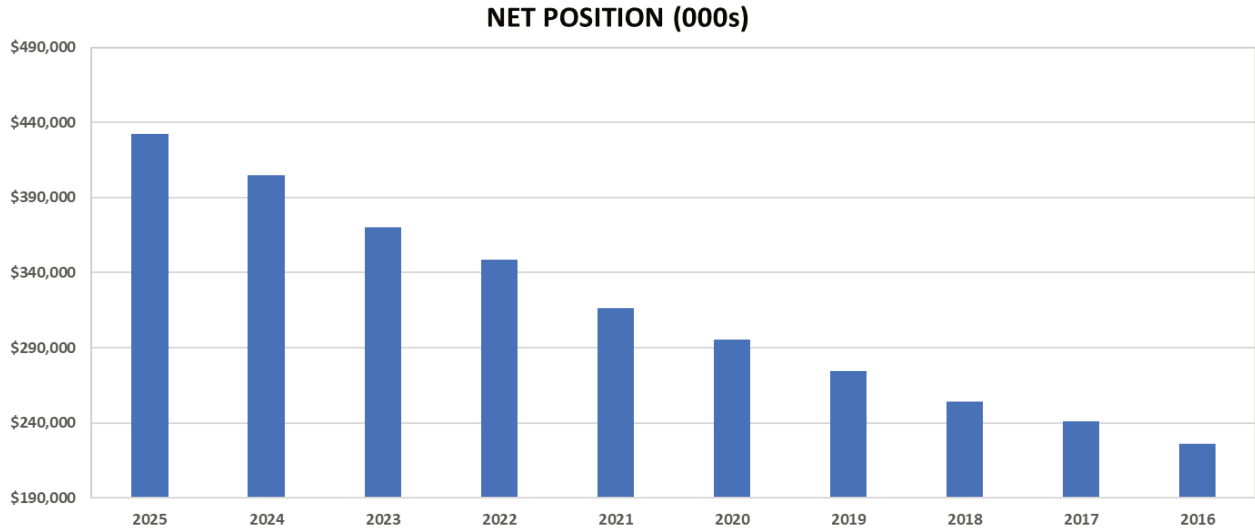
GREENVILLE-SPARTANBURG AIRPORT DISTRICT

STATEMENTS OF NET POSITION ANALYSIS (000S)

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
ASSETS										
Current unrestricted assets:										
Cash	\$ 65,389	\$ 27,325	\$ 17,351	\$ 31,157	\$ 20,168	\$ 3,479	\$ 10,261	\$ 11,854	\$ 6,291	\$ 2,805
Receivables	5,978	20,109	14,822	8,063	7,578	18,449	8,480	2,537	3,339	3,851
Inventories and prepaid insurance	386	395	603	962	596	528	652	566	479	1,056
Investments	29,618	25,244	14,067	12,122	39,188	19,312	16,688	9,996	9,996	16,864
Leases receivable	1,554	1,486	1,389	3,955	-	-	-	-	-	-
Total current unrestricted assets	102,925	74,559	48,232	56,259	67,530	41,768	36,081	24,953	20,105	24,576
Current restricted assets:										
Cash	36,543	15,983	29,436	20,651	12,788	8,660	5,332	2,744	1,865	-
Restricted investments	21,660	-	-	-	-	-	-	-	-	-
Receivables	1,940	1,532	843	698	941	353	284	292	280	246
Investments - held by Trustee	-	-	-	-	-	451	433	422	407	398
Total current restricted assets	60,143	17,515	30,279	21,349	13,729	9,464	6,049	3,458	2,552	644
Noncurrent assets:										
Investments	8,600	22,522	25,063	26,299	-	-	-	-	-	-
Leases receivable	31,019	32,253	33,270	34,586	-	-	-	-	-	-
Nondepreciable capital assets	137,844	75,805	62,657	74,315	71,634	81,897	71,635	59,413	51,766	53,247
Depreciable capital assets - net	302,946	286,046	271,724	242,599	227,965	204,734	201,738	191,440	185,921	163,351
Total noncurrent assets	480,409	416,626	392,714	377,799	299,599	286,631	273,373	250,853	237,687	216,598
Total Assets	643,477	508,700	471,225	455,407	380,858	337,863	315,503	279,264	260,344	241,818
Deferred Outflows of Resources:										
Deferred outflow related to State Pension Plans	7,483	7,517	5,573	4,184	5,771	6,154	5,662	4,535	2,330	972
Deferred outflow related to OPEB	998	832	806	916	1,051	186	222	259	-	-
Total deferred outflows	8,480	8,349	6,379	5,100	6,822	6,340	5,884	4,794	2,330	972
LIABILITIES										
Payable from unrestricted assets:										
Accounts payable	18,005	15,495	11,215	11,740	7,947	7,112	9,553	3,259	4,059	3,192
Accrued employee benefits	2,125	4,087	2,531	2,028	1,381	1,329	1,499	1,224	-	-
Accrued interest payable	2,758	39	42	42	43	-	-	-	-	-
Lease liabilities - current portion	315	317	315	312	-	-	-	-	-	-
Line of credit	-	-	-	-	-	2,100	-	7,194	2,164	-
Term notes payable - current portion	1,750	1,750	1,750	1,750	1,750	784	784	-	-	-
Bonds payable - current portion	1,295	-	-	-	-	-	-	-	-	-
Total payable from unrestricted assets	26,248	21,688	15,853	15,872	11,121	11,325	11,836	11,677	6,223	3,192
Payable from restricted assets:										
Accrued interest payable	-	-	-	-	-	87	43	55	67	78
Revenue bonds - current portion	-	-	-	-	-	420	390	365	340	320
Total payable from restricted assets	-	-	-	-	-	507	433	420	407	398
Total current liabilities	26,248	21,688	15,853	15,872	11,121	11,832	12,269	12,097	6,630	3,590
Noncurrent liabilities:										
Long-term employee benefits	1,394	1,635	2,029	1,578	1,314	1,134	803	675	423	827
Net pension liability	27,141	26,890	23,779	18,779	23,187	21,027	17,931	15,244	12,214	10,446
Total OPEB liability	3,421	2,696	2,260	2,514	2,727	782	712	660	608	-
Lease liabilities - net of current portion	132	446	694	1,009	-	-	-	-	-	-
Term notes payable - net of current portion	24,938	26,688	28,438	30,188	31,938	13,661	14,446	-	-	-
Revenue bonds payable - net of current portion	105,096	-	-	-	-	445	865	1,255	1,620	1,960
Total noncurrent liabilities	162,121	58,355	57,200	54,068	59,166	37,049	34,757	17,834	14,865	13,233
Total Liabilities	188,369	80,043	73,053	69,940	70,287	48,881	47,026	29,931	21,495	16,823
Deferred Inflows of Resources:										
Deferred inflow related to State Pension Plans	1,266	340	620	3,669	402	152	89	15	23	32
Deferred inflow related to OPEB	1,001	1,139	1,286	885	493	33	41	-	-	-
Deferred inflow related to Leases	28,907	30,923	32,741	37,537	-	-	-	-	-	-
Total deferred inflows	31,173	32,402	34,647	42,091	895	185	130	15	23	32
NET POSITION										
Net investment in capital assets	322,750	322,473	298,991	278,701	262,010	264,078	249,914	240,693	231,976	212,500
Restricted:										
Debt service	9,571	-	-	-	-	364	390	367	340	320
Customer facility charges	13,781	9,519	18,131	14,020	10,755	8,700	5,617	2,158	2,146	2,111
Passenger facility charges	5,458	7,995	12,147	7,329	2,974	313	-	-	-	-
Total restricted	28,810	17,514	30,278	21,349	13,729	9,377	6,007	2,525	2,486	2,431
Unrestricted	80,856	64,617	40,635	48,426	40,759	21,682	18,310	10,894	6,694	11,004
Total Net Position	\$ 432,416	\$ 404,604	\$ 369,904	\$ 348,476	\$ 316,498	\$ 295,137	\$ 274,231	\$ 254,112	\$ 241,156	\$ 225,935

Source: Greenville-Spartanburg Airport District Records



Source: Greenville-Spartanburg Airport District Records



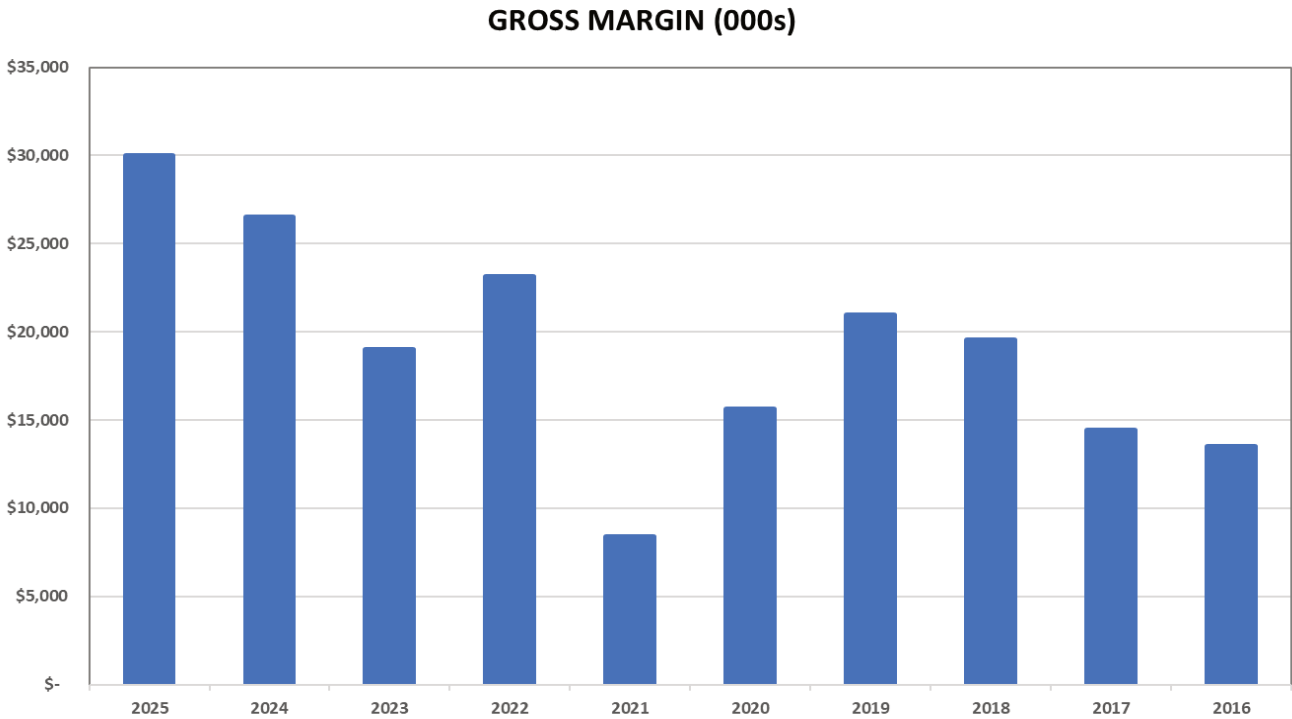
**GREENVILLE-SPARTANBURG AIRPORT DISTRICT
GROSS MARGIN ANALYSIS (000S)**

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating revenues	\$ 74,922	\$ 69,278	\$ 56,767	\$ 54,228	\$ 34,420	\$ 40,630	\$ 46,909	\$ 40,455	\$ 33,446	\$ 28,365
Operating expenses	\$ 44,924	\$ 42,771	\$ 37,788	\$ 31,092	\$ 26,006	\$ 24,990	\$ 25,950	\$ 20,893	\$ 19,037	\$ 14,843
Gross margin (\$)	\$ 29,998	\$ 26,507	\$ 18,979	\$ 23,136	\$ 8,414	\$ 15,640	\$ 20,959	\$ 19,562	\$ 14,409	\$ 13,522
Gross margin (%) *	40.0%	38.3%	33.4%	42.7%	24.4%	38.5%	44.7%	48.4%	43.1%	47.7%

*Excludes Depreciation and Pension Expense

Fiscal years 2021 and 2020 illustrate the impact of COVID-19 to various operating revenues to include airside, auto parking concessions, other concessions, commercial ground transportation, etc. Accordingly, operating expenses were reduced in order to mitigate the loss of operating revenues. Operating revenues and operating expenses have both rebounded since the COVID-19 era.

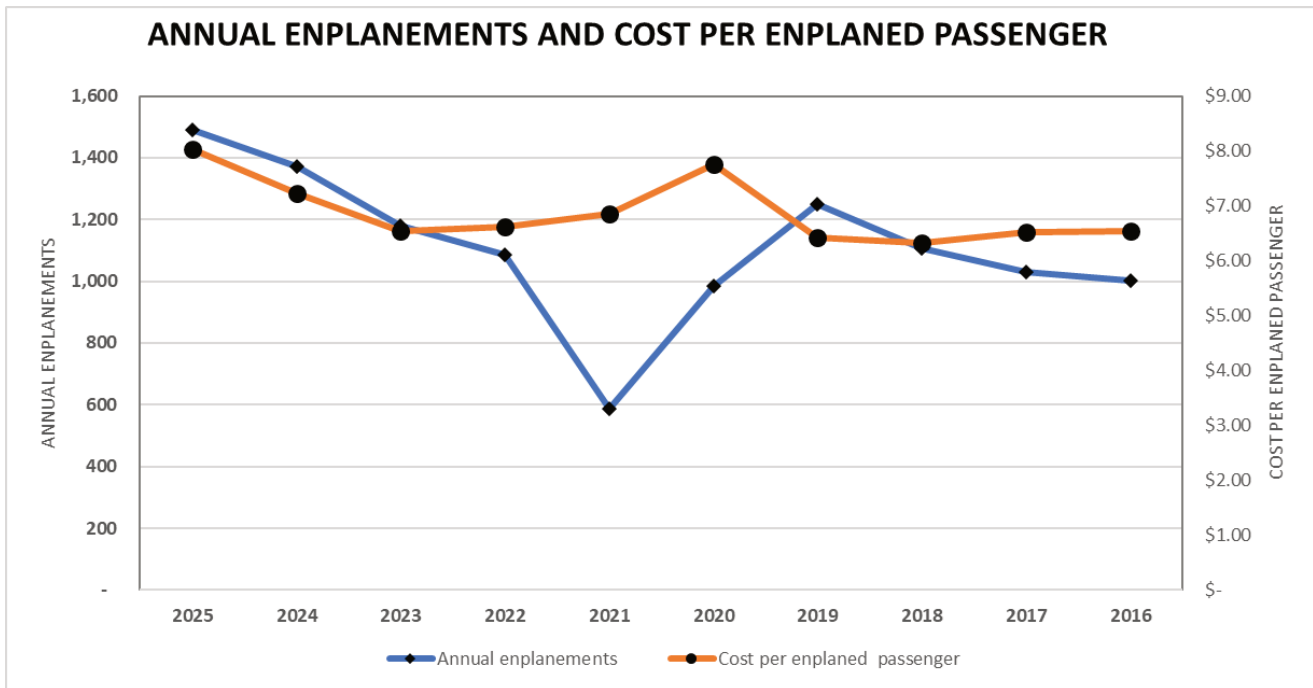


Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT COST PER ENPLANEMENT (CPE) ANALYSIS (000S)

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Annual Enplanements	1,489	1,371	1,179	1,084	587	986	1,251	1,108	1,031	1,002
Landing Fees	\$ 3,603	\$ 2,997	\$ 1,993	\$ 1,946	\$ 1,319	\$ 2,023	\$ 2,211	\$ 2,086	\$ 2,127	\$ 2,031
Terminal Rent	1,131	1,081	970	774	422	1,364	1,277	1,241	3,692	3,747
Apron Fees & Aircraft Parking	12	-	-	-	-	65	66	62	236	197
Passenger Boarding Bridge	-	-	-	-	-	-	-	-	317	316
Shared Tenant Services	84	73	183	74	84	71	56	48	63	46
Security Fees	984	294	246	225	126	133	279	230	-	-
Refuse	-	-	-	-	-	-	-	-	3	4
Triturator	-	-	-	-	-	-	-	7	6	6
Per Turn Fees	6,044	5,399	4,264	4,024	2,017	3,915	4,070	3,271	271	205
CUSS Ticketing Stock	78	67	58	53	29	57	58	48	-	-
Share Use Equipment	-	-	-	85	20	20	20	20	-	-
Utility Reimbursement	-	-	-	-	-	-	-	-	-	-
Total Airline Cost	\$ 11,936	\$ 9,911	\$ 7,714	\$ 7,181	\$ 4,017	\$ 7,648	\$ 8,037	\$ 7,013	\$ 6,715	\$ 6,552
Cost Per Enplaned Passenger	\$ 8.02	\$ 7.23	\$ 6.54	\$ 6.62	\$ 6.84	\$ 7.76	\$ 6.42	\$ 6.33	\$ 6.51	\$ 6.54



Source: Greenville-Spartanburg Airport District Records



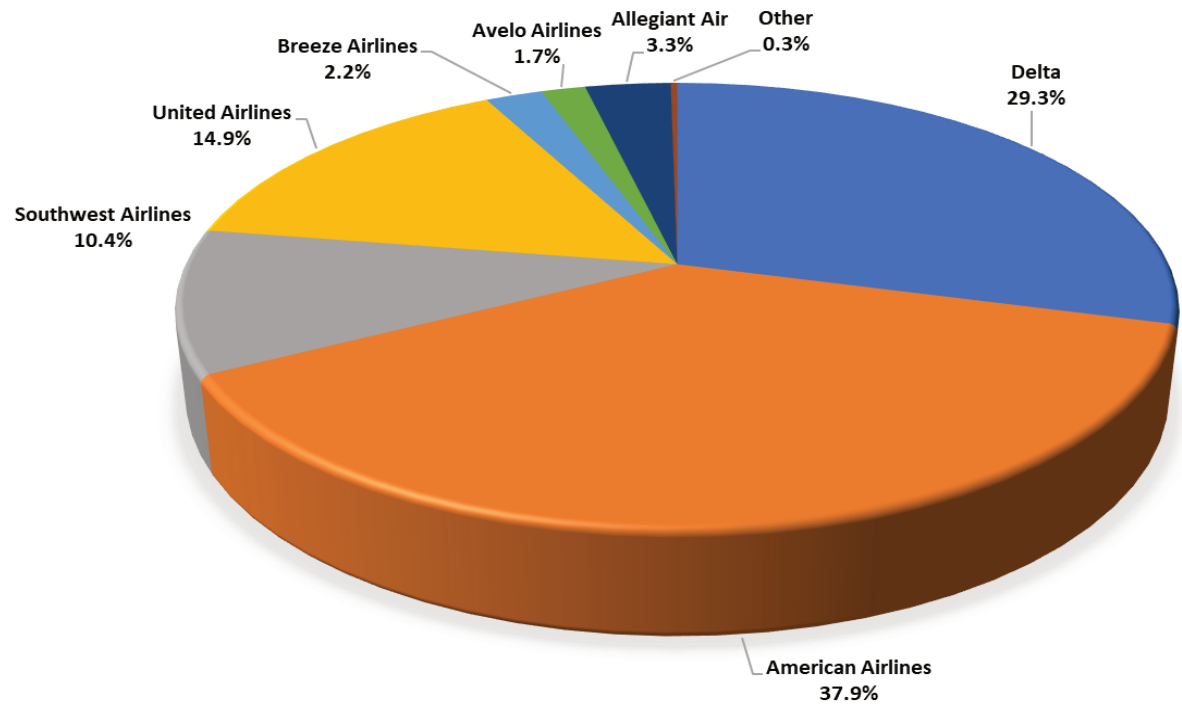
**GREENVILLE-SPARTANBURG AIRPORT DISTRICT
OPERATING REVENUES, EXPENSES, AND GROSS MARGIN
PER ENPLANEMENT ANALYSIS (000S)**

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating Revenues Per Enplaned Passenger	\$ 50.32	\$ 50.53	\$ 48.15	\$ 50.03	\$ 58.64	\$ 41.21	\$ 37.50	\$ 36.51	\$ 32.44	\$ 28.31
Operating Expenses Per Enplaned Passenger*	46.06	47.33	48.69	44.97	75.10	42.16	32.88	31.43	30.13	25.95
Gross Margin per Enplaned Passenger	\$ 4.26	\$ 3.20	\$ (0.54)	\$ 5.06	\$ (16.46)	\$ (0.95)	\$ 4.62	\$ 5.08	\$ 2.31	\$ 2.36

* Operating Expenses above includes pension and depreciation expenses

2025 ENPLANEMENT MARKET SHARE

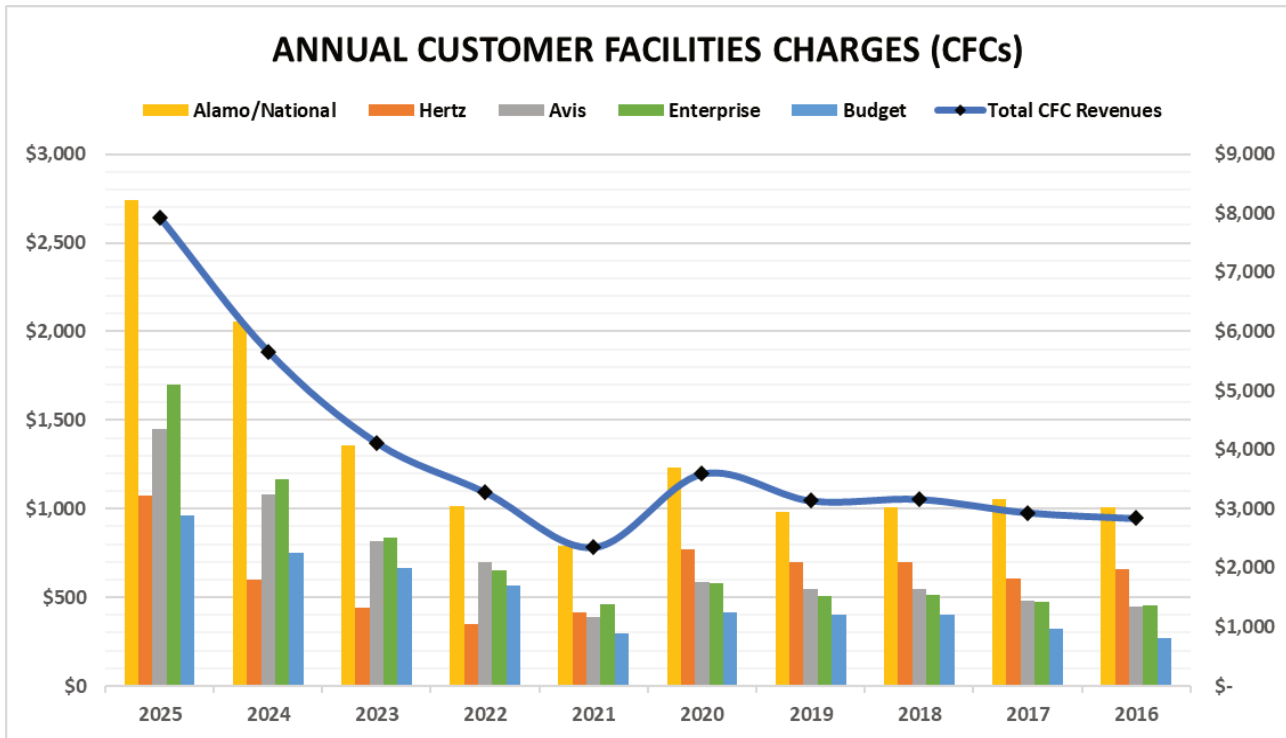


Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT CUSTOMER FACILITY CHARGES (CFC) AND PASSENGER FACILITY CHARGES (PFC) ANALYSIS (000S)

JUNE 30, 2025

	2025	2024	2023	Customer Facility Charges						
				2022	2021	2020	2019	2018	2017	2016
Hertz	\$ 1,074	\$ 602	\$ 440	\$ 347	\$ 413	\$ 773	\$ 700	\$ 698	\$ 603	\$ 658
Avis	1,452	1,081	819	700	388	587	549	544	482	451
Alamo/National	2,740	2,057	1,357	1,016	790	1,235	981	1,009	1,056	1,008
Budget	959	752	664	564	295	412	400	401	321	267
Enterprise	1,698	1,164	835	651	464	583	507	511	473	454
Total CFC Revenues	\$ 7,923	\$ 5,656	\$ 4,115	\$ 3,278	\$ 2,350	\$ 3,590	\$ 3,137	\$ 3,163	\$ 2,935	\$ 2,838



	2025	2024	2023	Passenger Facility Charges						
				2022	2021	2020	2019	2018	2017	2016
Allegiant Air	\$ 222	\$ 203	\$ 193	\$ 201	\$ 151	\$ 26	\$ -	\$ -	\$ -	\$ -
American Airlines	2,202	2,063	1,702	1,535	1,042	145	-	-	-	-
Avelo	120	100	-	-	-	-	-	-	-	-
Breeze	179	-	-	-	-	-	-	-	-	-
Delta	1,631	1,551	1,480	1,445	725	59	-	-	-	-
Silver Airways	-	18	23	30	18	-	-	-	-	-
Southwest Airlines	468	569	468	432	300	39	-	-	-	-
United Airlines	854	785	737	661	414	43	-	-	-	-
Other	54	48	91	49	11	1	-	-	-	-
Total PFC Revenues	\$ 5,730	\$ 5,337	\$ 4,694	\$ 4,353	\$ 2,661	\$ 313	\$ -	\$ -	\$ -	\$ -

On March 18, 2020, the U.S. Department of Transportation's Federal Aviation Administration (FAA) acknowledged the District's notice of intent to impose and use a passenger facility charges (PFC). The FAA acknowledged that GSP could begin collecting a PFC at a \$4.50 PFC level on May 1, 2020 and complete collections on December 1, 2024. During August 2024, the FAA acknowledged our intent to continue collecting at the current \$4.50 PFC level for application number 2, to complete collections on August 1, 2027.

Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT OUTSTANDING DEBT BY TYPE AND DEBT SERVICE COVERAGE ANALYSIS (000S)

JUNE 30, 2025

	2025*	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total Outstanding Debt										
Revenue bonds	\$ 106,391	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ 1,255	\$ 1,620	\$ 1,960	\$ 2,280
Term note payable	26,688	28,438	30,188	31,938	33,688	14,445	15,230	-	-	-
Line of credit	-	-	-	-	-	2,100	-	7,194	2,164	-
Lease liability	446	763	1,009	1,321	-	-	-	-	-	-
	<u>\$ 133,524</u>	<u>\$ 29,201</u>	<u>\$ 31,197</u>	<u>\$ 33,259</u>	<u>\$ 33,688</u>	<u>\$ 17,410</u>	<u>\$ 16,485</u>	<u>\$ 8,814</u>	<u>\$ 4,124</u>	<u>\$ 2,280</u>
Upstate Region Population	1,570	1,460	1,512	1,512	1,512	1,494	1,479	1,460	1,441	1,424
Outstanding Debt per Capita	\$ 85.05	\$ 20.00	\$ 20.63	\$ 22.00	\$ 22.28	\$ 11.65	\$ 11.15	\$ 6.04	\$ 2.86	\$ 1.60
Total Enplaned Passengers	1,489	1,371	1,179	1,084	587	986	1,251	1,108	1,031	1,002
Outstanding Debt / Enplaned Passengers	\$ 89.67	\$ 21.30	\$ 26.46	\$ 30.68	\$ 57.39	\$ 17.66	\$ 13.18	\$ 7.95	\$ 4.00	\$ 2.28
Debt Service Coverage										
Operating revenue	\$ 74,922	\$ 69,278	\$ 56,767	\$ 54,228	\$ 34,420	\$ 40,630	\$ 46,909	\$ 40,455	\$ 33,446	\$ 28,365
Less operating expenses	44,924	42,771	37,788	31,092	26,006	24,990	25,950	20,893	19,037	14,843
Less pension contributions	3,161	3,106	2,597	2,026	1,593	1,638	1,482	1,169	837	732
Income from CFC	5,861	3,749	2,283	1,457	515	1,686	1,263	986	1,154	1,027
Investment income	4,098	2,989	2,200	1,359	302	536	401	134	53	43
Coverage cash flow	<u>\$ 36,796</u>	<u>\$ 30,139</u>	<u>\$ 20,865</u>	<u>\$ 23,926</u>	<u>\$ 7,638</u>	<u>\$ 16,224</u>	<u>\$ 21,141</u>	<u>\$ 19,513</u>	<u>\$ 14,779</u>	<u>\$ 13,860</u>
Total debt service	<u>\$ 6,765</u>	<u>\$ 2,229</u>	<u>\$ 2,256</u>	<u>\$ 2,287</u>	<u>\$ 2,365</u>	<u>\$ 1,917</u>	<u>\$ 1,956</u>	<u>\$ 876</u>	<u>\$ 450</u>	<u>\$ 454</u>
Debt service coverage	<u>543.91%</u>	<u>1352.13%</u>	<u>924.87%</u>	<u>1046.17%</u>	<u>322.96%</u>	<u>846.32%</u>	<u>1080.83%</u>	<u>2227.51%</u>	<u>3284.22%</u>	<u>3052.86%</u>

For calculation of debt service coverage, actual contributions into the Airport sponsored pension plans during the year are utilized instead of actuarially determined pension expense as reported in the statement of revenues, expenses and changes in net position.

* The District adopted a Master Bond resolution on July 8, 2024 that defines net revenues available to pay debt service. Prior debt metrics included as defined by the prior resolution adopted on November 15, 1988. There is no debt outstanding as of June 30, 2025 that is subject to the provisions of the prior Master Bond resolution.

Source: Greenville-Spartanburg Airport District Records

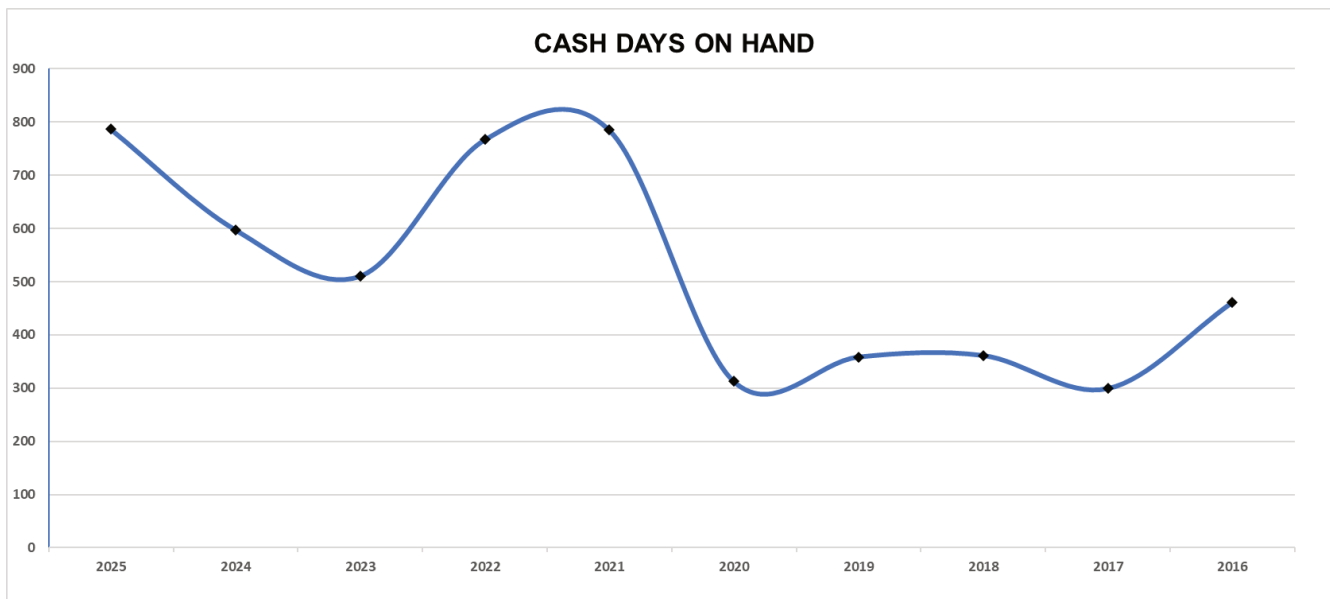
GREENVILLE-SPARTANBURG AIRPORT DISTRICT CASH FLOW SUMMARY ACTIVITIES ANALYSIS (000S)

JUNE 30, 2025

Cash flows provided by (used) in:

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating activities \$	22,450	\$ 25,531	\$ 13,372	\$ 17,301	\$ 8,104	\$ 13,913	\$ 20,993	\$ 19,438	\$ 15,643	\$ 7,436
Noncapital and related financing activities	-	(1,094)	273	11,128	30,702	-	-	-	-	-
Capital and related financing activities	42,198	(22,853)	(19,072)	(9,460)	1,467	(15,304)	(13,691)	(13,125)	(17,215)	(34,292)
Investing activities	(6,024)	(5,063)	405	(117)	(19,907)	(2,045)	(6,296)	143	7,331	19,442
Net increase (decrease) in cash:	58,625	(3,479)	(5,022)	18,852	20,366	(3,436)	1,006	6,456	5,759	(7,414)
Beginning Year Cash and Cash Equivalents	43,307	46,786	51,808	32,956	12,590	16,026	15,020	8,564	2,805	10,219
End of Year Cash and Cash Equivalents \$	101,932	\$ 43,307	\$ 46,786	\$ 51,808	\$ 32,956	\$ 12,590	\$ 16,026	\$ 15,020	\$ 8,564	\$ 2,805
Less: restricted cash	(36,543)	(15,983)	(29,436)	(20,651)	(12,788)	(9,111)	(5,765)	(3,166)	(2,272)	-
Plus: unrestricted investments	38,218	47,766	39,130	38,421	39,188	19,312	16,688	9,996	9,996	16,864
Unrestricted cash, cash equivalents, and investments	\$ 103,607	\$ 75,090	\$ 56,480	\$ 69,578	\$ 59,356	\$ 22,791	\$ 26,949	\$ 21,850	\$ 16,288	\$ 19,669
Operating expense before pension and depreciation expense	44,924	42,771	37,788	31,092	26,006	24,990	25,950	20,893	19,037	14,843
Pension contributions	3,161	3,106	2,597	2,026	1,593	1,638	1,482	1,169	837	732
Adjusted operating expense	\$ 48,085	\$ 45,877	\$ 40,385	\$ 33,118	\$ 27,599	\$ 26,628	\$ 27,432	\$ 22,062	\$ 19,874	\$ 15,575
Unrestricted cash, cash equivalents, and investments days on hand	786	597	510	767	785	312	359	361	299	461

The days on hand calculation was revised to include only unrestricted cash and investments available to pay for operating expenses; prior years were recalculated using the updated methodology. Operating expenses are adjusted to include cash pension contributions.



Source: Greenville-Spartanburg Airport District Records

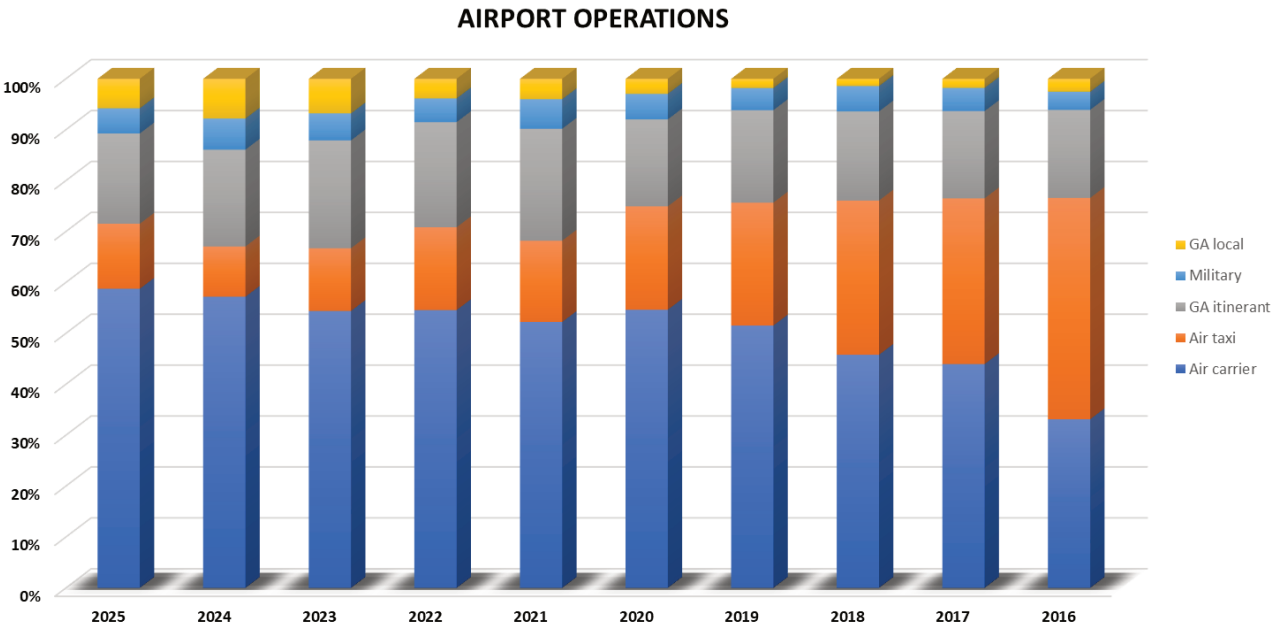


GREENVILLE-SPARTANBURG AIRPORT DISTRICT
AIRCRAFT ACTIVITY AND WEIGHTS ANALYSIS

JUNE 30, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Aircraft Operations										
Air carrier	36,750	32,394	27,725	28,587	21,440	25,603	27,020	21,801	19,370	14,875
Air taxi	7,985	5,588	6,281	8,520	6,549	9,512	12,654	14,425	14,343	19,510
GA itinerant	11,089	10,771	10,793	10,818	9,022	8,005	9,521	8,334	7,547	7,764
Military	3,098	3,467	2,710	2,446	2,385	2,354	2,286	2,377	2,012	1,601
GA local	3,617	4,418	3,457	2,012	1,642	1,380	943	674	787	1,135
Aircraft Operations	62,539	56,638	50,966	52,383	41,038	46,854	52,424	47,611	44,059	44,885
Cargo (000s Pounds)	132,175	144,984	158,278	194,518	168,065	111,537	118,329	112,449	81,867	61,657

Over the last ten years, air carrier operations have steadily increased at GSP thanks to the introduction of more flights and new non-stop destinations. Airlines have introduced larger, more efficient aircraft and passenger activity has increased. However, in fiscal year 2020 travel restrictions associated with the COVID-19 pandemic negatively impacted operations at airports across the nation, including GSP. Full recovery in the aviation industry was achieved in fiscal year 2024.

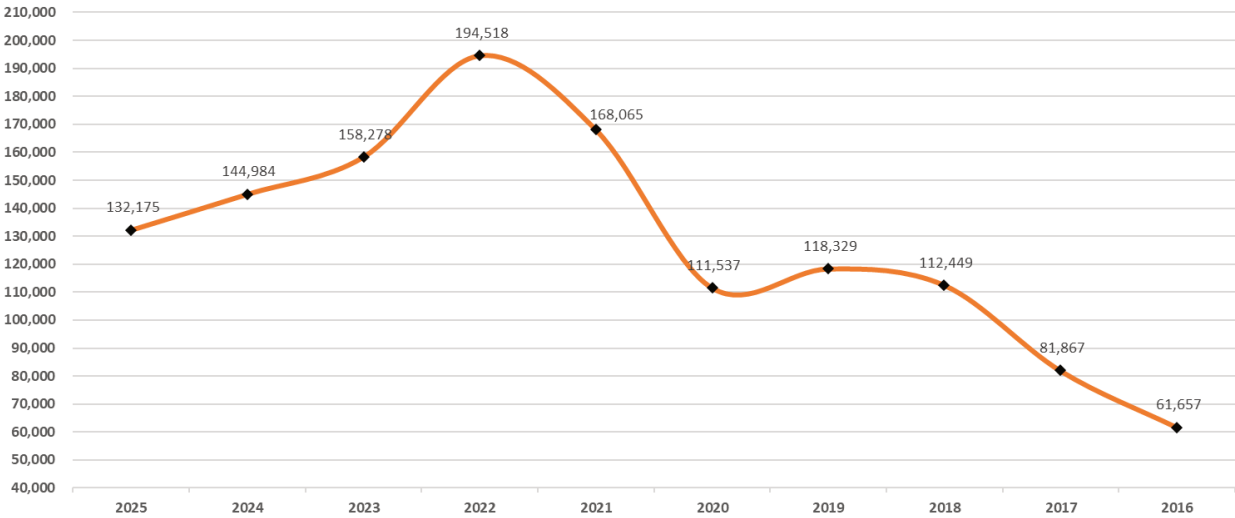


Source: Greenville-Spartanburg Airport District Records

GREENVILLE SPARTANBURG AIRPORT DISTRICT
CARGO OPERATIONS ANALYSIS (000S)

JUNE 30, 2025

CARGO OPERATIONS (000s Pounds)



Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT EMPLOYEE ANALYSIS AND MAJOR AIRPORT TENANTS

JUNE 30, 2025

Employee Analysis

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Full time	203.0	200.0	218.0	183.0	176.0	178.0	177.0	174.0	149.0	103.0
Part time ¹	22.0	31.0	15.0	23.0	21.0	21.0	24.0	31.0	34.7	34.5
Total Employees	225.0	231.0	233.0	206.0	197.0	199.0	201.0	205.0	183.7	137.5

¹ Part time employees include seasonal employees for all years.

Major Airport Tenants

Passenger Carriers:

Allegiant Air
American Airlines
Avelo Airlines
Breeze Airways
Delta Air Lines
Southwest Airlines
United Airlines

Air Cargo Carriers:

Federal Express
Mountain Air Cargo
United Parcel Service

Charter Services:

SAI Flight Services
Venture Aviation

Private Hangar Partners:

Barker Products
Barnet Vistas
Gibbs International
Michelin
Milliken
PSA Airlines
SAI Flight Services
Venture Aviation

Other Airport Tenants:

ARINC Incorporated
Cingular Wireless
Bradford Logistics Group
CenterPoint
Delta Cargo
EQT Exeter
G2 Secure Staff
Greer CPW
JetStar
Majestic Air Services
PrimeFlight Aviation
MAERSK
SB Acquisitions
SITA SCRL
US Federal Aviation Administration
US National Weather Service
US Transportation Security Administration

Rental Car:

Alamo/National
Avis
Budget
Enterprise
Hertz/Dollar/Thrifty

Vehicle Parking:

LAZ Parking LLC

Other Terminal Tenants:

Clear
Flippit Corporation
Fuel Rod
Hudson Group
Innovative Vending Solutions
Escape Lounges
Metz Culinary Management
Prepango
TD Bank
Vision Aviation Services

Ground Transportation:

Eastside Transportation
Hotel Shuttles
Limousine Companies
Taxicab Companies
TNC's (Uber, Lyft)

Ground Handlers:

GAT Airline Ground Support
Piedmont Airlines
Trego-Dugan Aviation
Unifi Aviation
United Ground Express

Fixed Base Operator:

Cerulean Aviation

Source: Greenville-Spartanburg Airport District Records

GREENVILLE-SPARTANBURG AIRPORT DISTRICT ACCOLADES

JUNE 30, 2025

Title

Source

Life

#1 Friendliest City in the U.S.
8 Best Places to Retire in South Carolina
The 8 Best Bike Trails In The South To Explore This Summer And Beyond
The best riverwalks in the U.S. for scenic strolls
8 Best Places to Retire in South Carolina
Best Escape Room
The 7 Top Bike Trails in the South to Add to Your Bucket List
The Best Cities to Launch and Grow Your Business
The Most Walkable Cities in the US
The South's Best Cities 2025
The Top Small US Cities for Food and Drink

Conde Nast Traveler
Travel + Leisure
Southern Living
Time Out
Travel + Leisure
Newsweek
Southern Living
Success Magazine
Lonely Planet
Southern Living
Food & Wine

Travel

10 Best Fall Foliage Destinations to Avoid the Crowds
10 Underrated Fall Destinations
18 Best Christmas Cities
18 Top-Rated Attractions & Places to Visit in South Carolina
50 Best Family Vacation Ideas on a Budget
52 Unexpected Places to Go in the USA
America's Best Urban Parks You Might Not Have Heard Of
Best Cheap Family Vacation in the U.S.
The 10 best places to visit in May
The 12 Best Places to Visit in May
The 35 Best Places to Spend Christmas in the U.S.A.
The 40 Most Charming Small-Town Downtowns in the America
The 8 Best Bike Trails In The South To Explore This Summer And Beyond
Top 10 Fmily Spring Break Vacations

Readers Digest
Fodor's Travel
Time Out
PlanetWare
Good Housekeeping
AFAR
Fifty Grande
Time Out
The Points Guy
Kayak
Good Housekeeping
HGTV
Southern Living
HGTV

Source: Visit Greenville SC www.visitgreenvillesc.com



GREENVILLE SPARTANBURG AIRPORT DISTRICT
UNEMPLOYMENT ANALYSIS

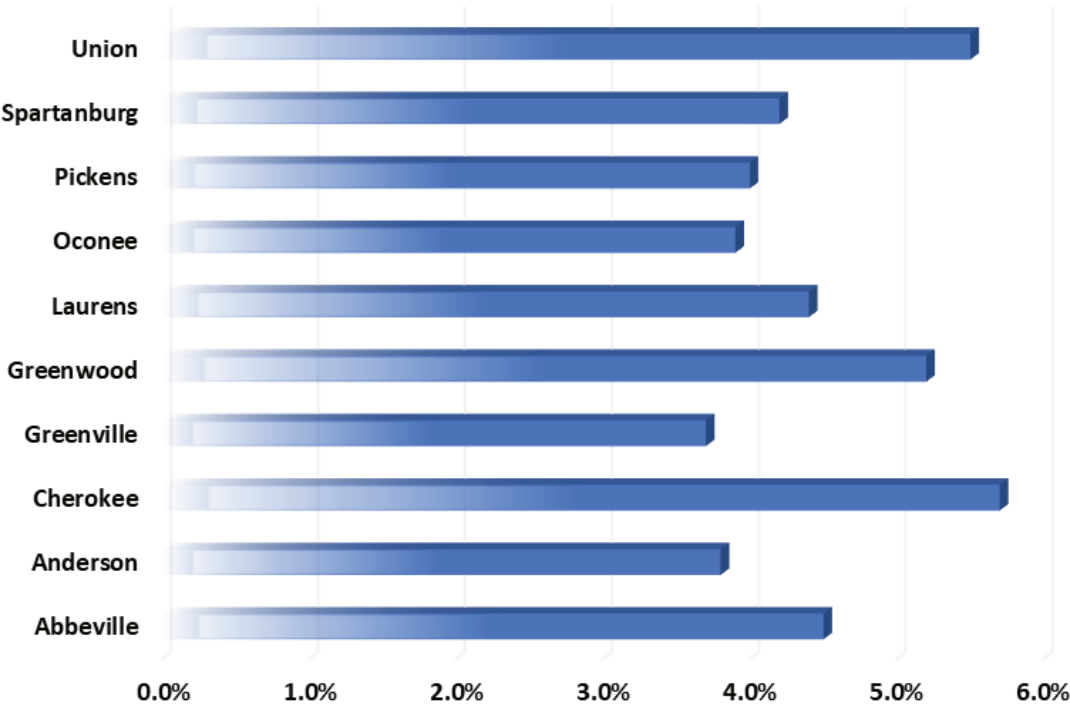
JUNE 30, 2025

Annual Average Unemployment Rate, 2016-2024
Upstate SC Counties / Upstate SC Region / US



COUNTY/REGION	2024	2023	2022	2021	2020	2019	2018	2017	2016
Abbeville	4.5%	3.7%	3.9%	4.5%	6.6%	3.4%	4.0%	4.6%	5.5%
Anderson	3.8%	2.8%	3.0%	3.7%	5.9%	2.7%	3.4%	3.9%	4.6%
Cherokee	5.7%	4.2%	4.1%	5.1%	8.1%	3.1%	4.0%	4.9%	5.9%
Greenville	3.7%	2.6%	2.8%	3.4%	5.7%	2.4%	3.1%	3.7%	4.2%
Greenwood	5.2%	3.5%	3.7%	4.5%	6.4%	3.1%	3.6%	4.5%	5.2%
Laurens	4.4%	3.2%	3.4%	4.3%	6.9%	3.0%	3.6%	4.4%	5.2%
Oconee	3.9%	2.8%	3.1%	3.6%	5.4%	2.8%	3.5%	4.4%	5.1%
Pickens	4.0%	2.9%	3.1%	3.5%	5.3%	2.8%	3.5%	4.1%	5.0%
Spartanburg	4.2%	2.9%	3.1%	4.0%	6.6%	2.6%	3.3%	4.0%	4.7%
Union	5.5%	4.1%	4.7%	6.5%	9.0%	3.5%	4.1%	5.4%	6.2%
Upstate Region	4.0%	2.9%	3.1%	3.9%	6.1%	2.6%	3.3%	4.0%	4.7%
South Carolina	4.1%	3.0%	3.2%	4.0%	6.2%	2.9%	3.8%	4.3%	5.0%
United States	4.0%	3.6%	3.6%	5.3%	8.1%	3.7%	3.9%	4.3%	4.9%

2024 UPSTATE UNEMPLOYMENT



Source: Upstate SC Alliance Online Data Center; U.S. Bureau of Labor Statistics

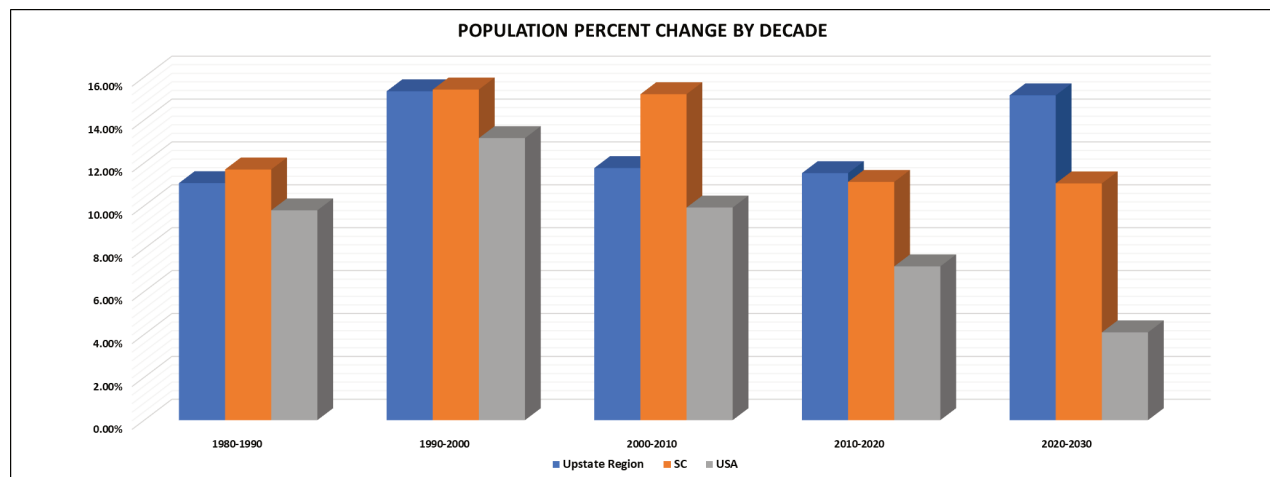
GREENVILLE SPARTANBURG AIRPORT DISTRICT POPULATION ANALYSIS

JUNE 30, 2025

Census Population Trends and Projections, 1980-2035

County / Upstate Region / State / US

COUNTY/REGION	1980	1990	2000	2005	2010	2015	2020	2026	2030	2035
								Projections Total	Projections Total	Projections Total
Abbeville	22,627	23,862	26,229	25,995	25,338	24,783	24,334	24,272	24,143	23,887
Anderson	133,235	145,196	166,304	175,467	187,095	193,825	204,437	219,093	228,790	241,189
Greenville	287,913	320,167	380,949	405,608	452,688	491,012	528,119	581,218	614,849	657,390
Greenwood	57,847	59,567	66,303	67,630	69,759	69,998	69,627	68,409	67,502	66,269
Laurens	52,214	58,092	69,428	67,629	66,519	66,510	67,603	68,807	69,476	70,088
Oconee	48,611	57,494	66,434	70,581	74,349	75,929	78,987	82,313	84,224	86,224
Pickens	79,292	93,894	111,062	114,344	119,344	121,845	130,581	142,199	150,983	162,305
Spartanburg	201,861	226,800	254,443	264,481	284,769	297,099	328,676	378,970	414,932	464,101
Union	30,751	30,337	29,971	29,241	28,914	27,760	27,138	26,240	25,642	24,789
Upstate Region	914,351	1,015,409	1,171,123	1,220,976	1,308,775	1,368,761	1,459,502	1,591,521	1,680,541	1,796,242
South Carolina	3,121,820	3,486,703	4,024,223	4,270,150	4,635,846	4,896,006	5,130,729	5,500,297	5,601,742	5,995,534
United States	226,545,805	248,709,873	281,421,906	295,516,599	309,321,666	320,635,163	331,501,080	339,513,000	345,074,000	350,861,000



Sources: For years prior to 2000, Decennial Census Population; Population estimates for 2000 and 2018 were calculated using the Bridged-race Intercensal Population Estimates for July 1, 2000 -July 1, 2009 and the Vintage 2018 Bridged-Race Postcensal Estimates for July 1, 2010 -July 1, 2018. These estimates were produced by the Population Estimates Program of the U.S. Census Bureau in collaboration with National Center for Health Statistics. Estimates for 2000 through 2018 from previous or future releases of the postcensal estimates will vary slightly from the 2000 through 2018 data in this table. For all years, the population is estimated for July 1st of that year. Estimates for 2000 and 2010 will not be equivalent to the April 1st decennial census count from Census 2000 and Census 2010. Population Projections for 2019 through 2035 were calculated by the S.C. Revenue and Fiscal Affairs Health and Demographics Section. Births and deaths data used in the population projections calculations was supplied by the SC DHEC Division of Biostatistics. Note: The projections included in this report were calculated using the cohort-component model of demographic change. This model uses a base population at a beginning date, applies assumed survival rates, fertility rates, and net migration to calculate population projections.

GREENVILLE SPARTANBURG AIRPORT DISTRICT TOP EMPLOYERS AND TOP PUBLIC COMPANIES

JUNE 30, 2025

Top Employers

2025 Employer	Employees*	Product or Service	U.S. Headquarters
1 Prisma Health - Upstate	29,309	Healthcare System	Greenville, SC
2 Greenville County Schools	13,556	Public Education School District	Greenville, SC
3 State of South Carolina	12,981	State Government	Columbia, SC
4 BMW Manufacturing Co. LLC	11,000	Automobile Manufacturer	Greer, SC
5 Spartanburg Regional Healthcare System	10,000	Healthcare System	Spartanburg, SC
6 United States Government	9,822	Federal Government	Washington, DC
7 Wal-Mart Stores, Inc.	9,000	Retail Stores & Distribution Facilities	Bentonville, AR
8 Michelin North America, Inc.	7,099	Tire Manufacturing Facility	Greenville, SC
9 Clemson University	6,639	Public Research University	Clemson, SC
10 Bon Secours St. Francis Health System	4,583	General Medical & Surgical Hospitals	Greenville, SC
11 AnMed Health System	3,600	General Medical & Surgical Hospitals	Anderson, SC
12 HealthPRO Heritage	3,346	Therapy management services	Greenville, SC
13 Milliken & Company	3,200	Textiles Manufacturing, Floor Covering, & Specialty Chemicals	Spartanburg, SC
14 Self Regional Healthcare	3,182	Healthcare System	Greenwood, SC
15 GE Vernova	2,800	Power Generation, Energy Delivery & Water Process Technologies	Boston, MA
16 Ingles Markets	2,700	Grocery Stores	Black Mountain, NC
17 ZF	2,530	Manufactures Automatic Transmissions	Northville, MI
18 Robert Bosch, LLC	2,470	Manufactures Automotive Components	Farmington Hills, MI
19 School District of Pickens County	2,457	Public Education School District	Pickens, SC
20 Food Lion	2,400	Grocery Stores	Salsbury, NC

* Ranked by Number of Employees in the Upstate area

Sources: Upstate SC Alliance (www.upstatealliance.com) and Partner Organizations

Top Public Companies

Company	Revenues (000s)	U.S. Headquarters
ScanSource	\$ 3,259,809	Greenville, SC
United Community Banks Inc.	901,173	Greenville, SC
Regional Management Corp.	588,503	Greer, SC
World Acceptance Corp.	564,841	Greenville, SC
Denny's Corp.	452,334	Spartanburg, SC
Southern First Bancshares Inc.	213,353	Spartanburg, SC

Source: Upstate SC Alliance research; SEC.gov from most recently available Annual Report

GREENVILLE SPARTANBURG AIRPORT DISTRICT HIGHER EDUCATION FALL ENROLLMENT

JUNE 30, 2025

Institution	Enrollment
Four Year	
Anderson University	4,325
Bob Jones University	2,893
Clemson University	28,747
Converse College	1,341
ECPI Greenville	360
Erskine College	984
Furman University	2,505
Lander University	4,363
Limestone College	1,782
North Greenville University	2,125
Presbyterian College	1,199
Sherman College of Straight Chiropractic	381
Southern Wesleyan University	1,188
Strayer University - South Carolina	2,061
USC - Upstate	4,946
Wofford College	1,873
Two Year	
Greenville Technical College	10,661
Piedmont Technical College	4,999
Spartanburg Community College	6,330
Spartanburg Methodist College	1,029
Tri-County Technical College	5,780
University of South Carolina - Union	1,392
Total Enrollment	91,264

Source: SC Commission on Higher Education, Fall 2021 Enrollment

COMPLIANCE SECTION

This section contains the following subsections:

Report of Independent Auditor 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*

Report of Independent Auditor on Compliance for Each Major Federal Program and on Internal Control over Compliance Required by the Uniform Guidance

Schedule of Expenditures of Federal Awards

Notes to the Schedule of Expenditures of Federal Awards

Schedule of Findings and Questioned Costs

Schedule of Status of Prior Year Findings and Questioned Costs

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

To the Commissioners of
Greenville-Spartanburg Airport District
Greer, South Carolina

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 (*Government Auditing Standards*), the financial statements of Greenville-Spartanburg Airport District (Airport), which comprise the Airport's statement of net position as of June 30, 2025, and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated December 5, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport'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 Airport's internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport'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 or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport'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 Airport'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 Airport's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Forvis Mazars, LLP

**Indianapolis, Indiana
December 5, 2025**

Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance

Independent Auditor's Report

To the Commissioners of
Greenville-Spartanburg Airport District
Greer, South Carolina

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited Greenville-Spartanburg Airport District's (Airport) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on the Airport's major federal program for the year ended June 30, 2025. The Airport's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Airport complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2025.

Basis for Opinion on the Major Federal Program

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

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

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

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

Report on Internal Control Over Compliance

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

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

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

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

Forvis Mazars, LLP

**Indianapolis, Indiana
December 5, 2025**

GREENVILLE-SPARTANBURG AIRPORT DISTRICT SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2025

Project Number and Description (Notes 1 and 2)	Federal Assistance Listing	Total Project Costs Incurred		Total Federal Expenditures	Grant Status - Grant Funds Received from Grantors		
		July 1, 2024 to June 30, 2025	Cumulative to June 30, 2025	July 1, 2024 to June 30, 2025	July 1, 2024 to June 30, 2025	Cumulative to June 30, 2025	Maximum Federal Participation
Department of Transportation - Federal Aviation Administration							
Grant No. 3-45-0028-64 Taxiway Rehab; S Cargo, N Cargo & GA Apron Rehab; Taxilane Rehab	20.106	-	5,605,534	-	1,000	4,524,530	4,524,530
Grant No. 3-45-0028-66 Construction Cargo Apron (16,100 SY) Phase 2	20.106	-	9,695,036	-	-	6,007,648	6,007,548
Grant No. 3-45-0028-67 Improve Runway Guard Lights - Construction	20.106	-	704,864	-	634,377	634,377	720,958
Grant No. 3-45-0028-68 Runway 4/22 Rehab Design (6,550 ft)	20.106	846,465	846,465	761,819	-	-	1,109,977
Grant No. 3-45-0028-69 GA Apron Reconst & Taxilane Design	20.106	952,752	952,752	857,477	-	-	817,386
Grant No. 3-45-0028-75 Terminal Glass Replacement	20.106	71,000	71,000	63,900	-	-	2,603,010
Total Airport Improvement Program		1,870,217	17,875,651	1,683,196	635,377	11,166,555	15,783,409
Total Federal Expenditures		\$ 1,870,217	\$ 17,875,651	\$ 1,683,196	\$ 635,377	\$ 11,166,555	\$ 15,783,409



YEAR ENDED JUNE 30, 2025

Note 1—Basis of Presentation

The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of the Greenville-Spartanburg Airport District (Airport) under programs of the federal government for the year ended June 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Airport, it is not intended to and does not present the financial position, changes in net position or cash flows of the Airport.

Note 2—Grant Descriptions

The Greenville-Spartanburg Airport District (the “Airport”) and the Federal Aviation Administration (“FAA”) entered into the following agreements:

- a. Grant agreement dated June 24, 2022 (Project #3-45-0028-064) provides funds to rehabilitate taxiways and general aviation aprons. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 90% of the allowable costs not to exceed \$4,524,530.
- b. Grant agreement dated August 9, 2024 (Project #3-45-0028-066) provides funds for apron and roadway expansions. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 90% of allowable costs not to exceed \$6,007,548.
- c. Grant agreement dated August 16, 2024 (Project #3-45-0028-067) provides funds to improve runway safety. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 90% of allowable costs not to exceed \$720,958.
- d. Grant agreement dated July 23, 2025 (Project #3-45-0028-068) provides funds to rehabilitate runways. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 90% of allowable costs not to exceed \$1,109,977.
- e. Grant agreement dated July 23, 2025 (Project #3-45-0028-069) provides funds to rehabilitate and expand general aviation aprons. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 90% of the allowable costs not to exceed \$817,386.
- f. Grant agreement dated July 29, 2025 (Project #3-45-0028-075) provides funds to replace terminal glass. Under the provisions of the grant agreement, the FAA is to reimburse the Airport for 95% of allowable costs not to exceed \$2,603,010.

Note 3—Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

Note 4—Indirect Cost Rate

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



YEAR ENDED JUNE 30, 2025

Note 5—Subrecipients

The Airport did not have any grant subrecipients during the fiscal year.

Note 6—Status of Projects

As of June 30, 2025, the following projects were open:

- Project #3-45-0028-64
- Project #3-45-0028-66
- Project #3-45-0028-68
- Project #3-45-0028-69
- Project #3-45-0028-75



GREENVILLE-SPARTANBURG AIRPORT DISTRICT SCHEDULE OF FINDINGS AND QUESTIONED COSTS



YEAR ENDED JUNE 30, 2025

Section I – Summary of Auditor’s Results

Financial Statements

1. Type of report the auditor issued on whether the financial statements audited were prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) was:

☒ Unmodified
 ☐ Qualified
 ☐ Adverse
 ☐ Disclaimed

2. Internal control over financial reporting:

Material weakness(es) identified? ☐ Yes ☒ No
 Significant deficiency(ies) identified? ☐ Yes ☒ None Reported

3. Noncompliance material to the financial statements noted?

☐ Yes ☒ No

Federal Awards

4. Internal control over major federal award programs:

Material weakness(es) identified? ☐ Yes ☒ No
 Significant deficiency(ies) identified? ☐ Yes ☒ None Reported

5. Type of auditor’s report issued on compliance for major federal award program(s):

☒ Unmodified
 ☐ Qualified
 ☐ Adverse
 ☐ Disclaimed

6. Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

☐ Yes ☒ No

7. Identification of major federal programs:

Cluster/Program	CFDA Number
Airport Improvement Program	20.106

8. Dollar threshold used to distinguish between Type A and Type B programs was \$750,000.

9. Auditee qualified as a low-risk auditee?

☒ Yes ☐ No



YEAR ENDED JUNE 30, 2025

Section II – Financial Statement Findings

Reference Number	Finding
	No matters are reportable.

Section III – Federal Award Findings and Questioned Costs

Reference Number	Finding
	No matters are reportable.



GREENVILLE-SPARTANBURG AIRPORT DISTRICT
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS



YEAR ENDED JUNE 30, 2025

Reference Number	Summary of Finding	Status
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No matters are reportable.



AIRPORTS COUNCIL
INTERNATIONAL

Greenville-Spartanburg International Airport

Selected by passengers as
Best Airport of 2 to 5 Million Passengers
in North America

2025 was a year of growth and development for Greenville-Spartanburg International Airport (GSP). Strategic expansions in air service, infrastructure, and customer amenities positioned the airport to meet rising demand in the Upstate South Carolina region and to sustain record-setting activity levels. During the year, four new nonstop destinations were added by two airlines—Allegiant and Breeze. At the same time, significant infrastructure projects, including the expansion of the Fixed Base Operator (FBO) Terminal, the Terminal Roadway Improvement Project (TRIP), construction of Parking Garage C and the Consolidated Rental Car Facility, and the expansion of the GSP Facilities Building, enhanced capacity and ensured readiness for projected increases in regional travel demand.

Customer satisfaction scores continue to remain high at GSP, and passengers welcomed several new amenities introduced in 2025, including two additional boarding bridges, terminal seating replacements, a new children's play area, and an additional local food and beverage offering—Sulley's Steamers. With expanded air service, robust infrastructure investments, and enhanced passenger amenities, Greenville-Spartanburg International Airport is strategically positioned for continued growth and operational success in 2026 and beyond.



GSP INTERNATIONAL
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