

LAWTON METROPOLITAN AREA
AIRPORT AUTHORITY

A Component Unit of the City of Lawton, Oklahoma

Financial Statements
For the Years Ended June 30, 2024 and 2023

Lawton Metropolitan Area Airport Authority
June 30, 2024

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Independent Auditor's Report

Board of Trustees
Lawton Metropolitan Area Airport Authority
Lawton, Oklahoma

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Lawton Metropolitan Area Airport Authority (Airport), a component unit of the City of Lawton, Oklahoma as of and for the year ended June 30, 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 respective financial position of the Airport, as of June 30, 2024, and the respective changes in financial position and its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Prior Year Audited by Other Auditors

The 2023 financial statements were audited by other auditors, and their report thereon, dated December 8, 2023, expressed an unmodified opinion.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*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 audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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 opinions. 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 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 opinions 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 Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and the schedule of passenger facility

charge collections and expenditures required by the *Passenger Facility Charge Audit Guide for Public Agencies* are presented for purposes of additional analysis and are 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 information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 20, 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

**Rogers, Arkansas
January 20, 2025**

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

The following discussion and analysis of the financial performance of Lawton Metropolitan Area Airport Authority (Authority) provides an overview of the Authority's financial activities for the fiscal year ended June 30, 2024. Please read it in conjunction with the Authority's financial statements, which begin on page 8.

Financial Highlights

2024 Compared to 2023

- ❖ During the year ended June 30, 2024 the Airport's net position increased to \$33,848,515 from \$30,469,258 in 2023.
- ❖ Operating revenues decreased to \$3,150,587 from \$3,298,509 in 2023 and net non-operating revenues increased to \$5,579,282 from \$3,741,350 in 2023. The decrease in operating revenues was primarily due to a decrease in FBO income. The increase in non-operating revenues was primarily due to an increase in federal funds awarded through the Airport Improvement Program for capital improvements and an increase in customer facility charges.
- ❖ Operating expenses decreased to \$5,350,612 from \$5,571,701 in 2023, primarily a result of a decrease in supplies and materials, and FBO expenses.

2023 Compared to 2022

- ❖ During the year ended June 30, 2023 the Airport's net position increased to \$30,469,258 from \$29,001,100 in 2022
- ❖ Operating revenues increased to \$3,298,509 from \$3,255,529 in 2022 and net non-operating revenues increased to \$3,741,350 from \$1,698,260 in 2022. The increase in non-operating revenues was primarily due to an increase in federal funds awarded through the Airport Improvement Program for capital improvements.
- ❖ Operating expenses increased to \$5,571,701 from \$4,942,449 in 2022, primarily a result of increases in payroll related expenses, and cost of sales for the Lawton Aviation Services.

Overview of the Financial Statements

The report on the audit of the financial statements is presented in two sections: financial and supplementary. The Authority has elected to present the financial statements in accordance with the business-type activities format, as designated by the Authority's primary government, the City of Lawton. Accordingly, the financial section of this report includes Management's Discussion and Analysis (as required supplementary information); the Statements of Net Position; the Statements of Revenues, Expenses, and Changes in Net Position; the Statements of Cash Flows; and explanatory Notes to the Financial Statements, as required by Governmental Accounting Standards Board (GASB) Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis—for State and Local Governments*, as amended by (GASB) Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*.

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

The Basic Financial Statements

One of the most important questions asked about the Authority is whether it is better off or worse off as a result of the year's financial activities. The Statements of Net Position and the Statements of Revenues, Expenses, and Changes in Net Position report information about the Airport as a whole and about its activities in a way that answers this question. These statements include *all* assets and *all* liabilities using the accrual basis of accounting, which is similar to the accounting method used by most private-sector companies. The accrual basis of accounting reports the current year's revenues and expenses regardless of when cash is actually received or disbursed.

The Statements of Net Position and the Statements of Revenues, Expenses, and Changes in Net Position report the Airport's net position and changes to them. You can think of the airport's net position - the difference between assets and liabilities - as one way to measure the Airport's financial health or financial position. Over time, increases or decreases in the Authority's net position are one indicator of whether its financial health is improving or deteriorating. You will also need to consider non-financial factors, however, such as changes in requirements of the programs funded by the Authority, in addition to the condition of its physical facilities, to fully assess the overall health of the Authority.

Financial Analysis of the Authority as a Whole

The Authority's net position increased from a year ago. The following amounts are from the statements of net position, page 8, which is presented on an accrual basis of accounting whereby assets are capitalized and depreciated.

Lawton Metropolitan Area Airport Authority			
Net Position			
June 30, 2024, 2023, and 2022			
	<u>2024</u>	<u>2023</u>	<u>2022</u>
Current Assets	\$ 1,324,770	\$ 1,317,154	\$ 1,880,024
Noncurrent assets	<u>36,980,262</u>	<u>30,056,777</u>	<u>28,248,987</u>
Total assets	<u>38,305,032</u>	<u>31,373,931</u>	<u>30,129,011</u>
Current liabilities	4,115,642	611,702	518,762
Noncurrent liabilities	<u>32,964</u>	<u>46,394</u>	<u>273,480</u>
Total liabilities	<u>4,148,606</u>	<u>658,096</u>	<u>792,242</u>
Deferred inflows of resources	<u>307,911</u>	<u>246,577</u>	<u>335,669</u>
Net position:			
Net Investment in,			
Capital assets	\$ 32,486,450	\$ 29,400,512	\$ 26,295,507
Restricted for construction	192,124	173,342	1,427,903
Restricted for TSA	7,360	-	-
Unrestricted	<u>1,162,581</u>	<u>895,404</u>	<u>1,277,690</u>
Total net position	<u>\$ 33,848,515</u>	<u>\$ 30,469,258</u>	<u>\$ 29,001,100</u>

Net position increased by \$3,379,257.

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

**Lawton Metropolitan Area Airport Authority
Operating Results
Years Ended June 30, 2024, 2023, and 2022**

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Operating revenues	\$ 3,150,587	\$ 3,298,509	\$ 3,255,529
Operating expenses	<u>5,350,612</u>	<u>5,571,701</u>	<u>4,942,449</u>
Operating income (loss)	(2,200,025)	(2,273,192)	(1,686,920)
Non-operating revenues (expenses)	<u>5,579,282</u>	<u>3,741,350</u>	<u>1,698,260</u>
Changes in net position	3,379,257	1,468,158	11,340
Net position, beginning	<u>30,469,258</u>	<u>29,001,100</u>	<u>28,989,760</u>
Net position, ending	<u>\$ 33,848,515</u>	<u>\$ 30,469,258</u>	<u>\$ 29,001,100</u>

2024 Compared to 2023

During the year ended June 30, 2024, overall operating revenues decreased by \$147,922 and overall operating expenses decreased by \$221,089, primarily due to a decrease in supplies and materials, FBO expense and a decrease in FBO income.

The Authority's net position increased by \$3,379,257 primarily due to an increase in federal funds awarded through the Airport Improvement Program for capital improvements and an increase in customer facility charges.

2023 Compared to 2022

During the year ended June 30, 2023, overall operating revenues increased by \$42,980 and overall operating expenses increased by \$629,252, primarily due to an increase in supplies and materials, FBO, and an increase in employee and payroll expenses.

The Authority's net position increased by \$1,468,158 primarily due to increases in both operating revenues and federal grants.

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

**Lawton Metropolitan Area Airport Authority
Analysis of Net Position
Years Ended June 30, 2024, 2023, and 2022**

	2024	2023	2022
Net position:			
Net investment in:			
Capital assets	\$ 32,486,450	\$ 29,400,512	\$ 26,295,507
Restricted for construction	192,124	173,342	1,427,903
Restricted for TSA	7,360	-	-
Unrestricted	<u>1,162,581</u>	<u>895,404</u>	<u>1,277,690</u>
Total net position	<u>\$ 33,848,515</u>	<u>\$ 30,469,258</u>	<u>\$ 29,001,100</u>

**Lawton Metropolitan Area Airport Authority
Cash Flows
Years Ended June 30, 2024, 2023, and 2022**

	2024	2023	2022
Cash provided (used) by:			
Operating activities	\$ (469,714)	\$ (756,376)	\$ (15,108)
Noncapital financing activities	(37,651)	(19,269)	(13,261)
Capital and related financing activities	1,118,739	(1,559,955)	948,077
Investing activities	<u>28,302</u>	<u>19,488</u>	<u>11,451</u>
Net increase (decrease) in cash and cash equivalents	639,676	(2,316,112)	931,159
Cash and cash equivalents, beginning	<u>536,563</u>	<u>2,852,675</u>	<u>1,921,516</u>
Cash and cash equivalents, ending	<u>\$ 1,176,239</u>	<u>\$ 536,563</u>	<u>\$ 2,852,675</u>

Capital Assets and Debt Administration

At June 30, 2024, the Authority's investment in net capital assets increased by \$6,762,529. At June 30, 2023, the Authority's investment in net capital assets increased by \$3,164,179.

**Lawton Metropolitan Area Airport Authority
Capital Assets, Net
Years Ended June 30, 2024, 2023, and 2022**

	2024	2023	2022
Capital assets:	\$ 70,051,414	\$ 61,711,430	\$ 56,941,796
Less: accumulated depreciation	<u>(33,829,199)</u>	<u>(32,251,744)</u>	<u>(30,646,289)</u>
Capital assets, net	<u>\$ 36,222,215</u>	<u>\$ 29,459,686</u>	<u>\$ 26,295,507</u>

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

Capital Assets and Debt Administration

2024 Capital Projects

Major capital asset transactions during the year include the following additions:

*	Buildings and improvements	\$	18,014
*	Machinery and Equipment		10,302
*	Furniture and Fixtures		10,644
*	Construction in Progress		8,301,025

The construction in progress during the current year is construction costs on AIP project 43, AIP project 46, and bond project 22. AIP project 43 had current year construction costs of \$318,630, AIP project 46 had current year construction costs of \$4,386,013 and bond project 22 had current year construction costs of \$3,596,382 for the terminal construction phases 3 & 4.

2023 Capital Projects

Major capital asset transactions during the year include the following additions:

*	Runways, ramps, and roads	\$	34,975
*	Buildings and improvements		2,116,688
*	Machinery and Equipment		349,338
*	Furniture and Fixtures		-
*	Construction in Progress		4,339,183

The construction in progress during the current year is construction costs on AIP project 43, and the car rental wash facility project. The car rental wash facility had \$1,710,412 in current year construction costs, and the total cost of \$2,037,647 for that project was completed and capitalized this year. AIP project 43 had current year construction costs of \$2,628,772 for the terminal construction phase 3 and 4. The total grant application project amount for AIP project 43 is \$10,355,000.

2024 Debt

The Authority had long-term debt outstanding at June 30, 2024 related to the purchase of capital assets of \$46,439 and \$3,544,387 of short term debt of which \$144,939 is on lines of credit.

2023 Debt

The Authority had long-term debt outstanding at June 30, 2023 related to the purchase of capital assets of \$46,394 and \$461,767 of short term debt of which \$448,987 is on lines of credit.

Economic Factors and the Airport's Future

The Authority's board considered factors when setting the budget, rates, and fees that will be charged for the Authority's services. One of these factors is the economy.

**Lawton Metropolitan Area Airport Authority
Management's Discussion and Analysis
For the Year Ended June 30, 2024**

Contacting the Airport's Financial Management

This financial report is designed to provide our citizens, taxpayers, customers, and investors with a general overview of the Authority's finances and to show the Authority's accountability for the money it receives. If you have questions about this report, or need additional financial information, contact Barbara McNally, Airport Director, Lawton Metropolitan Area Airport Authority, 3401 South 11th Street, Lawton, Oklahoma 73501.

Lawton Metropolitan Area Airport Authority
Statements of Net Position
For the Years Ended June 30, 2024 and 2023

ASSETS	<u>2024</u>	<u>2023</u>
Current assets:		
Cash and cash equivalents	\$ 877,499	\$ 363,221
Accounts receivable	110,810	88,073
Leases rec, current portion	113,590	94,821
Due from governments	158,392	640,344
Due from TSA DHS	-	7,160
Prepaid insurance	14,997	11,887
Inventory	<u>49,482</u>	<u>111,648</u>
Total current assets	1,324,770	1,317,154
Noncurrent assets:		
Restricted cash	298,740	173,342
Leases rec, net of current portion	194,321	151,756
Prepaid land lease	259,259	266,266
Goodwill: FBO purchase	5,727	5,727
Property, plant, and equipment, net of accumulated depreciation	<u>36,222,215</u>	<u>29,459,686</u>
Total noncurrent assets	<u>36,980,262</u>	<u>30,056,777</u>
Total assets	<u>\$ 38,305,032</u>	<u>\$ 31,373,931</u>
LIABILITIES:		
Current liabilities:		
Accounts payable	\$ 194,739	95,917
Accrued liabilities	100,585	22,404
Accrued compensated absences	22,662	19,281
Insurance proceeds	83,915	-
Deferred revenue	10,940	12,333
Current portion of long-term debt	<u>3,702,801</u>	<u>461,767</u>
Total current liabilities	4,115,642	611,702
Long-term liabilities	<u>32,964</u>	<u>46,394</u>
Total liabilities	<u>4,148,606</u>	<u>658,096</u>
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows from leases	<u>307,911</u>	<u>246,577</u>
Total Deferred inflows of resources	<u>307,911</u>	<u>246,577</u>
NET POSITION:		
Net investment in capital assets	\$ 32,486,450	\$ 29,400,512
Restricted:		
Construction	192,124	173,342
TSA security	<u>7,360</u>	<u>-</u>
Total restricted	199,484	173,342
Unrestricted net position	<u>1,162,581</u>	<u>895,404</u>
Total net position	<u>\$ 33,848,515</u>	<u>\$ 30,469,258</u>

See accompanying notes to financial statements.

Lawton Metropolitan Area Airport Authority
Statements of Revenues, Expenses, and Changes in Net Position
For the Years Ended June 30, 2024 and 2023

OPERATING REVENUES	2024	2023
Rental income	\$ 692,608	\$ 616,861
Fire services contributed by City of Lawton	717,527	654,018
Commissions	9,199	5,532
Landing fees	99,662	74,721
Parking	272,390	221,489
Federal grants - TSA/DHS	29,216	47,720
FBO income	1,319,707	1,669,874
Other	10,278	8,294
Total operating revenues	<u>3,150,587</u>	<u>3,298,509</u>
OPERATING EXPENSES		
Wages, airport and FBO	736,292	707,162
Payroll taxes and benefits, airport, and FBO	159,664	181,953
Wages, payroll taxes, benefits, fire service	659,013	594,134
Advertising and promotion	16,071	17,244
Legal and professional	608,784	206,493
Training and travel	12,335	9,374
Telephone and utilities	194,086	204,309
Supplies and materials, airport	92,933	85,172
Supplies and materials, FBO	708,396	1,392,914
Insurance	78,597	46,808
Maintenance, operations, and contractual	331,156	391,098
Fees, licenses, and dues	12,673	6,561
Depreciation	1,577,455	1,605,455
Security	108,814	78,532
Parking expenses	25,237	5,040
Amortization of prepaid lease	7,007	7,007
Other expenses	22,099	32,445
Total operating expenses	<u>5,350,612</u>	<u>5,571,701</u>
Operating income (loss)	(2,200,025)	(2,273,192)
NONOPERATING REVENUES AND (EXPENSES)		
Interest income	24,379	6,457
Interest income, restricted	3,923	13,030
Interest expense	(114,272)	(17,701)
Passenger facility charges	184,680	174,181
Customer facility charges	366,542	198,608
Federal grants – construction	5,114,030	3,366,775
Net non-operating revenues and expenses	<u>5,579,282</u>	<u>3,741,350</u>
Change in net position	<u>3,379,257</u>	<u>1,468,158</u>
NET POSITION, beginning of the year	<u>30,469,258</u>	<u>29,001,100</u>
NET POSITION, ending of the year	<u>\$ 33,848,515</u>	<u>\$ 30,469,258</u>

See accompanying notes to financial statements.

Lawton Metropolitan Area Airport Authority
Statements of Cash Flows
For the Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from federal and state grants and contracts, program fees, and other revenues	\$ 3,133,617	\$ 3,325,001
Cash paid to suppliers for goods and services	(2,053,303)	(2,600,778)
Cash paid for salaries and benefits	(1,550,028)	(1,480,599)
Net cash provided (used) by operating activities	(469,714)	(756,376)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	28,302	19,488
Net cash provided (used) by investing activities	28,302	19,488
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of property and equipment	(8,339,984)	(4,769,634)
Federal grants	5,595,982	2,785,734
State and local grants	-	-
Program fees	551,222	372,789
Insurance Proceeds	83,915	-
Proceeds from borrowings	3,543,004	617,305
Principal payments on notes payable	(315,400)	(566,149)
Net cash provided (used) by capital and related financing	1,118,739	(1,559,955)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Interest Expense	(37,651)	(19,269)
Net cash provided (used) by noncapital financing activities	(37,651)	(19,269)
Net increase (decrease) in cash and cash Equivalents	639,676	(2,316,112)
CASH AND CASH EQUIVALENTS, beginning	536,563	2,852,675
CASH AND CASH EQUIVALENTS, ending	\$ 1,176,239	\$ 536,563
RECONCILIATION OF TOTAL CASH & CASH EQUIVALENTS TO STATEMENTS OF NET POSITION:		
Unrestricted	\$ 877,499	\$ 363,221
Restricted:		
PFC funds	147,376	173,342
CFC funds	43,023	-
Capital account	100,981	-
Other restricted funds	7,360	-
Total restricted	298,740	173,342
Total cash & cash equivalents	\$ 1,176,239	\$ 536,563

See accompanying notes to financial statements.

Lawton Metropolitan Area Airport Authority
Statements of Cash Flows
For the Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
RECONCILIATION OF OPERATING INCOME		
(LOSS) TO NET CASH PROVIDED BY (USED IN)		
OPERATING ACTIVITIES:		
Operating Income (loss)	\$ (2,200,025)	\$ (2,273,192)
Adjustments to reconcile operating loss to net cash provided (used) by operating activities:		
Depreciation	1,577,455	1,605,455
Amortization of prepaid land lease	7,007	7,007
Changes in assets and liabilities:		
(Increase) decrease in receivables	(22,737)	25,651
(Increase) decrease due from gvts (TSA/DHS)	7,160	1,480
(Increase) decrease prepaid expenses	(3,110)	(689)
(Increase) decrease in inventory	62,166	61,647
Increase (decrease) in accounts payable	98,822	(185,745)
Increase (decrease) in deferred revenue	(1,393)	(639)
Increase (decrease) in accrued expenses	1,560	3,701
Increase (decrease) in accrued compensated absences	3,381	(1,052)
Total adjustments	<u>1,730,311</u>	<u>1,516,816</u>
Net cash provided (used) by operating activities	<u>\$ (469,714)</u>	<u>\$ (756,376)</u>

See accompanying notes to financial statements.

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

1. Organization and Reporting Entity

Organization:

The Lawton Metropolitan Area Airport Authority (Authority) was established by the City of Lawton (City) as an Oklahoma Public Trust in October 1969 to operate the Lawton Municipal Airport and to modernize and expand the airport facilities. One Authority trustee is also a member of the City Council. The Authority does not have the power to levy taxes, and while the City of Lawton has no obligation for debt issued by the Authority, it is the beneficiary of the trust.

The Authority equips, operates, and maintains the airport facilities and collects various amounts related to Authority activities from leases and commissions. In-kind services, such as aircraft rescue and firefighting staff, are supplied by the City. The airport has a 30,000 square foot terminal and a general aviation terminal. American Eagle is the airport's commercial carrier. American Eagle offers daily flights to and from Dallas-Fort Worth International Airport. During most operating periods, the airport receives capital improvement funds from federal sources, passenger facility charges, City Capital Improvement Projects (CIP), and Oklahoma Aeronautic Commission (OAC) state grants.

Reporting Entity:

The Authority meets the criteria set forth in generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board (GASB) for inclusion as a component unit within the City of Lawton's basic financial statements based on the City's responsibility for the appointment of the Authority members, and their approval of capital programs. As such, the Authority is included in the City's basic financial statements. The accompanying financial statements present the financial position and the changes in net position and cash flows of the Authority only. The Authority is not involved in any joint ventures.

2. Summary of accounting policies

This report is prepared in conformity with U.S. Generally accepted Accounting Principles (GAAP) and the provisions of Government Accounting Standards Board (GASB) Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*, as amended by Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*. Those statements establish standards for external financial reporting for all state and local governmental entities which include a Statement of Net Position, a Statement of Revenues, Expenses, and Changes in Net Position, and a Statement of Cash Flows.

Basis of Accounting -- The financial statements have been prepared on the accrual basis of accounting whereby revenues are recognized when earned and expenditures are recognized when incurred. The Statement of Revenues, Expenses, and Changes in Net Position is a statement of financial activities related to the current reporting period.

Government-wide Financial Statement -- The adopted GASB Statements require that the overall financial condition of the Airport be displayed in three entity-wide financial statements. These are the Statement of Net Position; the Statement of Revenues, Expenses, and Changes in Net Position; and the Statement of Cash Flows. These include all financial activity of the Airport.

The financial statements are presented using the "business-type activities" approach. Business-type activities are those that provide specific, divisible services to residents or businesses and are funded primarily by user charges. As is required by generally accepted accounting principles, the Authority reports using the economic resources measurement focus and accrual basis of accounting.

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

2. Summary of accounting policies (continued)

Revenues are recorded when earned and expenses are recorded when liabilities are incurred. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. This method of accounting also distinguishes operating revenues and expenses from non-operating items and capital contributions. Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. Revenues and expenses not meeting this definition are reported as either non-operating revenues and expenses or capital contributions.

GASB Statements No. 34 and 63 require that the Statement of Net Position classify net position into three components: net investment in capital assets; restricted, and unrestricted. These classifications are defined as follows.

Net Investment in Capital Assets -- This component of net position consists of capital assets, including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of debt attributable to the unspent proceeds are not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the net position component as the unspent proceeds.

Restricted Net Position -- This component of net position consists of constraints placed on net asset use through external restrictions imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provision or enabling legislation. When both restricted and unrestricted sources are available for use, generally it is the Authority's policy to use restricted resources first.

Unrestricted Net Position -- This component of net position consists of those net position that do not meet the definition of "restricted" or "net investment in capital assets."

Component Unit -- Component units are legally separate organizations for which the officials of the primary entity are financially responsible. In addition, component units can be other organizations which the nature and significance of their relationship with the primary entity are such that the exclusion would cause the reporting entity's financial statements to be misleading or incomplete. The Authority is a component unit of the City of Lawton.

Use of Estimates -- Management uses estimates and assumptions in preparing financial statements. Those estimates and assumptions affect the reported amounts of assets, liabilities and net position, the disclosure of contingent assets and liabilities, and the reported revenues and expenses. Actual results could differ from those estimates.

Cash and Cash Equivalents -- The Authority considers cash on hand, demand deposits, interest bearing accounts, and investments with a maturity of 90 days or less to be cash and cash equivalents

Inventory -- The Authority maintains its inventory of snow removal chemicals and aviation fuel on the first-in-first-out (FIFO) method. Inventory balances were \$49,482 at June 30, 2024 and \$111,648 at June 30, 2023.

Investments -- All investments are recorded at fair value.

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

2. Summary of accounting policies (continued)

Capital Assets -- Acquisitions of property and equipment with a useful life of more than one year and an original cost of \$1,000 or more are recorded as additions to capital assets. Depreciation of property and equipment has been calculated on the estimated useful lives using the straight-line method as follows:

<u>Type of Asset</u>	<u>Years</u>
Runways, ramps, and roads	20
Buildings and improvements	50
Equipment	5-20
Vehicles	5
Office furniture and equipment	5-10
Land Improvements	10-20

In-Kind and Match Revenue Expenses – Certain grants require in-kind matching funds. The Authority participates in the Federal Aviation Administration's (FAA) passenger facility charge (PFC) program using these funds to provide matching funds for federal funding of construction contracts.

Statements of Cash Flows – In accordance with GASB Statement 34, the accompanying financial statements include a Statement of Cash Flows which is presented using the direct method.

Income Tax Status – the Authority qualifies as an organization exempt from income taxes. As a government instrumentality, no provision has been made for federal or state income taxes.

Leases – the Authority is a party as lessor for various noncancellable long-term leases of buildings, property and office space. The corresponding lease receivable is recorded in an amount equal to the present value of the expected future minimum lease payments received, discounted by an applicable interest rate.

3. Deposits and Deposit Risk

The Authority is governed by the deposit and investment limitations of state law. The Authority held the following deposits at June 30, 2024 and 2023:

<u>Type</u>	<u>2024</u>	<u>2023</u>
Demand deposits	\$ 877,499	\$ 363,221
Demand Deposits, restricted	298,740	173,342
Total deposits	<u>\$ 1,176,239</u>	<u>\$ 536,563</u>

Custodial Credit Risk – Deposits in financial institutions, reported as components of cash and cash equivalents had a bank balance of \$1,176,239 at June 30, 2024 and \$536,563 at June 30, 23. All deposits were insured by depository insurance or secured with collateral held by the Authority's agent in its name.

Investment Interest Rate Risk – The Authority has no normal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

3. Deposits and Deposit Risk (continued)

Investment Credit Risk – The Authority has no investment policy that limits its investment choices other than the limitation of state law as follows:

- a. Direct obligations of the U. S. Government, its agencies and instrumentalities to which the full faith and credit of the U. S. Government is pledged, or obligations to the payment of which the full faith and credit of the State is pledged.
- b. Certificates of deposit or savings accounts that are either insured or secured with acceptable collateral with financial institutions, and fully insured certificates of deposit or savings accounts in out-of-state financial institutions.

Concentration of Investment Credit Risk – The Authority places no limit on the amount it may invest in any one issuer.

4. Receivables

Accounts Receivable – the Authority submits requests for advances and/or reimbursements to grantor and pass-through agencies for grant funds. As of June 30, 2024 and 2023, respectively, the Authority had the following outstanding receivables:

	<u>2024</u>	<u>2023</u>
Government	\$ 158,392	\$ 647,504
Contracts and other	<u>110,810</u>	<u>88,073</u>
Accounts receivable	<u>\$ 269,202</u>	<u>\$ 735,577</u>

All amounts receivable at June 30, 2023 were collected. All amounts receivable at June 30, 2024 were collected or considered collectible subsequent to the year end.

5. Fire services contributed by the City of Lawton

The City provides fire protection for the Authority in a facility owned by the Authority. Salaries and other costs paid by the City and dedicated to the Authority are recognized in the financial statements as in-kind contributions. In-kind contributions for the years ended June 30, 2024 and 2023, respectively, consisted of the following:

	<u>2024</u>	<u>2023</u>
Salaries	\$ 573,341	\$ 516,897
Taxes and fringe benefits	85,672	77,237
Maintenance, operations, and contractual services	<u>58,514</u>	<u>59,884</u>
Fire Services contributed by the City of Lawton	<u>\$ 717,527</u>	<u>\$ 654,018</u>

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

6. Capital assets

The Authority's investment in property and equipment at June 30, 2024 and 2023, and the related activity for the years then ended was as follows:

	Ending Balance June 2023	Increases	(Decreases)	Balance June 2024
Assets not being depreciated				
Land	\$ 7,800	\$ -	\$ -	\$ 7,800
Construction in Process	<u>2,717,461</u>	<u>8,301,025</u>	<u>-</u>	<u>11,018,486</u>
Total assets not being depreciated	2,725,261	8,301,025	-	11,026,286
Assets being depreciated				
Runways, ramps, and roads	32,958,439	-	-	32,958,439
Buildings and improvements	21,300,283	18,014	-	21,318,297
Equipment	3,537,919	10,302	-	3,548,221
Vehicles	192,880	-	-	192,880
Furniture and equipment	166,152	10,644	-	176,796
Land improvements	<u>830,495</u>	<u>-</u>	<u>-</u>	<u>830,495</u>
Total assets being depreciated	58,986,169	38,960	-	59,025,128
Total assets	61,711,430	8,339,985	-	70,051,414
Less accumulated depreciation for:				
Runways, ramps, and roads	(23,826,796)	(958,401)	-	(24,785,197)
Buildings and improvements	(5,068,032)	(437,189)	-	(5,505,221)
Equipment	(2,709,248)	(135,810)	-	(2,845,058)
Vehicles	(178,534)	(7,370)	-	(185,904)
Furniture and equipment	(123,241)	(6,684)	-	(129,925)
Land improvements	<u>(345,893)</u>	<u>(32,001)</u>	<u>-</u>	<u>(377,894)</u>
Total accumulated Depreciation	<u>(32,251,744)</u>	<u>(1,577,455)</u>	<u>-</u>	<u>(33,829,199)</u>
Net capital assets	<u>\$ 29,459,686</u>	<u>\$ 6,762,530</u>	<u>\$ -</u>	<u>\$ 36,222,215</u>

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

6. Capital assets (continued)

	Ending Balance June 2022	Increases	(Decreases)	Balance June 2023
Assets not being depreciated				
Land	\$ 7,800	\$ -	\$ -	\$ 7,800
Construction in Process	<u>448,828</u>	<u>4,339,183</u>	<u>(2,070,550)</u>	<u>2,717,461</u>
Total assets not being depreciated	456,628	4,339,183	(2,070,550)	2,725,261
Assets being depreciated				
Runways, ramps, and roads	32,923,464	34,975	-	32,958,439
Buildings and improvements	19,183,595	2,116,688	-	21,300,283
Equipment	3,188,581	349,388	-	3,537,919
Vehicles	192,880	-	-	192,880
Furniture and equipment	166,152	-	-	166,152
Land improvements	<u>830,495</u>	<u>-</u>	<u>-</u>	<u>830,495</u>
Total assets being depreciated	56,485,167	2,501,001	-	58,986,169
Total assets	56,941,795	6,840,184	(2,070,550)	61,711,430
Less accumulated depreciation for:				
Runways, ramps, and roads	(22,800,365)	(1,026,431)	-	(23,826,796)
Buildings and improvements	(4,663,869)	(404,163)	-	(5,068,032)
Equipment	(2,586,939)	(122,309)	-	(2,709,248)
Vehicles	(165,642)	(12,892)	-	(178,534)
Furniture and equipment	(116,637)	(6,604)	-	(123,241)
Land improvements	<u>(312,837)</u>	<u>(33,056)</u>	<u>-</u>	<u>(345,893)</u>
Total accumulated Depreciation	<u>(30,646,289)</u>	<u>(1,605,455)</u>	<u>-</u>	<u>(32,251,744)</u>
Net capital assets	<u>\$ 26,295,507</u>	<u>\$ 5,234,729</u>	<u>\$ -</u>	<u>\$ 29,459,686</u>

Capital assets are presented at cost at the date of acquisition, or acquisition value if donated.

Depreciation expenses for the years ended June 30, 2024 and 2023 were \$1,577,455 and \$1,605,455, respectively.

7. Rental income

The Authority, as operator of the airport facility, acts as lessor to various airlines and businesses operating at the airport. Rental revenues are billed and collected monthly. Some tenant's rents are based on sales. For more information on leases, refer to the specific lease agreements (Note 17).

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

8. Leases Payable

City of Lawton – On February 10, 1970, the Authority entered into a lease with the City of Lawton. This lease includes all airport facilities of the City as well as the terminal building, hangers, runway, taxiways, parking areas, and all airport facilities and real property belonging to the City. Per various amendments the lease does not require any payment to the City by the Authority. It does require the Authority to expend all revenues generated by the Authority for capital or operating costs of the airport. An amendment in 2002 extended the term of the original lease to an eighty-year lease terminating December 31, 2049.

Commissioners of the Land Office – On February 14, 2007, the Authority entered into a commercial ground lease with Commissioners of the Land Office, State of Oklahoma. The Authority made a one-time payment of \$385,383. The term of the lease is fifty-five years. The Authority amortizes the \$385,383 on a straight-line basis. The amortization amount for each year is \$7,007.

9. Airport security contract

During the year ended June 30, 2024 and 2023, the Lawton Metropolitan Area Airport Authority received and/or earned \$29,216 and \$47,720 respectively from the Transportation Security Administration and expended by reimbursement to the City of Lawton a like amount for airport police services. The revenue is included in operating revenue on the Statement of Revenue, Expenses, and Changes in Net Position, and the expense is included in Security expense.

10. Compensated absences

Employees are eligible to take vacation on a compensated basis after one year of service with the amount of vacation pay determined by length of service. Employees are allowed to carryover a maximum of 40 hours of vacation each year. The Authority limits payment of unused vacation time to a maximum of 80 hours upon termination of employment. Sick leave is accrued at a rate of 1 day per month for a maximum of 12 days per year and may accrue to a maximum of 160 hours. When an employee leaves the employment with the Authority, the balance of sick leave is forfeited.

The accompanying financial statements as of June 30, 2024 and 2023 include obligations of \$22,662 and \$19,281 in accrued liabilities for compensated absences, respectively.

11. Long-Term debt

The following is a summary of the changes in long-term debt for the year ended June 30, 2024:

	June 30, 2023 Balance	Additions	Payments	June 30, 2024 Balance	Due Within One Year
Note payable	\$ 59,174	\$ -	\$ (12,735)	\$ 46,439	\$ 13,475
Revenue note (direct placement)	1,383	3,543,004	-	3,544,387	3,544,387
Lines of credit	447,603	-	(302,665)	144,938	144,939
	<u>\$ 508,160</u>	<u>\$ 3,543,004</u>	<u>\$ (315,401)</u>	<u>\$ 3,735,763</u>	<u>\$ 3,702,801</u>

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

11. Long-Term Debt (Continued)

Note Payable

\$68,305 note payable for a 2022 John Deere 6135E Cab Tractor matures September 23, 2027, with interest at 5.25%. In the event of default, the lender may: 1) accelerate maturity; 2) apply the Authority's bank accounts and any other property held by the Lender against the indebtedness. The balance at June 30, 2024 was \$46,439

Revenue Note Payable

\$9,500,000 draw down, non-revolving line of credit for various airport capital improvements matures March 31, 2025, with interest at 3.24%. In the event of default, the lender may: 1) file suit for specific performance of covenants contained in the agreement; 2) accelerate maturity; 3) gain control of operations through temporary trustees; or 4) file suit to enforce or enjoin action in action of parties under provisions of the indenture, security agreement or lease agreement. The balance at June 30, 2024 was \$3,544,387.

Lines of Credit

The Authority has two operating line-of-credits with a local financial institution for a total of \$621,000 with \$476,061 credit available to the Authority. The balance on June 30, 2024 was \$144,939. The loans carry an interest rate of 8.50%.

Annual principal payments to maturity are as follows:

<u>Year</u>	<u>Principal</u>
2025	\$ 3,702,801
2026	14,200
2027	14,963
2028	3,801
2029 and thereafter	<u>-</u>
	<u><u>\$ 3,735,765</u></u>

The following is a summary of the changes in long-term debt for the year ended June 30, 2023

	<u>June 30, 2022</u>			<u>June 30, 2023</u>	<u>Current</u>
	<u>Balance</u>	<u>Additions</u>	<u>Payments</u>	<u>Balance</u>	<u>Portion</u>
Loan payable	\$ -	\$ 68,305	\$ (9,131)	\$ 59,174	\$ 12,780
Revenue note (direct placement)	123,480	-	(122,097)	1,383	1,383
Lines of credit	183,525	549,000	(284,921)	447,604	447,604
	<u><u>\$ 307,005</u></u>	<u><u>\$ 617,305</u></u>	<u><u>\$ (416,149)</u></u>	<u><u>\$ 508,161</u></u>	<u><u>\$ 461,767</u></u>

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

11. Long-Term Debt (Continued)

Note Payable

\$68,305 note payable for a 2022 John Deere 6135E Cab Tractor matures September 23, 2027, with interest at 5.25%. In the event of default, the lender may: 1) accelerate maturity; 2) apply the Authority's bank accounts and any other property held by the Lender against the indebtedness. The balance at June 30, 2023 was \$59,174

Revenue Note Payable

\$9,500,000 draw down, non-revolving line of credit for various airport capital improvements matures March 31, 2025, with interest at 3.24%. In the event of default, the lender may: 1) file suit for specific performance of covenants contained in the agreement; 2) accelerate maturity; 3) gain control of operations through temporary trustees; or 4) file suit to enforce or enjoin action in action of parties under provisions of the indenture, security agreement or lease agreement. The balance at June 30, 2024 was \$1,383.

Lines of Credit

The Authority has two operating line-of-credits with a local financial institution for a total of \$621,000 with \$173,396 credit available to the Authority. The balance on June 30, 2023 was \$447,604. The loans carry an interest rate of 8.50%.

12. Simplified employee pension plan

Plan Description – On January 1, 1989, the Authority adopted a Simplified Pension Plan (a defined contribution plan) for all its full-time employees who are at least twenty-one (21) years of age, are not covered under a collective bargaining agreement, have worked at least one year of the immediately preceding five (5) years, and whose total compensation during the year is equal to or exceeds \$300. During the years ended June 30, 2024 and June 30, 2023, the Authority contributed 7% of eligible employees' annual salary into a flexible premium annuity and mutual funds *i.e.*, a pension plan contribution of \$42,510 and \$32,773, respectively.

13. Grants and contracts

During the year ended June 30, 2024 and 2023 the Authority spent the following amounts under various grants and contracts related to airport construction and promotion projects. Some of the revenue has yet to be received, and some had been received in prior periods. The following has been expended:

<u>Grant No</u>	<u>2024</u>	<u>2023</u>
AIP Project 38	\$ -	\$ 36,910
AIP Project 41	-	70,442
AIP Project 43	318,630	2,628,722
AIP Project 44	627,660	630,651
AIP Project 46	4,166,712	-
TSA	<u>29,016</u>	<u>49,200</u>
Total	<u>\$ 5,142,018</u>	<u>\$ 3,415,975</u>

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

14. Commitments and contingencies

Grant – The Authority receives matching capital asset grants from the Federal Aviation Administration (FAA). The grant expenditures are subject to audit by the FAA, the purpose of which is to ensure compliance with conditions precedent to the granting of funds. Any liability for reimbursement, which may arise as the result of these audits is not believed to be material by management.

15. Risk Management

The Authority is exposed to various levels of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority carries commercial insurance, auto, and workers compensation for risk of loss.

There have been no settlements in excess of the Authority's coverage.

During the fiscal year ended June 30, 2024, the Authority received insurance proceeds of \$83,915 for a property insurance claim filed as a result of hail damage. The Authority has not yet used the proceeds for restoration of damage at year-end. The unused insurance proceeds are included in the Statement of Net Position as a current liability.

16. Subsequent Events

The Authority has evaluated events and transactions for subsequent events that would impact the financial statements for the year ended June 30, 2024 through January 20, 2025, which is the date the financial statements were available to be issued. There were no subsequent events that require recognition of disclosure in the financial statements.

17. Leases Receivable

The Authority as a lessor, has entered into lease agreements involving land, buildings and office space. The authority has used a 4% rate for imputing interest on all leases. A summary of the entity's lease terms is as follows:

Lease of building to Oklahoma Department of Transportation Survey Division. Monthly lease payments of \$851.31 beginning July 1, 2023 with an annual 2% escalation through the remainder of the lease term which expires June 30, 2027.

Lease of space in airport to restaurant. Monthly lease payments of \$400 beginning April 1, 2022 and ending March 31, 2027, with the first six months being free. Tenant also pays 5.2% of airport utilities which approximates the utility cost attributable to the restaurant. The lease provides the tenant with exclusive rights to sell food and beverages in the airport.

Lease to TSA of office space inside airport. The lease calls for monthly lease payments of \$2,961.25 beginning on January 1, 2020 with an annual escalation of 2% through the remainder of the lease term which expires on December 31, 2024. Tenant also pays \$300 per month to cover utilities and janitorial services attributable to their office space.

Lease of property adjacent to airport to the Lawton Municipal Golf Course and driving range. The lease calls for monthly payments of \$1,744.37 beginning on January 1, 2020 with an escalation of 2% on August 1, 2023 through the expiration of the lease on July 31, 2025.

Lawton Metropolitan Area Airport Authority
Notes to Financial Statements
June 30, 2024 and 2023

17. Leases Receivable (continued)

Lease of exclusive terminal space to Avis/Budget Rent-A-Car. The lease calls for monthly payments of \$999.89 which includes annual rent of terminal space at \$190 per square foot, beginning July 1, 2023 through February 28, 2027. Included in the lease is a provision for a 2% annual escalation. In addition, the tenant is required to pay 10% of their gross revenue, excluding tax and fuel.

Lease of exclusive car wash facility use to Avis/Budget Rent-A-Car. The lease calls for monthly payments of \$959.23 beginning March 1, 2023 through February 28, 2028.

Lease of exclusive terminal space to Enterprise/National Rent-A-Car. The lease calls for monthly payments of \$1,515.77 which includes annual rent of terminal space at \$190 per square foot, beginning March 1, 2023 through February 28, 2027. Included in the lease is a provision for a 2% annual escalation. In addition, the tenant is required to pay 10% of their gross revenue, excluding tax and fuel.

Lease of exclusive car wash facility use to Enterprise/National Rent-A-Car. The lease calls for monthly payments of \$1,781.43 beginning March 1, 2023 through February 28, 2028.

Lease of land adjacent to the airport by the Bishop School System. The lease calls for annual payments beginning February 1, 2020 of \$2,640 with a 2% biannual escalation through the expiration of the lease on December 31, 2040.

As explained above, certain leases require variable payments based on performance of the lessee and variable cost reimbursements such as utilities. Those variable payments are recognized as inflows of resources in the periods in which the payments are received. During the years ended June 30, 2024 and 2023, the Authority received variable payments from these leases as required by lease agreements totaling \$582,448 and \$432,079, respectively.

18. Regulated Lease

The authority has one lease considered "regulated" as defined by GASB 87. This lease is a lease of space to American Airlines for office space inside airport, ticket counter space and inside and outside baggage space and is regulated by the Federal Aviation Administration. The lease calls for monthly lease payments of \$3,789.87 beginning on January 1, 2020 with an annual escalation of 1.75% through the remainder of the lease term which expires on December 31, 2024. Tenant also pays 5% of airport utilities which approximates the utility cost attributable to the tenant, and 37 cents per enplaned passenger and 85 cents per one thousand pounds per landing. Because this lease is regulated the Authority has not made a provision for the lease receivable or deferred inflow. The Authority has recognized \$68,017 and \$62,669 in inflows during the reporting periods ending June 30, 2024 and 2023, respectively. Of those amounts, \$20,228 and \$22,092 were received in variable payments for the years ending June 30, 2024 and 2023, respectively. Future minimum payments under this lease agreement are as follows:

June 30, 2025	\$ 24,614
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SUPPLEMENTAL INFORMATION

**Lawton Metropolitan Area Airport Authority
Schedules of Expenditures of Federal Awards
For The Year Ended June 30, 2024**

Federal Grantor/ Pass-through Grantor/ Program or Cluster Title	Federal Assistance Listing	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation/ Federal Aviation Administration				
COVID-19 - Airport Improvement Program	20.106	N/A	\$ -	\$ 627,660
Airport Improvement Program	20.106	N/A	-	4,485,342
Total U.S. Department of Transportation			-	5,113,002
U.S. Department of Homeland Security/ Transportation Security Administration				
Airport Checked Baggage Inspection System Diagram	97.117	N/A	-	29,016
Total U.S. Department of Homeland Security			-	29,016
Total Expenditures of Federal Awards			\$ -	\$ 5,142,018

Lawton Metropolitan Area Airport Authority
Notes to Schedules of Expenditures of Federal Awards
For The Year Ended June 30, 2024

1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (Schedule) includes the federal award activity of the Lawton Metropolitan Area Airport Authority (Authority) under programs of the federal government for the year ended June 30, 2024. 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 Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Authority.

2. 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.

3. Sub-Recipients

Of the expenditures presented in the schedule, the Authority did not provide any awards to sub-recipients.

4. Outstanding Federal Loans

The Authority has no federal loan obligations as of June 30, 2024.

5. Indirect Cost Rate

The Authority has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance for the year ended June 30, 2024.

Lawton Metropolitan Area Airport Authority
Schedules of Passenger Facility Charges
For The Year Ended June 30, 2024

	Beginning Balance	Quarter 1	Quarter 2	Quarter 3	Quarter 4	6/30/24 Total	Program Total
REVENUE							
Collections	\$ 4,766,962	\$ 48,941	\$ 47,993	\$ 41,026	\$ 46,721	\$ 184,681	\$ 4,951,643
Interest	48,036	993	1,214	753	599	3,599	51,595
Total revenue	<u>4,814,984</u>	<u>49,934</u>	<u>49,207</u>	<u>41,779</u>	<u>47,320</u>	<u>188,240</u>	<u>5,003,238</u>
DISBURSEMENTS							
Application 92-01-C-03-LAW(closed)	452,189						452,189
Application 97-02-C-03-LAW (closed)	380,745						380,745
Application 02-03-C00-LAW (closed)	303,687						303,687
Application 04-04-C-00-LAW (closed)	249,492						249,492
Application 07-05-C-00-LAW (closed)	566,166						566,166
Application 08-06-C-00-LAW (closed)	988,831						988,831
Application 13-07-C-00-LAW (closed)	446,700						466,700
PROJECTS:							
Application 16-08-C00-LAW							
1—Airside Electrical Improvements	122,823						122,823
2—PFC Application & Administration	24,000						24,000
3—ARFF Suits	15,000						15,000
4—Wildlife Fencing	40,400						40,400
5—ARFF Building Construction	258,103						258,103
6—Pavement Management Plan	10,000						10,000
Application 19-09-C00-LAW							
1—Emergency Power Generator	69,290						69,290
2—Terminal Building (Construction)	290,509			205,231		205,231	495,740
3—Terminal Building (Interest)	269,367	8	10	8,366	11	8,395	277,762
4—ARFF Proximity Gear	-						-
5—TSA Baggage & Conveyor Construction	-						-
6—Construct ARFF Building (Design)	31,111						31,111
7—Emergency Generator	33,961						33,961
8—Rehabilitate Runway 17/35 (Marking)	88,571						88,571
Total disbursements	4,640,945	8	10	213,597	11	213,626	4,854,585
Net Passenger Facility Charges	<u>174,039</u>	<u>49,926</u>	<u>49,197</u>	<u>(171,818)</u>	<u>47,309</u>	<u>(25,386)</u>	<u>148,653</u>
Passenger Facility Charges account balance	<u>\$ 174,039</u>	<u>\$ 223,965</u>	<u>\$ 273,162</u>	<u>\$ 100,763</u>	<u>\$ 148,072</u>	<u>\$ 148,653</u>	<u>\$ 148,653</u>

Lawton Metropolitan Area Airport Authority
Notes to the Schedule of Passenger Facility Charges
For The Year Ended June 30, 2024

Note 1 – GENERAL

The Schedule of Passenger Facility Charge presents only the activity of the Passenger Facility Charge (PFC) program of the Lawton Metropolitan Area Airport Authority.

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized the imposition of PFCs and the use of the resulting revenue on Federal Aviation Administration (FAA) approved projects. PFCs are fees imposed on enplaned passengers by the Authority for the purpose of generating revenue for Authority projects that increase capacity, increase safety, mitigate noise impact and enhance competition between and among air carriers in accordance with FAA approvals.

Note 2 – BASIS OF PRESENTATION

The accompanying schedule is presented using the cash basis of accounting.

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

Board of Trustees
Lawton Metropolitan Area Airport Authority
Lawton, Oklahoma

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 the Lawton Metropolitan Area Airport Authority (Airport), which comprise the Airport's statement of net position as of June 30, 2024 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 January 20, 2025, which contained a reference that the prior year was audited by other auditors.

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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Forvis Mazars, LLP

**Rogers, Arkansas
January 20, 2025**

Report on Compliance for Each Major Federal Program and Report on Internal Control over Compliance

Independent Auditor's Report

Board of Trustees
Lawton Metropolitan Area Airport Authority
Lawton, Oklahoma

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Lawton Area Airport Authority's, a component unit of the City of Lawton, Oklahoma (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 each of the Airport's major federal programs for the year ended June 30, 2024. The Airport's major federal programs are 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 each of its major federal programs for the year ended June 30, 2024.

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 each 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 each 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

**Rogers, Arkansas
January 20, 2025**

**Lawton Metropolitan Area Airport Authority
Schedule of Findings and Questioned Costs
Year Ended June 30, 2024**

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 GAAP:

☒ **Unmodified** ☐ **Qualified** ☐ **Adverse** ☐ **Disclaimer**

2. Internal control over financial reporting:

Material weakness(es) identified? ☐ **Yes** ☒ **No**

Significant deficiency(ies) identified? ☐ **Yes** ☒ **None Reported**

Noncompliance material to the financial statements noted?
☐ **Yes** ☒ **No**

Federal Awards

3. Internal control over major federal awards programs:

Material weakness(es) identified? ☐ **Yes** ☒ **No**

Significant deficiency(ies) identified? ☐ **Yes** ☒ **None Reported**

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

☒ **Unmodified** ☐ **Qualified** ☐ **Adverse** ☐ **Disclaimer**

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

☐ **Yes** ☒ **No**

6. Identification of major federal programs:

Assistance Listing Number(s)	Name of Federal Program or Cluster
20.106	Airport Improvement Program

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

8. Auditee qualified as a low-risk auditee? ☐ **Yes** ☒ **No**

Lawton Metropolitan Area Airport Authority
Schedule of Findings and Questioned Costs (Continued)
Year Ended June 30, 2024

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.

**Lawton Metropolitan Area Airport Authority
Summary Schedule of Prior Audit Findings
Year Ended June 30, 2024**

Reference Number	Summary of Finding	Status
	No matters are reportable.	

Report on Compliance for the Passenger Facility Charge Program and Report on Internal Control over Compliance

Independent Auditor's Report

Board of Trustees
Lawton Metropolitan Area Airport Authority
Lawton, Oklahoma

Report on Compliance for Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited the Lawton Metropolitan Area Airport Authority's (the Airport) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (the Guide) issued by the Federal Aviation Administration that could have a direct and material effect on the passenger facility charge program for the year ended June 30, 2024.

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 Passenger Facility Charge program for the year ended June 30, 2024.

Basis for Opinion on the Passenger Facility Charge 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 Guide. Our responsibilities under those standards and the Guide 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 of the passenger facility charge 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 terms and conditions applicable to the Airport's passenger facility charge program.

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 Guide 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 its passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, 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 Guide, 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 the passenger facility charge 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 the passenger facility charge 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 the passenger facility charge 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 Guide. Accordingly, this report is not suitable for any other purpose.

Forvis Mazars, LLP

**Rogers, Arkansas
January 20, 2025**

**Lawton Metropolitan Area Airport Authority
Passenger Facility Charges Audit Summary
Year Ended June 30, 2024**

- | | | |
|-----|---|--------------------------------------|
| 1. | Type of report issued on PFC financial statements. | <u>X</u> Unmodified ___ Qualified |
| 2. | Type of report on PFC compliance. | <u>X</u> Unmodified ___ Qualified |
| 3. | Quarterly revenue and expenditures reconcile with submitted quarterly reports and reported un-liquidated revenue matches actual amounts. | X Yes _____ No |
| 4. | PFC revenue and interest is accurately reported on FAA Form 5100-127. | X Yes _____ No |
| 5. | The Public Agency maintains a separate financial accounting record for each application. | X Yes _____ No |
| 6. | Funds disbursed were for PFC eligible items as identified in the FAA decision to pay only for the allowable costs of the projects. | X Yes _____ No |
| 7. | Monthly carrier receipts were reconciled with quarterly carrier reports. | X Yes _____ No |
| 8. | PFC revenues were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds. | X Yes _____ No |
| 9. | Serving carriers were notified of PFC program actions/changes approved by the FAA. | X Yes _____ No |
| 10. | Quarterly reports were transmitted (or available via website) to remitting carriers. | X Yes _____ No |
| 11. | The Public Agency is in compliance with Assurance 8 of the Guide. | X Yes _____ No |
| 12. | Project design and implementation is carried out in accordance with Assurance 9 of the Guide. | X Yes _____ No |
| 13. | Project administration is carried out in accordance with Assurance 10 of the Guide. | X Yes _____ No |
| 14. | For those public agencies with excess revenue, a plan for the use of this revenue has been submitted to the FAA for review and concurrence. | X Yes _____ No |

**Lawton Metropolitan Area Airport Authority
Schedule of Passenger Facility Charges Program
Findings and Questions Costs
Year Ended June 30, 2024**

Findings Required to be Reported by the Guide

Reference Number	Finding	Questioned Costs
	No matters are reportable.	

Lawton Metropolitan Area Airport Authority
Passenger Facility Charges Summary Schedule of Prior Audit Findings
Year Ended June 30, 2024

Reference Number	Summary of Finding	Status
	No matters are reportable.	