



2022

Financial Statements

Kelowna International Airport

Kelowna, British Columbia, Canada
For the year ended December 31, 2022



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Kelowna
International
Airport

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YEARS

KELOWNA INTERNATIONAL AIRPORT

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Independent Auditor's Report

Grant Thornton LLP
200 - 1633 Ellis Street
Kelowna BC
V1Y 2A8

T +1 250 712 6800
F +1 250 712 6850
www.GrantThornton.ca

To the members of the [Council of the City of Kelowna](#)

Opinion

We have audited the financial statements of the Kelowna International Airport ("the Airport"), which comprise the statement of financial position as at December 31, 2022, and the statements of operations and accumulated surplus, change in net financial assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies and other explanatory information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Airport as at December 31, 2022, and its results of operations, its changes in its net assets, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted 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 independent of the Airport in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Airport's ability to continue as a going concern, disclosing, as applicable, matters related to a going concern and using the going concern basis of accounting unless management either intends to liquidate the Airport or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Airport's financial reporting process.

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 a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. 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.
- 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.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Airport's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Airport to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Kelowna, Canada
April 14, 2023

The logo for Grant Thornton LLP, featuring the company name in a stylized, cursive script.

Chartered Professional Accountants

KELOWNA INTERNATIONAL AIRPORT

As at December 31, 2022

(in thousands of dollars)

	Actual 2022	Actual 2021
Financial Assets		
Cash and cash equivalents	\$ 5,215	\$ 4,989
Accounts receivable	11,426	6,605
Portfolio investments	38,540	28,397
	<u>55,181</u>	<u>39,991</u>
Liabilities		
Accounts payable	5,951	2,425
Performance deposits	929	218
Deferred revenue	525	435
Long term payable (Note 3)	393	743
Debenture debt (Note 4)	9,675	11,904
	<u>17,473</u>	<u>15,725</u>
Net Financial Assets	<u>37,708</u>	<u>24,266</u>
Non-Financial Assets		
Prepaid expenses	226	216
Inventory	328	368
Work in progress (Note 5)	13,075	7,922
Tangible capital assets (Note 6)	147,686	141,450
	<u>161,315</u>	<u>149,956</u>
Accumulated Surplus (Note 7)	<u>\$ 199,023</u>	<u>\$ 174,222</u>

Contingent liabilities and Commitments (Notes 8 and 9)



Sam Samaddar
Airport Director



Joe Sass, CPA, CA
Finance Director, Financial Services

See accompanying notes to the financial statements.

KELOWNA INTERNATIONAL AIRPORT
Statement of Operations and Accumulated Surplus
For the Year Ended December 31, 2022
(in thousands of dollars)

	Budget 2022	Actual 2022	Actual 2021
Revenue			
Sale of services (Note 11)	\$ 20,770	\$ 22,642	\$ 12,331
Interest earned	107	1,010	185
Government transfers (Note 12)	116	7,784	7,269
Actuarial increase	-	332	262
	<u>20,993</u>	<u>31,768</u>	<u>20,047</u>
Airport improvement fee (Note 10)	19,685	19,432	9,483
	<u>40,678</u>	<u>51,200</u>	<u>29,530</u>
Expenses (Note 13)			
Administration	5,253	4,246	4,009
Interest	584	584	584
Terminal operations	5,615	6,310	5,475
Airport improvement fee	-	5,499	4,884
Airport policing	183	183	162
Groundside operations	4,236	4,798	3,257
Airside operations	4,180	4,741	3,674
Write-down of tangible capital assets	-	38	-
	<u>20,051</u>	<u>26,399</u>	<u>22,045</u>
Annual Surplus	<u>\$ 20,627</u>	<u>24,801</u>	<u>7,485</u>
Accumulated Surplus, beginning of year		<u>174,222</u>	<u>166,737</u>
Accumulated Surplus, end of year		<u>\$ 199,023</u>	<u>\$ 174,222</u>

See accompanying notes to the financial statements.

KELOWNA INTERNATIONAL AIRPORT
Statement of Changes in Net Financial Assets
For the Year Ended December 31, 2022
(in thousands of dollars)

	Budget 2022	Actual 2022	Actual 2021
Annual Surplus	\$ 20,627	\$ 24,801	\$ 7,485
Amortization of tangible capital assets	-	8,161	7,543
Acquisition of tangible capital assets	(80,852)	(19,588)	(5,926)
Write-down of tangible capital assets	-	38	-
Change in inventory and prepaid expenses	-	30	(267)
Increase (decrease) in Net Financial Assets	(60,225)	13,442	8,835
Net Financial Assets, beginning of year	24,266	24,266	15,431
Net Financial Assets, end of year	\$ (35,959)	\$ 37,708	\$ 24,266

See accompanying notes to the financial statements.

KELOWNA INTERNATIONAL AIRPORT

Statement of Cash Flows

For the Year Ended December 31, 2022

(in thousands of dollars)

	Actual 2022	Actual 2021
Net inflow (outflow) of cash and cash equivalents related to the following activities:		
Operating		
Annual surplus	\$ 24,801	\$ 7,485
Adjustment for non-cash items		
Amortization of tangible capital assets	8,161	7,543
Actuarial adjustment on debenture debt	(332)	(262)
(Increase) decrease in assets		
Accounts receivable	(4,821)	(4,552)
Inventory and prepaid expenses	30	(267)
(Decrease) increase in liabilities		
Accounts payable	3,526	(479)
Performance deposits	711	7
Deferred revenue	90	221
	<u>32,166</u>	<u>9,696</u>
Capital		
Acquisition of tangible capital assets	(19,588)	(5,926)
Writedown of tangible capital assets	38	-
	<u>(19,550)</u>	<u>(5,926)</u>
Investing		
Change in investments	(10,143)	690
Financing		
Decrease in long term payable	(350)	(350)
Repayment of mortgage payable	-	(900)
Repayment of debenture debt	(1,897)	(1,897)
	<u>(2,247)</u>	<u>(3,147)</u>
Net increase in cash and cash equivalents	226	1,313
Cash and cash equivalents, beginning of year	4,989	3,676
Cash and cash equivalents, end of year	\$ 5,215	\$ 4,989

See accompanying notes to the financial statements

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

1. Organization and nature of operations

The Kelowna International Airport (“the Airport”) is controlled by the City of Kelowna (“the City”). The City operates the Airport pursuant to the provisions of a long-term lease with the Government of Canada entered into on January 1, 1969 (“the Ground Lease”). The term of the Ground Lease expires on December 31, 2054.

On March 11, 2020 the World Health Organization officially declared the COVID-19 outbreak a pandemic. The pandemic forced governments to implement extraordinary measures to slow the progress of infections and to stabilize disrupted economies and financial markets. The Airport deployed initiatives in order to protect the health and safety of its employees and customers, support its customers, and mitigate the impact of the crisis while ensuring continuity of its operations. As a result of the aforementioned conditions, the Airport saw a significant decrease in flights, passenger volumes and revenues in 2020, 2021 and 2022. Recovery commenced in 2022, but the Airport expects flights, passenger volumes and revenues to continue to be impacted beyond 2022 and, as of this time, it is difficult to assess the length or severity of the impact on the Airport's future results as it is dependent on the length and severity of the pandemic and corresponding economic recovery. Management will continue to monitor and assess the situation and respond accordingly.

These financial statements reflect the assets, liabilities and operations of the Airport. The financial statements have been prepared in accordance with Canadian public sector accounting standards.

2. Significant accounting policies

Accrual accounting

The accrual method for reporting revenues and expenditures has been used.

Cash and cash equivalents

Cash and cash equivalents represent funds held in the City of Kelowna pooled funds. Cash and cash equivalents consist of cash and short-term investments with maturities of 90 days or less from the date of acquisition.

Government transfers

Government transfers are the major source of transfers to the Airport. Restricted government transfers are deferred and recognized as revenue in the year in which the related expenditures are incurred. Unrestricted transfers are recognized as revenue when received.

Work in progress

Work in progress represents capital projects under construction but not completed and is valued at cost.

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

2. Significant accounting policies ()

Tangible capital assets

Tangible capital assets are recorded at cost which includes all amounts directly attributable to the acquisition, construction, development or betterment of the asset. The cost, less residual value of the asset, is amortized on a straight-line basis over its estimated useful life as follows:

Land improvements	25 years
Buildings	10 to 75 years
Infrastructure	10 to 75 years
Machinery and equipment	5 to 20 years

Contributions of tangible capital assets

Tangible capital assets received as contributions are recorded at their fair market value at the date of contribution.

Intangible assets

Intangible assets include works of art and historic assets. They are not recorded in these financial statements due to the uncertainty as to their value.

Inventories of supplies

Inventories of supplies include chemicals, fuel and supplies and are recorded at the lower of historical cost or replacement cost, with cost being determined using the weighted average cost method.

Municipal pension plan

The Airport's pension follows the guidelines of the Municipal Pension Plan which is administered by the Province of British Columbia for all British Columbia municipalities. The Airport and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula.

Portfolio investments

Portfolio investments are recorded at cost and are comprised of Municipal Finance Authority bonds and intermediate funds, provincial and bank issued accrual notes and debentures, and guaranteed investment certificates and deposit notes with maturities of 90 days or more from the date of acquisition.

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

2. Significant accounting policies ()

Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment that exceeds an environmental standard. The liability is recorded net of any expected recoveries. A liability for remediation of contaminated sites is recognized when a site is not in productive use and all the following criteria are met:

- an environmental standard exists;
- contamination exceeds the environmental standard;
- the Airport
 - is directly responsible; or
 - accepts responsibility;
- it is expected that future economic benefits will be given up; and
- a reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance and monitoring that are an integral part of the remediation strategy for a contaminated site.

There are no liabilities recorded as at December 31, 2022 and 2021.

Use of estimates

Management has made estimates and assumptions that affect the amounts reported in preparing these financial statements. The significant areas requiring the use of management estimates relates to the determination of allowance for doubtful accounts, tangible capital assets' estimated useful lives, the related amortization, and liability for contaminated sites. Actual results could vary from those estimates.

Revenue recognition

Revenue is recognized in the period in which it is earned.

Investment income is recorded on an accrual basis and is recognized when earned.

Ground Lease

The Ground Lease is accounted for as an operating lease.

Reserves for future expenditure

Reserves for future expenditure are non-statutory reserves which represent an appropriation of surplus for specific purposes. Transfers to reserves for future expenditure include funds to finance projects and accumulations for specific purposes.

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

3. Long-term payable

The Airport has arranged for payment terms beyond a year for certain payables amounting to \$393, as at December 31, 2022 (2021 - \$743). These payables will be paid in full by October 31, 2029 and are non-interest bearing.

4. Debenture debt

Debenture debt principal is reported net of sinking fund balances.

<u>Local Area Bylaw</u>	<u>Issue No.</u>	<u>Interest Rate</u>	<u>Amount of Issue</u>	<u>Sinking Fund Balance</u>	<u>Net Debt</u>	<u>Due Date</u>
9867	133	2.75	\$ 7,500	\$ 4,973	\$ 2,527	2025-10-02
9867	137	2.60	3,500	1,954	1,546	2026-04-19
9867	139	2.10	3,000	1,693	1,307	2026-10-05
9867	141	2.80	8,000	3,705	4,295	2027-04-07
			<u>\$ 22,000</u>	<u>\$ 12,325</u>	<u>\$ 9,675</u>	

Principal repayments required for the next five years are as follows:

<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
\$ 1,897	\$ 1,897	\$ 1,897	\$ 1,258	\$ 698

The City, on behalf of the Airport, has issued the debt instruments above through the Municipal Finance Authority (MFA). As a condition of these borrowings, a portion of the debenture proceeds is withheld by the Municipal Finance Authority as a debt reserve fund. The City also executes demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the Municipal Finance Authority. These demand notes are contingent in nature. The Debt Reserve and Demand Note balances are as follows:

	<u>2022</u>	<u>2021</u>
Cash deposits held by MFA	\$ 252	\$ 245
Demand notes held by MFA	1,021	1,021
	<u>\$ 1,273</u>	<u>\$ 1,266</u>

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

5. Work in progress

Work in progress is recorded at cost, is not amortized, and is comprised of:

	<u>Land Improvements</u>	<u>Buildings</u>	<u>Infrastructure</u>	<u>Machinery & Equipment</u>	<u>Total 2022</u>	<u>Total 2021</u>
Cost						
Balance, beginning of year	\$ -	\$ 7,339	\$ 459	\$ 124	\$ 7,922	\$ 6,557
Add: additions during the year	69	5,215	116	9	5,409	1,628
Less: transfers to tangible capital assets	-	-	(193)	(63)	(256)	(263)
Balance, end of year	\$ 69	\$ 12,554	\$ 382	\$ 70	\$ 13,075	\$ 7,922

6. Tangible capital assets

	<u>Land</u>	<u>Land Improvement</u>	<u>Buildings</u>	<u>Infrastructure</u>	<u>Machinery & Equipment</u>	<u>Total 2022</u>	<u>Total 2021</u>
Cost							
Balance, beginning of year	\$ 16,557	\$ 13,276	\$ 65,406	\$ 89,450	\$ 57,032	\$ 241,721	\$ 237,160
Add: additions during the year	-	36	6,668	6,965	510	14,179	4,298
Add: transfers from work in progress	-	-	-	193	63	256	263
Less: write-down during the year	-	-	-	-	(38)	(38)	-
Balance, end of year	16,557	13,312	72,074	96,608	57,567	256,118	241,721
Accumulated Amortization							
Balance, beginning of year	-	8,976	31,183	38,856	21,256	100,271	92,728
Add: amortization	-	438	1,833	3,229	2,661	8,161	7,543
Balance, end of year	-	9,414	33,016	42,085	23,917	108,432	100,271
Net book value of tangible capital assets	\$ 16,557	\$ 3,898	\$ 39,058	\$ 54,523	\$ 33,650	\$ 147,686	\$ 141,450

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

7. Accumulated surplus

	Reserves for future expenditure	General surplus	Investment in tangible capital assets	2022 Total	2021 Total
Accumulated surplus, beginning of year	\$ 34,405	\$ 2,407	\$ 137,410	\$ 174,222	\$ 166,737
Annual surplus (deficit)	955	31,675	(7,829)	24,801	7,485
Transfers	21,879	(21,879)	-	-	-
Acquisition of tangible capital assets	(11,657)	(7,931)	19,588	-	-
Writedown of tangible capital asset	-	38	(38)	-	-
Retirement of debt	-	(1,905)	1,905	-	-
Accumulated surplus, end of year	<u>\$ 45,582</u>	<u>\$ 2,405</u>	<u>\$ 151,036</u>	<u>\$ 199,023</u>	<u>\$ 174,222</u>

8. Contingent liabilities

Pension liability

The employer and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2021, the plan has about 227,000 active members and approximately 118,000 retired members. Active members include approximately 42,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as at December 31, 2021, indicated a \$3.8 billion funding surplus for basic pension benefits on a going concern basis.

The Airport paid \$377 (2021 - \$340) for employer contributions to the plan in fiscal 2022, while employees contributed \$313 (2021 - \$272) to the plan in fiscal 2022.

The next valuation will be as at December 31, 2024, with results available in 2025.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

8. Contingent liabilities ()

Legal actions

The City is currently engaged in certain legal actions. The outcome and the possible effect on the Airport of these legal actions are not determinable at this time. Accordingly, no provision has been made in the accounts for these actions.

The amount of loss, if any, arising from these contingent liabilities will be recorded in the accounts in the period in which the loss is realized.

9. Commitments

At December 31, 2022, the Airport had entered into construction commitments relating to the Airport capital program amounting to \$6,627 (2021 - \$293).

10. Airport improvement fees

The Kelowna International Airport entered into a Memorandum of Agreement ("the Agreement") dated September 23, 1997 with the Air Transport Association of Canada and certain air carriers operating from the Airport. The Agreement provides for a consultative process with air carriers regarding the improvement to and expansion of airport facilities and the collection of airport improvement fees (AIF). AIF revenues can only be used to fund Airport infrastructure projects and associated financing costs. During the year ended December 31, 2022, the City recognized \$19,432 (2021 - \$9,483), in airport improvement fee revenue.

AIF fees were charged at \$25 per departing passenger for travel booked on or after February 19, 2020, for travel scheduled on or after March 1, 2020.

Airport improvement fee summary since implementation to December 31, 2022:

	<u>2022</u>	<u>2021</u>
Cumulative AIF revenue	\$ 188,670	\$ 169,238
Cumulative AIF expenditures	<u>185,314</u>	<u>172,664</u>
Surplus (deficiency) of revenue over expenditures	<u>\$ 3,356</u>	<u>\$ (3,426)</u>

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

11. Sale of service by object

	<u>2022</u>	<u>2021</u>
Parking revenue	\$ 8,154	\$ 3,317
Airport landing fees	3,780	2,307
Airport terminal fees	2,997	1,723
Car rental concessions	3,286	1,643
Terminal concessions	739	346
Lease revenue	2,057	1,906
Other	1,629	1,089
	<u>\$ 22,642</u>	<u>\$ 12,331</u>

12. Government transfers

Due to the completion or progress of the projects there is a deferred revenue balance of \$411 in 2022 (2021 -\$nil) related to these grants.

The Airport received and recorded as revenue the following grants:

	<u>Type of grant</u>	<u>Project</u>	<u>2022</u>	<u>2021</u>
Federal Government	Restricted	Terminal Buildings - baggage handling operations	\$ 96	\$ 116
Federal Government	Restricted	Airport Critical Infrastructure Program	6,500	-
Province of British Columbia	Restricted	Child Care Capital Funding Program	1,100	-
Province of British Columbia	Restricted	Mass Timber Demonstration Program	88	-
Federal Government	Restricted	Regional Air Transportation Initiative	-	3,261
Federal Government	Restricted	Airport Relief Fund	-	3,097
Province of British Columbia	Restricted	Provincial COVID-19 Relief	-	720
Federal Government	Restricted	Western Diversification	-	75
			<u>\$ 7,784</u>	<u>\$ 7,269</u>

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

13. Expenses by object

Expenses reported by object comprise:

	<u>2022</u>	<u>2021</u>
Amortization	\$ 8,161	\$ 7,543
Contract and professional services	7,285	5,292
Salaries and benefits	5,657	4,458
Materials and supplies	2,652	1,768
Policing and other Municipal services	1,379	1,819
Utilities	681	581
Interest expense	584	584
	<u>\$ 26,399</u>	<u>\$ 22,045</u>

14. Budget data

The budget figures are from the Annual Five-Year Financial Plan Bylaw adopted before May 15th of each year. Subsequent amendments have been made by Council to reflect changes in the budget as required by law. Amortization of tangible capital assets was not included in the budget. The table below shows the reconciliation between the approved budget and the budget presented in these financial statements.

	<u>Budget Amount</u>
Revenue	
Operating budget	\$ 40,678
Expenses	
Operating budget	20,051
Capital budget	80,852
	<u>100,903</u>
Annual deficit per approved budget	(60,225)
Add: capital expenses	80,852
Annual surplus per statement of operations	<u>\$ 20,627</u>

15. Comparative figures

Certain comparative figures have been reclassified to conform to the presentation format adopted in the current year.

KELOWNA INTERNATIONAL AIRPORT

Notes to the Financial Statements

December 31, 2022

(in thousands of dollars)

16. Subsequent event

Subsequent to December 31, 2022, amendments were made to the Airport Critical Infrastructure Program grant agreements with the Federal Government, which resulted in 100% of qualifying expenditures made prior to December 31, 2022 being reimbursed rather than 50%. This resulted in \$1.6 million in grants being received earlier than anticipated.



Kelowna International Airport

1-5533 Airport Way
Kelowna, BC V1V 1S1

Tel 250-807-4300
airport@kelowna.ca

ylw.kelowna.ca