

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**

Annual Financial Report  
December 31, 2017 and 2016



**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**December 31, 2017 and 2016**

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February 12, 2018

To the Public:

Enclosed herein is the Annual Financial Report for the Fort Smith Regional Airport for the fiscal year ended December 31, 2017 with a comparison to fiscal year ended December 31, 2016. Responsibility for the accuracy of the data, completeness and fairness of the presentation, including all disclosures, rests with the management of the airport. To the best of our knowledge and belief, the enclosed information is accurate in all material respects and reported in a manner that presents fairly the financial position and results of operations of the airport. All disclosures necessary to enable the reader to gain an understanding of the airport's financial activities have been included.

Accounting principles generally accepted in the United States of America (GAAP) require management to provide a narrative overview and analysis to accompany the financial statements in the form of a Management's Discussion and Analysis (MD&A). This letter of transmittal should be read in conjunction with the MD&A, which can be found immediately following the report of the independent auditor.

### **The Organization**

The Fort Smith Regional Airport is governed by the Fort Smith Airport Commission, which was established by the City of Fort Smith, Arkansas on February 15, 1977, pursuant to AR Code §14-359-104. Consisting of seven (7) members, the Commission meets at least once each month in open session. The Mayor, with confirmation from the City of Fort Smith Board of Directors, appoints members to the Commission with at least one appointment annually in June. Commission members serve without compensation for a term of five (5) years. The Airport Director serves at the pleasure of the Commission as the chief executive responsible for the operation of the airport. The Airport Director oversees a staff of fourteen full-time employees and two part-time employees.

### **The Airport**

The Fort Smith Regional Airport is a key element of the transportation system that serves the residents and businesses of Western Arkansas and Eastern Oklahoma. By offering access to safe, efficient and convenient air transportation, the airport plays a significant role in economic development for the region.

Fort Smith Regional Airport is home to approximately 91 corporate and general aviation aircraft, as well as the 188th Wing of the Arkansas Air National Guard. The airport's primary runway is 8,000 x 150-feet with dual instrument landing systems. The crosswind runway is 5,002 x 150-feet. Air Traffic services are provided by the Federal Aviation Administration from an Air Traffic Control (ATC) Tower and TRACON (Terminal Radar Approach Control). The airport is located just off Interstate 540 within an eight-mile radius of Interstate 40 and future Interstate 49, providing excellent access to ground transportation.

### **The Activities in 2017**

**Scheduled Airline Service** – As of December 31, 2017, two regional airlines (American Airlines and Delta Air Lines) served the Airport. American operates non-stop flights to Dallas/Ft. Worth. Delta operates non-stop flights to Atlanta. Each airline offers connecting service to most destinations in the world.

Enplaned passengers increased 2.4% in 2017 versus 2016.

**Enplanements (revenue and non-revenue passenger boardings)**

	<b>American Airlines (to DFW)</b>	<b>Delta * (to ATL)</b>	<b>Atlantic Southeast (to ATL)</b>	<b>Charters</b>	<b>Total</b>
2007	61,059	26,750	11,318	—	99,127
2008	45,752	23,833	17,445	—	87,030
2009	51,084	23,885	3,463	—	78,432
2010	53,673	32,456	—	—	86,129
2011	50,452	35,782	—	—	86,234
2012	50,552	36,101	—	—	86,653
2013	49,041	35,479	—	—	84,520
2014	54,663	38,206	—	—	92,869
2015	56,109	30,595	—	—	86,704
2016	55,978	31,510	—	—	87,488
2017	61,516	28,066	—	—	89,582

\* Delta Air Lines purchased Northwest Airlines in 2009.

Aircraft operations decreased 9.5% in 2017 versus 2016.

**Aircraft Operations**

	<b>Itinerant</b>				<b>Local*</b>		<b>Total</b>
	<b>Air Carrier airline/charter over 60 passengers</b>	<b>Air Taxi airline/charter 60 passengers or less</b>	<b>General Aviation</b>	<b>Military</b>	<b>General Aviation</b>	<b>Military</b>	
2007	169	7,963	20,671	16,964	10,415	12,995	69,177
2008	283	7,997	18,538	13,046	9,914	8,076	57,854
2009	409	6,937	13,962	8,965	7,045	6,500	43,818
2010	1,465	5,692	14,683	8,623	7,982	6,281	44,726
2011	1,650	4,456	13,903	7,395	7,706	5,859	40,969
2012	318	6,262	13,710	6,944	6,915	4,816	38,965
2013	64	6,009	12,835	6,141	5,660	4,171	34,880
2014	53	5,624	12,948	5,487	5,421	4,400	33,933
2015	463	4,407	12,902	4,844	6,975	4,261	33,852
2016	2,053	2,776	14,533	7,160	11,816	6,189	44,527
2017	2,906	2,023	13,962	6,182	10,393	4,835	40,301

\* Local - those that occur only within the local airport traffic pattern or at practice areas within 20 miles of the airport.

**Other 2017 Highlights**

Infrastructure projects completed in 2017 included: ARFF station design and runway arresting barrier removal. ARFF station construction has begun and the wildlife habitat mitigation project continues with construction commencing on the drainage improvements at Spivey Creek.

The preparation of this report and a successful 2017 could not have been accomplished without the dedicated service of the airport's staff. Everyone involved has our sincere appreciation for the efforts made in preparation of this report. In closing, without the leadership and support of our governing body, the Fort Smith Airport Commission, preparation of this report would not have been possible.

Sincerely,

FORT SMITH REGIONAL AIRPORT

A handwritten signature in blue ink, appearing to read "Michael Griffin". The signature is fluid and cursive, with a prominent initial "M".

Michael Griffin, Airport Director

**Fort Smith Airport Commission**  
**Members as of December 31, 2017**

	<i>Term Expires</i>
Robert Hawkins	June 30, 2020
Wayne Haver	June 30, 2019
James E. Kelly, III M.D.	June 30, 2022
Mac McGhee	June 30, 2018
Jan Nordin	June 30, 2022
Kevin Ridgley	June 30, 2021
Justin Voris, MD	June 30, 2021

**Airport Officials**  
**as of December 31, 2017**

Michael Griffin, Airport Director  
Kathy Boze, Director of Administration  
Ricky Rushing, Director of Operations

**Financial Section**

## Independent Auditor's Report

Members of the Fort Smith Airport Commission  
Fort Smith Regional Airport  
Fort Smith, Arkansas

### Report on the Financial Statements

We have audited the accompanying basic financial statements of the Fort Smith Regional Airport (the Airport), a component unit of the City of Fort Smith, Arkansas, as of and for the years ended December 31, 2017 and 2016, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

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

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

### *Auditor's Responsibility*

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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



***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Fort Smith Regional Airport as of December 31, 2017 and 2016, and the changes in its financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

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

***Other Information***

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Airport's basic financial statements. The accompanying supplementary information and introductory and statistical sections as listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying supplementary information, including the budgetary comparison schedule and schedule of passenger facility charge revenues and expenditures as specified in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, 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. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audits of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on these sections.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 12, 2018, on our consideration of the Airport's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is 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 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.

*BKD, LLP*

Fort Smith, Arkansas  
February 12, 2018

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Management's Discussion and Analysis**  
**December 31, 2017 and 2016**

This narrative discussion and analysis is intended to serve as an introduction and overview to the Fort Smith Regional Airport's (the Airport's) basic financial statements for the fiscal years ended December 31, 2017 and 2016. The information presented here should be read in conjunction with the financial statements, footnotes, and supplementary information found in this report.

**Overview of the Financial Statements**

This audit report consists of three parts: 1) management's discussion and analysis (this section); 2) basic financial statements; and 3) supplementary information. The Airport's financial statements are prepared on the accrual basis in accordance with accounting principles generally accepted in the United States of America. The Airport is structured as a single enterprise fund with revenues recognized when earned and expenses recognized when incurred, regardless of when cash is received or paid. Capital assets are capitalized and, with the exception of land, are depreciated over their useful lives.

The basic financial statements include the statements of net position, the statements of revenues, expenses, and changes in net position, and the statements of cash flows. The statements of net position present information on all of the Airport's assets, liabilities and deferred outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Airport's financial health. The statements of revenues, expenses and changes in net position present information showing how the Airport's net position changed during the most recent year, along with a comparison of operating performance with 2016. All changes are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in these statements for some items that will result in cash flows in future periods. The statements of cash flows relate to the receipts and disbursements of cash and cash equivalents. Consequently, only transactions that affect the Airport's cash accounts are recorded in these statements.

**Financial Results**

***2017 Statement of Net Position Compared to 2016***

Current assets were up 14.9% or \$549,627 and current liabilities were up 47.2% or \$179,681. The change in current assets is primarily due to year-end grant receivables for the ARFF Station Construction project. Total net position has decreased by 0.7% or \$291,102.

***2016 Statement of Net Position Compared to 2015***

Current assets were up 33.3% or \$920,962 and current liabilities were down by 1.0% or \$3,956. The change in current assets was primarily due to the Airport holding more cash and short-term investments at year-end 2016 than year-end 2015. Total net position decreased from 2015 by 0.7% or \$273,387.

**FORT SMITH REGIONAL AIRPORT**  
**Statements of Net Position**

	2017	2016	2015	2017-2016 % Change	2016-2015 % Change
Current Assets	\$ 4,236,634	\$ 3,687,007	\$ 2,766,045	14.9%	33.3%
Capital Assets, net	36,108,488	36,930,743	38,085,913	-2.2%	-3.0%
Other Assets	853,311	874,589	1,094,204	-2.4%	-20.1%
<b>Total Assets</b>	<b>\$ 41,198,433</b>	<b>\$ 41,492,339</b>	<b>\$ 41,946,162</b>	-0.7%	-1.1%
Total Deferred Outflows of Resources	\$ 88,323	\$ 105,838	\$ 124,358	-16.5%	-14.9%
Current Liabilities	\$ 560,577	\$ 380,896	\$ 384,852	47.2%	-1.0%
Noncurrent Liabilities	1,910,000	2,110,000	2,305,000	-9.5%	-8.5%
<b>Total Liabilities</b>	<b>\$ 2,470,577</b>	<b>\$ 2,490,896</b>	<b>\$ 2,689,852</b>	-0.8%	-7.4%
Net Position					
Net Investment in Capital Assets	\$ 34,086,811	\$ 34,627,375	\$ 35,562,188	-1.6%	-2.6%
Restricted Net Position	441,042	441,302	439,518	-0.1%	0.4%
Unrestricted Net Position	4,288,326	4,038,604	3,378,962	6.2%	19.5%
<b>Total Net Position</b>	<b>\$ 38,816,179</b>	<b>\$ 39,107,281</b>	<b>\$ 39,380,668</b>	-0.7%	-0.7%

**2017 Revenues and Expenses Compared to 2016**

Operating revenues increased by \$22,336 (0.8%) due to the increase in usage fees. Operating expenses decreased \$49,101 (1%) primarily due to the decrease in depreciation. Capital contributions, grants and charges were down by \$104,633 (5.5%) due to FAA funding in 2016 for perimeter road south reconstruction and realignment and the ARFF truck and equipment purchase. Projects funded in 2017 included: completing FAA funded design of a new ARFF station; completing national guard funded runway arresting barrier removal; commencing FAA funded construction of the new ARFF station; PFC funded construction of drainage improvements at Spivey Creek, and state matching share of the perimeter road south reconstruction and the hangar 22 roof. Net position decreased by \$291,102 (0.7%).

**2016 Revenues and Expenses Compared to 2015**

Operating revenues increased by \$157,428 (5.8%) primarily due to the increase in usage fees. Operating expenses increased \$145,484 (3%) due to the increase in depreciation. Capital contributions, grants and charges were down by \$2,870,424 (59.9%) due to a discretionary grant for phase 3 taxiway A west construction with \$3.8 million of that grant received in 2015. Projects included: completing FAA funded perimeter road south reconstruction and realignment and ARFF truck and equipment purchase; commencing FAA funded design of a new ARFF station and guard funded runway arresting barrier removal; and state matching share of taxiway A west project. Net position decreased by \$273,387 (0.7%).

**FORT SMITH REGIONAL AIRPORT**  
**Summary of Revenues, Expenses and Changes in Net Position**

	2017	2016	2015	% Change 2017-2016	% Change 2016-2015
<b>Operating Revenues:</b>					
Flowage Fees	\$ 147,475	\$ 148,941	\$ 148,983	-1.0%	0.0%
Landing Fees	166,805	152,894	127,457	9.1%	20.0%
Rented Buildings and Other	1,791,901	1,828,912	1,702,872	-2.0%	7.4%
Parking Lot Fees	475,964	435,772	410,936	9.2%	6.0%
Fuel	53,499	46,781	26,279	14.4%	78.0%
Other	254,360	254,368	293,713	0.0%	-13.4%
	<u>2,890,004</u>	<u>2,867,668</u>	<u>2,710,240</u>	0.8%	5.8%
<b>Operating Expenses:</b>					
Personal Services	734,404	755,634	743,586	-2.8%	1.6%
Contractual Services	1,137,472	1,168,383	1,152,443	-2.6%	1.4%
Commodities	249,346	196,677	220,612	26.8%	-10.8%
Other Charges	92,250	88,809	86,432	3.9%	2.8%
Depreciation and Amortization	2,680,560	2,733,630	2,594,576	-1.9%	5.4%
	<u>4,894,032</u>	<u>4,943,133</u>	<u>4,797,649</u>	-1.0%	3.0%
Operating Loss	(2,004,028)	(2,075,465)	(2,087,409)	3.4%	0.6%
Nonoperating Expenses, net	(100,651)	(116,132)	(127,107)	13.3%	8.6%
Decrease in Net Position before Capital Contributions, Grants and Charges	(2,104,679)	(2,191,597)	(2,214,516)	4.0%	1.0%
Capital Contributions, Grants and Charges	1,813,577	1,918,210	4,788,634	-5.5%	-59.9%
Increase (Decrease) in Net Position after Capital Contributions, Grants and Charges	(291,102)	(273,387)	2,574,118	6.5%	-110.6%
Total Net Position, Beginning of Year	<u>39,107,281</u>	<u>39,380,668</u>	<u>36,806,550</u>	-0.7%	7.0%
Total Net Position, End of Year	<u>\$ 38,816,179</u>	<u>\$ 39,107,281</u>	<u>\$ 39,380,668</u>	-0.7%	-0.7%

**Capital Assets**

**2017 Capital Projects**

*The following major projects and additions were completed during 2017:*

- ARFF station design began in 2016 with expenditures in 2017 of \$218,528. The project was completed in 2017 at a total cost of \$293,612. The FAA provided funding of \$264,251. The state provided funding of \$29,361.
- Runway arresting barrier removal began in 2016 with expenditures in 2017 of \$627,215. The project was completed in 2017 at a total cost of \$713,498. The national guard provided 100% funding for this project. The national guard has agreed to remove the arresting barrier equipment under the runway within 5 years during the next runway overlay.

- Hangar 22 roof was replaced at a total cost of \$40,332. The state provided funding of \$32,267.
- Equipment replacement included airfield pavement line painter (\$24,944), maintenance truck with dump bed (\$35,323), maintenance pickup truck (\$34,401). Two community tables with chairs were added in the terminal lobby (\$5,881). Airport funds were used for each of these items.

***The following projects were started and underway at December 31, 2017:***

- Wildlife habitat mitigation/Spivey Creek drainage continued from 2014, with expenses of \$358,346 incurred in 2017. The collective total through 2017 was \$455,217. Conclusion of this project will be early 2018 with the total cost projected at \$575,000. Funding for this project is PFC collections under the airport's PFC Program.
- ARFF station construction began during 2017 with \$477,968 incurred. Conclusion of this project is planned for late 2018 at the total cost of \$3,519,220. FAA will provide 90% funding for this project, with the balance expected to be funded by state reimbursement and PFC funds. In addition to the construction cost, furnishing and supplies are budgeted at \$300,000 to be funded with the airport and PFC funds.

***2016 Capital Projects***

***The following major projects and additions were completed during 2016:***

- Perimeter road south realignment began in 2015 with expenditures in 2016 of \$660,759. The project was completed in 2016 at a total cost of \$671,778. The FAA provided total funding of \$604,600. The state provided funding of \$67,178 to be received in 2017.
- Perimeter security fencing continued from 2014 and 2015 with expenses of \$68,781 incurred in 2016. The collective total through 2016 was \$227,191. Funding for this project was PFC collections under the airport's PFC Program.
- ARFF truck and ancillary equipment acquisition began in 2015 with delivery in 2016. Expenses incurred in 2016 were \$568,407 with total project cost of \$655,925. The FAA provided total funding of \$590,332. The state provided funding of \$65,593.
- Bollard lights at the terminal building were replaced (\$33,484); the administrative office computer system was replaced (\$28,930); and a mower was replaced (\$15,200); all with airport funds.

*The following projects were started and underway at December 31, 2016:*

- Wildlife habitat mitigation/Spivey Creek drainage continued from 2014 and 2015, with expenses of \$39,740 incurred in 2016. The collective total through 2016 was \$96,870. Funding for this project is PFC collections under the airport's PFC Program.
- ARFF station design began during 2016 with \$75,084 incurred. FAA will provide 90% funding for this project. Construction of the ARFF station will begin in 2017.
- Runway arresting barrier removal began during 2016 with \$86,283 incurred. The guard will provide 100% funding for this project. The national guard has agreed to remove the arresting barrier equipment under the runway within 5 years during the next runway overlay.

**Debt Administration**

**2017 Compared to 2016**

Long-term debt was reduced by 8.5% as a result of the scheduled principal payments established by terms of the bonds.

**2016 Compared to 2015**

Long-term debt was reduced by 7.6% as a result of the scheduled principal payments established by terms of the bonds.

**FORT SMITH REGIONAL AIRPORT  
Outstanding Long-Term Debt**

	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>% Change 2017-2016</b>	<b>% Change 2016-2015</b>
Revenue Bonds Payable, Net	<u>\$ 2,110,000</u>	<u>\$ 2,305,000</u>	<u>\$ 2,495,000</u>	-8.5%	-7.6%
Total Outstanding Debt	<u><u>\$ 2,110,000</u></u>	<u><u>\$ 2,305,000</u></u>	<u><u>\$ 2,495,000</u></u>		

Additional information on the Airport's long-term debt can be found on pages 21 and 22 of this report.

## **Economic Factors and Next Year's Rates and Charges**

The Airport experienced 2.4% increase in enplaned passengers during 2017, for a total of 89,582 enplanements as compared to 87,488 in 2016 and 86,704 in 2015. Total aviation operations decreased 9.5% in 2017 for a total of 40,301 as compared to 44,527 in 2016 and 33,852 in 2015.

The majority of the Airport's revenues are derived from leases that are based on usage and percentages of gross receipts. The condition of the local economy is the most significant factor affecting these revenue streams. The loss associated with the income loss from termination of the Airport Joint Use Agreement (AJUA) and the added expense of the airport funding Aircraft Rescue and Fire Fighting Services (ARFF) that were previously funded by the Arkansas Air National Guard (AANG) continued a net loss for the airport in 2017. However, a substantial positive impact will occur from an agreement for the Arkansas Air National Guard to provide ARFF personnel utilizing airport owned facilities and equipment, with services beginning January 1, 2018. Operation cost of the new ARFF station will begin upon its completion in late 2018 and a new staff member was added, whose duties, in part, include serving as liaison officer to the AANG's ARFF staff and overseeing airport's ARFF requirements.

## **Request for Information**

This financial report is designed to provide a general overview of the Airport's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Director of Administration, Fort Smith Regional Airport, 6700 McKennon Blvd. Suite 200, Fort Smith, AR 72903.



**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Statements of Net Position**  
**December 31, 2017 and 2016**

	<b>2017</b>	<b>2016</b>
<b>Current Assets</b>		
Cash	\$ 1,838,852	\$ 1,897,471
Restricted cash equivalents	76,761	78,481
Certificates of deposit	1,894,387	1,434,104
Accounts receivable, net of allowance; 2017-\$3,650; 2016-\$4,300	107,014	88,481
Passenger facility charges receivable	58,623	57,163
Intergovernmental receivable	133,242	9,230
Inventories	54,181	50,026
Prepaid expenses	64,791	64,772
Interest receivable	8,783	7,279
	<b>4,236,634</b>	<b>3,687,007</b>
<b>Noncurrent Assets</b>		
Restricted cash	347,653	321,620
Certificates of deposit	200,000	247,311
Restricted certificates of deposit	305,658	305,658
Capital assets, not being depreciated	7,572,576	6,592,990
Capital assets, being depreciated, net	28,535,912	30,337,753
	<b>36,961,799</b>	<b>37,805,332</b>
Total noncurrent assets	<b>36,961,799</b>	<b>37,805,332</b>
Total assets	<b>41,198,433</b>	<b>41,492,339</b>
<b>Deferred Outflows of Resources</b>		
Deferred amounts on refunded bonds	88,323	105,838
Total deferred outflows of resources	<b>88,323</b>	<b>105,838</b>

	<b>2017</b>	<b>2016</b>
<b>Current Liabilities</b>		
<b>Payable From Unrestricted Assets</b>		
Accounts payable	\$ 215,887	\$ 23,539
Accrued expenses and other	90,902	86,642
Accounts payable – related party	9,000	8,818
Current maturity of revenue bonds payable	200,000	195,000
Unearned revenue	44,788	66,897
	<u>560,577</u>	<u>380,896</u>
<b>Noncurrent Liabilities</b>		
Revenue bonds payable	1,910,000	2,110,000
	<u>2,470,577</u>	<u>2,490,896</u>
<b>Net Position</b>		
Net investment in capital assets	34,086,811	34,627,375
	<u>34,086,811</u>	<u>34,627,375</u>
Restricted for:		
Bond reserves	382,419	384,139
Capital expenditures	58,623	57,163
	<u>441,042</u>	<u>441,302</u>
Total restricted net position	441,042	441,302
	<u>441,042</u>	<u>441,302</u>
Unrestricted	4,288,326	4,038,604
	<u>4,288,326</u>	<u>4,038,604</u>
Total net position	<u>\$ 38,816,179</u>	<u>\$ 39,107,281</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Statements of Revenues, Expenses and Changes in Net Position**  
**Years Ended December 31, 2017 and 2016**

	<u>2017</u>	<u>2016</u>
<b>Operating Revenues</b>		
Flowage fees	\$ 147,475	\$ 148,941
Landing fees	166,805	152,894
Rented buildings and other	1,791,901	1,828,912
Parking lot fees	475,964	435,772
Fuel	53,499	46,781
Other	<u>254,360</u>	<u>254,368</u>
Total operating revenues	<u>2,890,004</u>	<u>2,867,668</u>
<b>Operating Expenses</b>		
Personal services	734,404	755,634
Contractual services	1,137,472	1,168,383
Commodities	249,346	196,677
Other charges	92,250	88,809
Depreciation and amortization	<u>2,680,560</u>	<u>2,733,630</u>
Total operating expenses	<u>4,894,032</u>	<u>4,943,133</u>
<b>Operating Loss</b>	<u>(2,004,028)</u>	<u>(2,075,465)</u>
<b>Nonoperating Revenues (Expenses)</b>		
Investment income	24,497	16,478
Interest expense	<u>(125,148)</u>	<u>(132,610)</u>
Net nonoperating expenses	<u>(100,651)</u>	<u>(116,132)</u>
<b>Decrease in Net Position Before Capital Contributions and Grants</b>	<u>(2,104,679)</u>	<u>(2,191,597)</u>
<b>Capital Contributions and Grants</b>		
Passenger facility charges	353,195	342,942
Guard receipts	704,730	75,600
Federal, state and local grants	<u>755,652</u>	<u>1,499,668</u>
Total capital contributions and grants	<u>1,813,577</u>	<u>1,918,210</u>
<b>Decrease in Net Position</b>	(291,102)	(273,387)
<b>Net Position, Beginning of Year</b>	<u>39,107,281</u>	<u>39,380,668</u>
<b>Net Position, End of Year</b>	<u>\$ 38,816,179</u>	<u>\$ 39,107,281</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Statements of Cash Flows**  
**Years Ended December 31, 2017 and 2016**

	<b>2017</b>	<b>2016</b>
<b>Operating Activities</b>		
Cash receipts from customers and users	\$ 2,871,471	\$ 2,850,997
Cash payments to vendors for goods and services	(1,491,546)	(1,439,206)
Cash payments for employee services	(733,684)	(751,687)
	<u>646,241</u>	<u>660,104</u>
Net cash provided by operating activities		
<b>Capital and Related Financing Activities</b>		
Principal payments on bonds payable	(195,000)	(190,000)
Interest paid	(109,388)	(115,657)
Acquisition and construction of capital assets	(1,674,285)	(1,607,320)
Passenger facility charges received	351,735	342,981
Capital grants received	631,640	2,244,162
Guard receipts	704,730	75,600
	<u>(290,568)</u>	<u>749,766</u>
Net cash provided by (used in) capital and related financing activities		
<b>Investing Activities</b>		
Purchase of investments	(2,094,386)	(1,986,073)
Proceeds from sales and maturities of investments	1,681,414	1,885,391
Income received on investments and cash equivalents	22,993	7,600
	<u>(389,979)</u>	<u>(93,082)</u>
Net cash used in investing activities		
<b>Net Increase (Decrease) in Cash and Cash Equivalents</b>	(34,306)	1,316,788
<b>Cash and Cash Equivalents, Beginning of Year</b>	<u>2,297,572</u>	<u>980,784</u>
<b>Cash and Cash Equivalents, End of Year</b>	<u>\$ 2,263,266</u>	<u>\$ 2,297,572</u>
<b>Presented on the Statements of Net Position</b>		
Current assets - cash	\$ 1,838,852	\$ 1,897,471
Current assets - restricted cash equivalents	76,761	78,481
Noncurrent assets - restricted cash	347,653	321,620
	<u>\$ 2,263,266</u>	<u>\$ 2,297,572</u>

See Notes to Financial Statements

	<u>2017</u>	<u>2016</u>
<b>Reconciliation of Operating Loss to Net Cash Provided by Operating Activities</b>		
Operating loss	\$ (2,004,028)	\$ (2,075,465)
Items not requiring cash		
Depreciation and amortization	2,680,560	2,733,630
Changes in		
Accounts receivable	(18,533)	(16,671)
Inventories	(4,155)	(2,120)
Prepaid expenses	(19)	(741)
Accounts payable and accrued liabilities	<u>(7,584)</u>	<u>21,471</u>
Net cash provided by operating activities	<u>\$ 646,241</u>	<u>\$ 660,104</u>
<b>Noncash Capital and Related Financing Activities:</b>		
Capital assets acquired through payables	<u>\$ 189,666</u>	<u>\$ 5,646</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

**Note 1: Nature of Organization and Summary of Significant Accounting Policies**

The Fort Smith Airport Commission (Airport Commission) was established by a City of Fort Smith (City) ordinance, pursuant to Arkansas Code Section 14-359-104, to manage the Fort Smith Regional Airport (Airport) and consists of seven members appointed by the Mayor and confirmed by the governing body of the City. Each member of the Airport Commission is appointed for a term of five years. The City can impose its will on the Airport through its statutory authority to remove members of the Airport Commission. Also, the City board of directors retains approval authority over the issuance of bonds for Airport purposes. Therefore, the City is financially accountable for the Airport, which is presented as a discretely presented component unit in the City's basic financial statements. The Airport is organized as an enterprise fund. An enterprise fund is used to account for operations that are financed and operated in a manner similar to a private business; where the intent of the governing body is that the cost (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered, primarily through user charges.

***Basis of Accounting and Financial Reporting***

The financial statements consist of a single-purpose business-type activity which is reported on the accrual basis of accounting using the economic resources measurement focus.

The Airport prepares its financial statements in conformity with accounting principles generally accepted in the United States of America as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

***Cash and Cash Equivalents***

The Airport considers all liquid investments with original maturity of three months or less to be cash equivalents. At December 31, 2017 and 2016, cash equivalents consist of money market funds held by brokers and certificates of deposit.

***Investments and Investment Income***

Investments in certificates of deposit and money market funds are carried at amortized cost. Investment income includes dividend and interest income and gas royalties.

***Accounts Receivable***

The Airport accrues revenue for fees and charges earned but not yet billed as of year-end.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

***Inventory Pricing***

Inventories of de-icing material are valued at cost using the first in, first out (FIFO) method. Inventories of fuel are stated at the lower of cost or market determined using the FIFO method.

***Capital Assets***

Capital assets are recorded at cost at the date of acquisition, or acquisition value at the date of donation if acquired by gift. Depreciation is computed using the straight-line method over the estimated useful life of each asset. Assets under capital lease obligations and leasehold improvements are depreciated over the shorter of the lease term or their respective estimated useful lives. The following estimated useful lives are being used by the Airport:

Buildings and leasehold improvements	10 – 40 years
Machinery and equipment	3 – 15 years
Improvements other than buildings	5 – 20 years
Equipment, furniture and fixtures and other	3 – 10 years
Ramps, runways, taxiways and improvements	10 – 50 years

***Lessee-Financed Improvements***

Certain leases include provisions whereby lessee-financed improvements become the property of the Airport. In accordance with GASB Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*, the Airport recognizes lessee-financed improvements as capital assets and as capital contributions at cost, or estimated cost, upon completion of construction, or upon the asset being placed in service, whichever occurs first.

***Compensated Absences***

Airport policies permit most employees to accumulate vacation benefits that may be realized as paid time off or, in limited circumstances, as a cash payment. Expense and the related liability are recognized as vacation benefits are earned whether the employee is expected to realize the benefit as time off or in cash. Compensated absence liabilities are included in accrued expenses and are computed using the regular pay and termination pay rates in effect at the statement of net position date plus an additional amount for compensation-related payments such as social security and Medicare taxes computed using rates in effect at that date.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
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***Deferred Outflows of Resources and Deferred Inflows of Resources***

A deferred inflow of resources is an acquisition of net position by the airport that is applicable to a future reporting period and a deferred outflow of resources is a consumption of net position by the Airport that is applicable to a future period. Both deferred inflows and outflows are reported in the statement of net position but are not recognized in the financial statements as revenues and expenses until the period(s) to which they relate. Deferred outflows of resources of the airport consist of the deferred charge on bond refunding.

Deferred amounts on refunded bonds are being amortized into interest expense using the interest method over the shorter of the life of the refunded or refunding bonds.

***Restricted Assets***

Assets are reported as restricted when constraints placed on them are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or are imposed by law through constitutional provisions or enabling legislation.

***Revenue and Expense***

The Airport has two classes of revenue, operating and nonoperating. Operating revenues consist of revenues that are generally received during the regular course of airport operations such as office and space rentals, landing fees, flowage fees and parking lot concessions. Nonoperating revenues generally consist of items that are not classified as operating revenues such as interest income and gas royalties.

***Net Position***

Net position of the Airport is classified in three components. Net investment in capital assets consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of borrowings used to finance the purchase or construction of those assets. Restricted expendable net position is noncapital assets that must be used for a particular purpose as specified by creditors, grantors or donors external to the Airport, including amounts deposited with trustees as required by bond indentures. Unrestricted net position is the remaining net position that does not meet the definition of net investment in capital assets or restricted net position.

When both restricted and unrestricted resources are available for use, generally it is the Airport's policy to use restricted resources first.

***Rental Income***

All leases wherein the Airport is the lessor are accounted for as operating leases. Rental income is generally recognized as it becomes receivable over the respective lease terms.



**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

***Federal and State Grants***

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

From time to time, the Airport disposes of land or other assets which were originally purchased with federal assistance. In accordance with the Airport Improvement Program (AIP), the Airport must reinvest the federal government's proportionate share of the proceeds realized from the sale or exchange of such assets in approved AIP projects or return such amounts to the federal government. Proceeds intended to be reinvested in future AIP projects are recorded as unearned revenue until expended.

***Passenger Facility Charges***

Under a Record of Decision, the Federal Aviation Administration (FAA) grants the Airport approval to impose a passenger facility charge (PFC) on flights originating from Fort Smith. As of February 2008, the charge increased from \$3.00 to \$4.50 per enplaned passenger. PFC's are restricted for use in the construction of certain airport improvements and other costs, as approved by the FAA. PFC's are recognized as they are earned, are included in capital contributions, grants and charges and amounted to \$353,195 and \$342,942 for 2017 and 2016, respectively.

***Subsequent Events***

Subsequent events have been evaluated through February, 12, 2018, which is the date the financial statements were available to be issued.

**Note 2: Deposits, Investments and Investment Income**

***Deposits***

Custodial credit risk is the risk that in the event of a bank failure, a government's deposits may not be returned to it. The Airport's deposit policy for custodial credit risk requires compliance with the provisions of state law.

State law requires collateralization of all deposits with federal depository insurance and other acceptable collateral in specific amounts. No legal opinion has been obtained regarding the enforceability of any of the collateral arrangements.

At December 31, 2017, none of the Airport's bank balances of \$4,683,901 were exposed to custodial credit risk. At December 31, 2016, \$225,074 of the Airport's bank balances of \$4,318,190 were exposed to custodial credit risk.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

**Investments**

State statutes authorize the Airport to invest in direct obligations of and other obligations guaranteed as to principal by the U.S. Treasury and U.S. agencies and in bank repurchase agreements. At December 31, 2017 and 2016, the Airport had the following investments and maturities:

<b>December 31, 2017</b>					
<b>Type</b>	<b>Cost</b>	<b>Maturities in Years</b>			
		<b>Less than 1</b>	<b>1-5</b>	<b>6-10</b>	<b>More than 10</b>
Money market funds	\$ 76,761	\$ 76,761	\$ -	\$ -	\$ -
	<u>\$ 76,761</u>	<u>\$ 76,761</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>December 31, 2016</b>					
<b>Type</b>	<b>Cost</b>	<b>Maturities in Years</b>			
		<b>Less than 1</b>	<b>1-5</b>	<b>6-10</b>	<b>More than 10</b>
Money market funds	\$ 78,481	\$ 78,481	\$ -	\$ -	\$ -
	<u>\$ 78,481</u>	<u>\$ 78,481</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

**Interest Rate Risk** – The Airport’s investment policy does not limit investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

**Credit Risk** - Credit risk is the risk that the issuer or other counterparty to an investment will not fulfill its obligations. The Airport’s investments at December 31, 2017 and 2016 are securities issued or backed by the U.S. Government. At December 31, 2017 and 2016, the Airport’s investments not directly guaranteed by the U.S. government were rated as follows:

<b>Investment Type</b>	<b>Rating Agency</b>	<b>Rating</b>
Money Market Mutual Funds	S&P/Moody’s	AAA/Aaa

**Custodial Credit Risk** - For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Airport will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. At December 31, 2017, all of the Airport’s investments were held by counterparties in the Airport’s name.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
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Concentration of Credit Risk – The Airport places no limit on the amount that may be invested in any one issuer.

***Summary of Carrying Values***

The carrying values of deposits and investments shown above are included in the balance sheets as follows:

	<b>2017</b>	<b>2016</b>
Carrying value		
Deposits	\$ 4,586,550	\$ 4,206,164
Investments	76,761	78,481
	<b>\$ 4,663,311</b>	<b>\$ 4,284,645</b>
 Included in the following statement of net position captions		
Current cash	\$ 1,838,852	\$ 1,897,471
Current restricted cash equivalents	76,761	78,481
Current certificates of deposit	1,894,387	1,434,104
Noncurrent restricted cash	347,653	321,620
Noncurrent certificates of deposit	200,000	247,311
Noncurrent restricted certificates of deposit	305,658	305,658
	<b>\$ 4,663,311</b>	<b>\$ 4,284,645</b>

***Restricted Cash, Cash Equivalents and Investment Securities***

Cash, cash equivalents and investment securities are restricted as follows:

	<b>2017</b>	<b>2016</b>
Revenue bond interest and principal funds	\$ 76,761	\$ 78,481
Revenue bond reserve funds	305,658	305,658
Passenger facility charge fund	347,653	321,620
	<b>\$ 730,072</b>	<b>\$ 705,759</b>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
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**Investment Income**

Investment income for the years ended December 31, 2017 and 2016, consisted of:

	<u>2017</u>	<u>2016</u>
Interest and dividend income	\$ 22,118	\$ 14,376
Gas royalties	<u>2,379</u>	<u>2,102</u>
	<u>\$ 24,497</u>	<u>\$ 16,478</u>

**Note 3: Capital Assets**

A summary of changes in capital assets for the years ended December 31, 2017 and 2016, is as follows:

	<u>2017</u>			
	<u>Beginning Balance</u>	<u>Transfers In and Additions</u>	<u>Transfers Out and Disposals</u>	<u>Ending Balance</u>
Capital assets, not being depreciated:				
Land	\$ 6,324,706	\$ -	\$ -	\$ 6,324,706
Construction in progress	268,284	1,247,870	(268,284)	1,247,870
Total capital assets, not being depreciated	<u>6,592,990</u>	<u>1,247,870</u>	<u>(268,284)</u>	<u>7,572,576</u>
Capital assets, being depreciated:				
Buildings and building improvements	22,029,538	62,010	-	22,091,548
Runways and other airport infrastructure	54,698,728	713,499	-	55,412,227
Equipment, furniture and fixtures and other	12,239,325	103,210	(46,614)	12,295,921
Total capital assets, being depreciated	<u>88,967,591</u>	<u>878,719</u>	<u>(46,614)</u>	<u>89,799,696</u>
Less accumulated depreciation for:				
Buildings and building improvements	(12,911,503)	(572,319)	-	(13,483,822)
Runways and other airport infrastructure	(36,235,236)	(1,565,103)	-	(37,800,339)
Equipment, furniture and fixtures and other	(9,483,099)	(543,138)	46,614	(9,979,623)
Total accumulated depreciation	<u>(58,629,838)</u>	<u>(2,680,560)</u>	<u>46,614</u>	<u>(61,263,784)</u>
Total capital assets, being depreciated, net	<u>30,337,753</u>	<u>(1,801,841)</u>	<u>-</u>	<u>28,535,912</u>
Capital assets, net	<u>\$ 36,930,743</u>	<u>\$ (553,971)</u>	<u>\$ (268,284)</u>	<u>\$ 36,108,488</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

	2016			Ending Balance
	Beginning Balance	Transfers In and Additions	Transfers Out and Disposals	
Capital assets, not being depreciated:				
Land	\$ 6,324,706	\$ -	\$ -	\$ 6,324,706
Construction in progress	179,423	268,284	(179,423)	268,284
Total capital assets, not being depreciated	6,504,129	268,284	(179,423)	6,592,990
Capital assets, being depreciated:				
Buildings and building improvements	22,029,538	-	-	22,029,538
Runways and other airport infrastructure	54,026,951	671,777	-	54,698,728
Equipment, furniture and fixtures and other	11,462,173	817,974	(40,822)	12,239,325
Total capital assets, being depreciated	87,518,662	1,489,751	(40,822)	88,967,591
Less accumulated depreciation for:				
Buildings and building improvements	(12,312,828)	(598,675)	-	(12,911,503)
Runways and other airport infrastructure	(34,691,233)	(1,544,003)	-	(36,235,236)
Equipment, furniture and fixtures and other	(8,932,817)	(590,952)	40,670	(9,483,099)
Total accumulated depreciation	(55,936,878)	(2,733,630)	40,670	(58,629,838)
Total capital assets, being depreciated, net	31,581,784	(1,243,879)	(152)	30,337,753
Capital assets, net	\$ 38,085,913	\$ (975,595)	\$ (179,575)	\$ 36,930,743

**Construction Commitments**

As of December 31, 2017, the Airport has construction commitments which include the completion of the ARFF – station construction and wildlife mitigation projects. As of December 31, 2017 and 2016, outstanding construction commitments totaled \$3,221,369 and \$938,488, respectively.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Notes to Financial Statements**  
**December 31, 2017 and 2016**

**Note 4: Long-term Liabilities**

The following is a summary of long-term liabilities for the years ended December 31, 2017 and 2016:

	<b>2017</b>				
	<b>Beginning Balance</b>	<b>Additions</b>	<b>Reductions</b>	<b>Ending Balance</b>	<b>Due in One Year</b>
Revenue bonds payable	\$ 2,305,000	\$ -	\$ (195,000)	\$ 2,110,000	\$ 200,000
	<b>2016</b>				
	<b>Beginning Balance</b>	<b>Additions</b>	<b>Reductions</b>	<b>Ending Balance</b>	<b>Due in One Year</b>
Revenue bonds payable	\$ 2,495,000	\$ -	\$ (190,000)	\$ 2,305,000	\$ 195,000

***Revenue Bonds Payable***

On August 2, 2011, the City issued \$3,205,000 of Airport Refunding Revenue Bonds, Series 2011, on behalf of the Commission to refund on a current basis the remaining outstanding Airport Refunding and Improvement Revenue Bonds, Series 1999, and to pay expenses and fund the reserves of the issuance of the Series 2011 bonds.

The Series 2011 bonds (the Bonds) bear interest at 1.5% to 5.35%. The Bonds are payable in annual installments through October 1, 2026. All of the Bonds still outstanding may be redeemed at the Airport's option on or after October 1, 2020. The redemption price is equal to the principal amount being redeemed plus accrued interest to the redemption date. The Bonds are secured by all revenues from the operation of the Airport.

**Fort Smith Regional Airport**  
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**December 31, 2017 and 2016**

The debt service requirements as of December 31, 2017, are as follows:

Year Ending December 31,	Principal	Interest	Total
2018	\$ 200,000	\$ 102,368	\$ 302,368
2019	210,000	94,567	304,567
2020	215,000	85,328	300,328
2021	225,000	75,330	300,330
2022	240,000	64,530	304,530
2023-2026	<u>1,020,000</u>	<u>132,623</u>	<u>1,152,623</u>
	<u>\$ 2,110,000</u>	<u>\$ 554,745</u>	<u>\$ 2,664,745</u>

**Note 5: Rental Income From Operating Leases**

The Airport leases land, buildings and space in the terminal on a fixed fee and a contingent rental fee basis. Many of the leases provide for periodic review and adjustment of the rental amounts. Substantially all capital assets are held by the Airport for the purpose of rental or related use. Rental income, including parking lot fees, for the years ended December 31, 2017 and 2016, was \$2,267,865 and \$2,264,684, respectively.

Minimum future rentals on noncancellable operating leases in each of the next five years and thereafter as of December 31, 2017 are as follows:

2018	\$ 1,452,450
2019	1,338,401
2020	967,929
2021	786,544
2022	467,953
Thereafter	<u>4,649,698</u>
	<u>\$ 9,662,975</u>

Contingent rentals and fees aggregated approximately \$635,470 in 2017 and \$538,250 in 2016, and are accrued in arrears.

American Airlines and Delta Air Lines lease space for their operations for approximately \$319,300 per year. If the airlines choose to discontinue service, the financial impact on the Airport would be significant.

**Fort Smith Regional Airport**  
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**Notes to Financial Statements**  
**December 31, 2017 and 2016**

**Note 6: Public Employees' Retirement Plan**

***Plan Description***

The Airport participates in the City of Fort Smith's Public Employees' Retirement Plan (PERS), a defined contribution plan, that is qualified under Section 401(a) of the Internal Revenue Code (the "401(a) Plan"). The International City Management Association Retirement Corporation (ICMARC) serves as administrator of the 401(a) Plan. All full-time, nonuniformed employees are covered by the 401(a) Plan. Each participant has a plan account to which the contributions are made and each participant manages their account by selecting from various investment options offered by ICMARC. Plan benefits are based upon the total amount of money in an individual's account at retirement. Plan provisions and contribution rates are established by the 401(a) Plan agreement between the Board of Directors and ICMARC. Approval from both the Board of Directors and ICMARC is required for 401(a) Plan amendments. Employees make no contributions to the 401(a) Plan; however, the Airport makes contributions equal to 10% of each covered employee's earnings. Employer contributions were reduced to 5% effective January 1, 2017.

Employer contributions to PERS totaled approximately \$31,000 and \$59,100 for 2017 and 2016, respectively.

The Airport also participates in the other postemployment benefit plan (plan) administered by the City. The plan is a cost sharing multiple employer plan. All benefit obligations of the plan are pooled and recorded on the books of the City. As of December 31, 2017, there were no material required contributions. The complete disclosures required by GASB 45 are included in the City of Fort Smith's Comprehensive Annual Financial Report (CAFR).

**Note 7: Related Party Transactions**

The City is responsible for processing and disbursing the Airport's payroll on a bi-weekly basis. The Airport reimburses the City for the cost of the payroll plus a monthly administration fee of \$264. During 2017 and 2016, the Airport paid the City \$3,163 in payroll administration fees each year. In addition, the Airport also participates in the City's health insurance and retirement plans. The City bills the Airport monthly for the insurance premiums and bi-weekly for the retirement plan contributions. While the City retains the risk of financing the health insurance plan's obligations that exceed the Airport's and its employees' premiums paid, the monthly health insurance premiums are determined by the City at the beginning of each year and are adjusted as necessary. As of December 31, 2017 and 2016, \$9,000 was payable each year to the City for payroll disbursements, insurance premiums, and retirement contributions.



**Fort Smith Regional Airport**  
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**Notes to Financial Statements**  
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**Note 8: Risk Management**

The Airport is exposed to various risks of loss from torts; theft of, damage to and destruction of assets; business interruption; errors and omissions; employee injuries and illnesses; and natural disasters. Commercial insurance coverage is purchased for claims arising from such matters. Settled claims have not exceeded this commercial coverage in the current or any of the three preceding years.

**Note 9: Termination of the Airport Joint Use Agreement**

In 2014, the National Guard Bureau (NGB) terminated the Airport Joint Use Agreement (AJUA) due to Air National Guard (ANG) mission changes. This agreement details the ANG's responsibility for the maintenance of runways used by ANG and for the Aircraft Rescue and Fire Fighting (ARFF) services previously provided to the Airport by the 188th FW ARFF. Because the Airport has commercial service traffic, the Airport is required to provide ARFF services. The net impact of the ANG mission changes, withdrawal of the ARFF services and cancellation of the AJUA agreement is expected to have a material impact on the Airport's financial performance in the future. However, a positive impact will occur in 2018 from an agreement for the Arkansas Air National Guard to provide ARFF personnel utilizing airport owned facilities and equipment, with services beginning January 1, 2018.

The Airport purchased with Federal Aviation Administration (FAA) funding an ARFF truck and equipment in 2016 for \$656,000 and plans to complete construction on an ARFF fire station in 2018 costing approximately \$3,519,220.

## **Supplementary Information**

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Budgetary Comparison Schedule (Non-GAAP Budgetary Basis)**  
**Year Ended December 31, 2017**

	<b>Final Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Operating Revenues</b>			
<b>Flowage Fees</b>			
FBO	\$ 128,000	\$ 125,956	\$ (2,044)
Corporate	23,000	21,519	(1,481)
	<u>151,000</u>	<u>147,475</u>	<u>(3,525)</u>
<b>Landing Fees</b>			
Airlines	154,000	165,524	11,524
FBO	1,000	1,281	281
	<u>155,000</u>	<u>166,805</u>	<u>11,805</u>
<b>Rented Buildings and Other</b>			
Airlines	157,000	157,224	224
Car rental	518,000	519,625	1,625
Restaurant	1,000	-	(1,000)
Other terminal and office	2,000	2,160	160
Displays	49,000	53,248	4,248
TSA	45,300	48,473	3,173
FBO	278,000	278,058	58
SASO	58,000	57,654	(346)
T - Hangars	72,000	74,183	2,183
Corporate	140,000	144,462	4,462
Commercial leases	456,000	456,814	814
	<u>1,776,300</u>	<u>1,791,901</u>	<u>15,601</u>
<b>Parking Lot Fees</b>	<u>460,000</u>	<u>475,964</u>	<u>15,964</u>
<b>Fuel</b>	<u>47,700</u>	<u>53,499</u>	<u>5,799</u>
<b>Other</b>			
Auto gas – rental car and airlines	52,700	43,341	(9,359)
Miscellaneous	100,000	101,819	1,819
LEO cost reimbursement	108,500	109,200	700
	<u>261,200</u>	<u>254,360</u>	<u>(6,840)</u>
<b>Total operating revenues</b>	<u>2,851,200</u>	<u>2,890,004</u>	<u>38,805</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Budgetary Comparison Schedule (Non-GAAP Budgetary Basis) (Continued)**  
**Year Ended December 31, 2017**

	<b>Final Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Operating Expenses</b>			
Personal services			
Salaries regular	\$ 606,300	\$ 577,809	\$ 28,491
Salaries overtime	5,800	4,332	1,468
Longevity	-	841	(841)
Salaries other	1,200	-	1,200
FICA airport contribution	46,800	42,059	4,741
FUTA unemployment	14,800	-	14,800
Health coverage and wellness	70,200	59,922	10,278
Dental	8,300	7,491	809
Disability	2,300	2,102	198
Life	7,800	7,462	338
Vision	1,700	1,432	268
Retirement	32,800	30,954	1,846
	<u>798,000</u>	<u>734,404</u>	<u>63,596</u>
Contractual services			
Electricity	163,000	144,967	18,033
Gas	80,500	69,858	10,642
Water and sewer	43,000	33,864	9,136
Telephone	11,500	10,018	1,482
Printing and advertisement	3,500	4,071	(571)
Postage and shipping	2,400	1,711	689
Travel and training	26,000	17,715	8,285
Airport marketing/development	30,000	18,227	11,773
Airport business	16,000	6,838	9,162
Professional services	53,000	47,876	5,124
Technical services	25,000	16,355	8,645
Legal services	15,000	9,540	5,460
Maintenance/repair – buildings	149,000	73,107	75,893
Maintenance/repair – fences	4,000	2,680	1,320
Maintenance/repair – pavement	60,000	50,469	9,531
Maintenance/repair – equipment	89,500	47,498	42,002
Maintenance/repair – displays	-	137	(137)
Other contractual services	356,000	348,782	7,218
LEO cost reimbursement	108,500	109,200	(700)
Audit and financial services	42,000	42,068	(68)
Commercial leases	82,500	82,491	9
	<u>1,360,400</u>	<u>1,137,472</u>	<u>222,928</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Budgetary Comparison Schedule (Non-GAAP Budgetary Basis) (Continued)**  
**Year Ended December 31, 2017**

	<b>Final Budget</b>	<b>Actual</b>	<b>Variance</b>
Commodities			
Office and duplicating supplies	\$ 3,000	\$ 1,274	\$ 1,726
Motor fuels and lubricants	27,500	21,631	5,869
Chemicals	46,000	17,222	28,778
Janitorial supplies	20,800	22,370	(1,570)
Materials	16,600	13,001	3,599
Other commodities	25,000	52,495	(27,495)
Clothing and supplies	4,500	4,035	465
Tools	4,700	3,042	1,658
Trees and plants	1,000	109	891
Gas for resale	48,600	41,766	6,834
Aviation fuel for resale	45,400	47,697	(2,297)
Field lighting	28,000	24,704	3,296
	<u>271,100</u>	<u>249,346</u>	<u>21,754</u>
Other charges			
Commercial property insurance	41,800	41,105	695
Airport liability insurance	8,000	7,993	7
Officers and directors insurance	8,400	8,044	356
Vehicle insurance	12,600	13,297	(697)
Workers compensation insurance	9,200	9,397	(197)
Dues and subscriptions	5,300	2,848	2,452
Miscellaneous charges	5,500	-	5,500
Payroll processing fees	3,600	3,163	437
Property and use taxes	6,400	6,403	(3)
	<u>100,800</u>	<u>92,250</u>	<u>8,550</u>
Total operating expenses	<u>2,530,300</u>	<u>2,213,472</u>	<u>316,828</u>
<b>Operating Income</b>	<u>320,900</u>	<u>676,532</u>	<u>355,632</u>
<b>Nonoperating Revenues (Expenses)</b>			
Investment income			
Interest – operating fund	9,000	10,922	1,922
Interest – bond reserve	-	3,140	3,140
Interest – PFC funds reserved	1,000	1,580	580
Interest – projects fund	5,700	6,476	776
Gas royalties	2,000	2,379	379
	<u>17,700</u>	<u>24,497</u>	<u>6,797</u>
Interest expense	<u>(130,300)</u>	<u>(125,148)</u>	<u>5,152</u>
<b>Total Nonoperating Expenses</b>	<u>(112,600)</u>	<u>(100,651)</u>	<u>11,949</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Budgetary Comparison Schedule (Non-GAAP Budgetary Basis) (Continued)**  
**Year Ended December 31, 2017**

	<b>Final Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Increase in Net Position Before Capital Contributions and Grants</b>	<u>\$ 208,300</u>	<u>\$ 575,881</u>	<u>\$ 367,581</u>
<b>Capital Contributions and Grants</b>			
Passenger facility charges	354,000	353,195	(805)
Guard receipts	704,698	704,730	32
Federal, state and local grants			
Federal grants	718,675	626,846	(91,829)
State grants	<u>128,806</u>	<u>128,806</u>	<u>-</u>
	<u>847,481</u>	<u>755,652</u>	<u>(91,829)</u>
	<u>1,906,179</u>	<u>1,813,577</u>	<u>(92,602)</u>
<b>Increase in Net Position Before Bond Principal Payments and Capital Outlay Expenditures</b>	<u>2,114,479</u>	<u>2,389,458</u>	<u>274,979</u>
Bond principal payments	195,000	195,000	-
Capital outlay expenditures	<u>2,108,744</u>	<u>1,818,333</u>	<u>290,411</u>
	<u>2,303,744</u>	<u>2,013,333</u>	<u>290,411</u>
<b>Increase (Decrease) in Net Position, Budgetary Basis</b>	<u>\$ (189,265)</u>	<u>\$ 376,125</u>	<u>\$ 565,390</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Budgetary Comparison Schedule (Non-GAAP Budgetary Basis) (Continued)**  
**Year Ended December 31, 2017**

**Notes to Budgetary Comparison Schedule**

Budget Reconciliation – Items required to adjust actual expenses reported on the budgetary basis to those reported within the financial statements as of and for the year ended December 31, 2017, are as follows:

Operating expenses – Budgetary Basis, December 31, 2017	\$ 2,213,472
Depreciation and amortization expense	<u>2,680,560</u>
Operating expenses – Statements of Revenues, Expenses and Changes in Net Position, December 31, 2017	<u>\$ 4,894,032</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Schedule of Passenger Facility Charge Revenues and Expenditures**  
**Year Ended December 31, 2017**

	<b>Date Approved</b>	<b>Amount Approved</b>	<b>Cumulative Total - December 31, 2016</b>
<b>Revenues</b>			
Passenger facility charge revenues received			\$ 6,534,162
Interest earned			163,644
			<u>\$ 6,697,806</u>
<b>Expenditures</b>			
PFC projects completed prior to 2007	7/24/1997	\$ 3,279,122	\$ 3,279,122
<b>Application 06-03</b>			
Perimeter road construction reimbursements	8/1/2006	128,515	128,515
Terminal Apron	8/1/2006	280,734	280,734
Conditioned Air at Gates	7/5/2006	200,000	200,000
Terminal Security Equipment	7/5/2006	123,270	123,270
		<u>732,519</u>	<u>732,519</u>
<b>Application 07-04</b>			
Boarding Bridge Installation	11/20/2007	877,533	877,533
Flight Information Display System	11/20/2007	85,261	85,262
Security System Improvements	11/20/2007	279,268	279,268
PFC Administration Costs	11/20/2007	68,046	68,045
		<u>1,310,108</u>	<u>1,310,107</u>
<b>Application 12-05</b>			
Airport Entry Signs to Passenger Terminal	10/22/2012	65,273	65,273
Passenger Terminal Sterile Lobby Expansion	10/22/2012	40,000	40,000
Portable Pre-conditioned Air and Ground Power Unit	10/22/2012	130,000	130,000
Runway 1/19 Pavement Rehabilitation and Marking	10/22/2012	12,500	12,500
Perimeter Security Fence and Erosion Control	10/22/2012	250,000	227,191
Runway Closure Signs	10/22/2012	40,000	37,186
Wildlife Habitat Mitigation and Drainage Improvements	10/22/2012	1,200,000	94,454
Wildlife Management Plan	10/22/2012	10,000	4,625
Security System Upgrade	10/22/2012	75,000	32,150
Braking Action Testing Equipment	10/22/2012	10,000	7,250
Replace Security Vehicles	10/22/2012	75,000	47,482
Public Information Systems	10/22/2012	50,000	12,241
Snow Removal Equipment	10/22/2012	110,000	87,359
Reconstruction of Taxiway A West Phase 2	10/22/2012	137,509	-
Reconstruction of Taxiway A West Phase 3	10/22/2012	146,255	-
PFC Administration	10/22/2012	61,000	61,000
		<u>2,412,537</u>	<u>858,711</u>
Total Application 12-05		<u>2,412,537</u>	<u>858,711</u>
Total passenger facility charge revenue expended		<u>\$ 7,734,286</u>	<u>\$ 6,180,459</u>



Quarters Ended				Year Ended December 31, 2017	Cumulative Total - December 31, 2017
March 31, 2017	June 30, 2017	September 30, 2017	December 31, 2017		
\$ 77,554	\$ 95,452	\$ 88,215	\$ 90,515	\$ 351,736	\$ 6,885,898
44	1,303	52	706	2,105	165,749
<u>\$ 77,598</u>	<u>\$ 96,755</u>	<u>\$ 88,267</u>	<u>\$ 91,221</u>	<u>\$ 353,841</u>	<u>\$ 7,051,647</u>
<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 3,279,122</u>
-	-	-	-	-	128,515
-	-	-	-	-	280,734
-	-	-	-	-	200,000
-	-	-	-	-	123,270
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>732,519</u>
-	-	-	-	-	877,533
-	-	-	-	-	85,262
-	-	-	-	-	279,268
-	-	-	-	-	68,045
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,310,107</u>
-	-	-	-	-	65,273
-	-	-	-	-	40,000
-	-	-	-	-	130,000
-	-	-	-	-	12,500
-	-	-	-	-	227,191
-	-	-	-	-	37,186
16,072	3,797	115,020	184,256	319,145	413,599
-	-	-	-	-	4,625
1,800	-	-	-	1,800	33,950
-	-	-	-	-	7,250
-	-	-	-	-	47,482
274	-	-	-	274	12,515
-	-	-	-	-	87,359
-	-	-	-	-	-
-	-	-	-	-	-
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>61,000</u>
<u>18,146</u>	<u>3,797</u>	<u>115,020</u>	<u>184,256</u>	<u>321,219</u>	<u>1,179,930</u>
<u>\$ 18,146</u>	<u>\$ 3,797</u>	<u>\$ 115,020</u>	<u>\$ 184,256</u>	<u>\$ 321,219</u>	<u>\$ 6,501,678</u>

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Schedule of Passenger Facility Charge Revenues and Expenditures (Continued)**  
**Year Ended December 31, 2017**

**Notes to Schedule:**

1. This schedule includes the Passenger Facility Charge (PFC) Program activity of the Airport and is presented on the cash basis of accounting. Under the cash basis of accounting, PFC revenues are recognized when they are received rather than when earned and eligible expenditures are recognized when payment for the related goods or services is made. The information in this schedule is presented in accordance with the requirements of the *Passenger Facility Charge Audit Guide for Public Agencies* issued by the Federal Aviation Administration (FAA). Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.  
  
PFC expenditures may consist of direct project costs, administrative costs, debt service and bond financing costs, as applicable to active applications. The Schedule of Passenger Facility Charges Revenues and Expenditures includes eligible expenditures that have been applied against PFC's collected as of December 31, 2017.
2. Collections and expenditures on approved projects in the schedule above agree to the Passenger Facility Charge Quarterly Status Reports (PFC Reports) submitted by the Airport to the FAA.
3. Effective July 24, 1997 and amended on August 1, 2006, a total of \$3,279,122 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.
4. Effective August 1, 2006, a total of \$732,519 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.
5. Effective November 20, 2007 and amended on October 4, 2012, a total of \$1,310,108 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.
6. Effective October 22, 2012, a total of \$2,412,537 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.

## **Statistical Section**

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Selected Airport Operations Information**  
**Year Ended December 31, 2017**

**Airport Operations**

The Airport serves the west-central Arkansas and east-central Oklahoma region. The following shows enplanement information at the Airport from 1998 to 2017:

Total Year	U. S. Domestic Enplanements	Airport % of Enplanements	U. S. Primary Airports
2017	89,582	Not available	Not available
2016	87,488	0.01%	823,000,000
2015	86,704	0.01%	798,390,000
2014	92,869	0.01%	760,650,507
2013	84,520	0.01%	738,415,316
2012	86,653	0.01%	731,187,279
2011	86,234	0.01%	726,007,934
2010	86,129	0.01%	713,580,637
2009	78,432	0.01%	696,769,131
2008	87,030	0.01%	734,700,902
2007	99,127	0.01%	762,397,236
2006	94,717	0.01%	737,647,279
2005	102,607	0.01%	735,547,793
2004	90,613	0.01%	704,793,726
2003	89,510	0.01%	650,045,348
2002	85,137	0.01%	644,579,286
2001	90,311	0.01%	659,422,828
2000	99,493	0.01%	708,638,875
1999	102,583	0.02%	682,614,094
1998	104,629	0.02%	655,175,790

Airlines	2017 Passenger Enplanements	2017 Market Share
American Airlines	61,516	59%
Express Jet (Delta Air lines)	28,066	41%
	<u>89,582</u>	<u>100%</u>

Current year data is provided to the airport by local airlines. Prior years' data has been adjusted to data from the FAA DOT/TSC ACAIS Database.

**Rental Car and Airline Agreements**

The Airport has lease/operating agreements with the following car rental agencies: Avis/Budget, Hertz and National/Enterprise. The Airport receives the greater of ten percent (10%) of gross revenue or a minimum annual guarantee from each agency.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Selected Airport Operations Information (Continued)**  
**Year Ended December 31, 2017**

Fort Smith based airlines include American Airlines and Delta Air Lines. The airlines lease agreements are equivalent in material respects, and include a covenant not to grant more favorable terms to other signatory airlines. The current landing fee is \$1.25 per thousand pounds of the maximum allowable certificated landing weight of aircraft used.

Terminal space is leased to the airlines on an exclusive and non-exclusive use basis. Exclusive use areas include ticket counters, office space and operations areas. The non-exclusive use areas include baggage claim space and security screening space. The 2017 rental rate of space for the exclusive use areas was \$19.00 per square foot per year and non-exclusive use areas was \$14.00 per square foot per year. The total rent for the non-exclusive use areas is prorated among the airlines using the industry standard “20/80%” rule – 20% of the total rent is equally divided among the airlines and 80% is divided according to each airline’s percentage of passenger enplanements. The agreements also establish fees for the airlines use of the public address system in the terminal.

**Other Lease Agreements**

Set forth below is a list of tenants or lessees of the Airport that are not airlines or rental car agencies.

Name of Tenant	Type
Federal Express	Freight company
Truman Arnold Companies	Fixed base operator
ArcBest Corporation	Corporate aviation department
Baldor Electric Company	Corporate aviation department
Dude, Inc.	Corporate aviation department
Peterson Chemical	Corporate aviation department
Smith Auto Group	Corporate aviation department
USAF (188 <sup>th</sup> Wing)	MQ-9 MCE, governmental agency
Republic Parking Systems	Parking lot operator
Transportation Security Administration	Governmental agency
Federal Aviation Administration	Air Traffic Control Tower, governmental agency
Fort Smith Aviation Services	Specialty aviation service organization
Franklin County Aviation	Specialty aviation service organization
Northwest Arkansas Avionics	Specialty aviation service organization
Southern Eagle Aviation	Specialty aviation service organization
ABS Avionics	Specialty aviation service organization
Numerous aviators	T-hangar & small hangar leases
Airport Advertising	Advertising in passenger terminal
Home Depot	Commercial land lease
Heritage Hotel Group - Homewood	Commercial land lease
Heritage Hotel Group - Home2	Commercial land lease
Young & Young Development	Commercial land lease
Trane HVAC Parts & Supply	Commercial building lease
W.E.Y. dba Art's BBQ	Restaurant

## **Other Required Reports**

## Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of the Financial Statements Performed in Accordance with *Government Auditing Standards*

Members of the Fort Smith Airport Commission  
Fort Smith Regional Airport  
Fort Smith, Arkansas

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the basic financial statements of Fort Smith Regional Airport, a component unit of the City of Fort Smith, Arkansas (the Airport), which comprise the statement of net position as of December 31, 2017, 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 February 12, 2018.

### *Internal Control Over Financial Reporting*

Management of the Airport is responsible for establishing and maintaining effective internal control over financial reporting (internal control). In planning and performing our audit, we considered the Airport's internal control to determine the 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 Airport's financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

***Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the Airport's financial statements are free of 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 determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

***Purpose of this Report***

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

**BKD, LLP**

Fort Smith, Arkansas  
February 12, 2018



**Report on Compliance for the Passenger Facility Charge Program and  
Report on Internal Control Over Compliance  
Independent Auditor's Report**

Members of the Fort Smith Airport Commission  
Fort Smith Regional Airport  
Fort Smith, Arkansas

**Report on Compliance**

We have audited Fort Smith Regional Airport's 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 December 31, 2017.

***Management's Responsibility***

Management is responsible for compliance with the requirements of laws and regulations applicable to its passenger facility charge program.

***Auditor's Responsibility***

Our responsibility is to express an opinion on the compliance of the Airport based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the Airport's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance with the passenger facility charge program. However, our audit does not provide a legal determination of the Airport's compliance.

***Opinion on Passenger Facility Charge Program***

In our opinion, Fort Smith Regional Airport complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended December 31, 2017.

**Report on Internal Control Over Compliance**

Management of the Airport is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Airport's internal control over compliance with types of requirements that could have a direct and material effect on the passenger facility charge program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance and to test and report on the internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the passenger facility charge program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of 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 first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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

**BKD, LLP**

Fort Smith, Arkansas  
February 12, 2018

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Passenger Facility Charges Audit Summary**  
**Year Ended December 31, 2017**

- |     |   |                     |               |
|-----|---|---------------------|---------------|
| 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.          | ___ <u>X</u> Yes    | ___ No        |
| 4.  | PFC revenue and interest is accurately reported on FAA Form 5100-127.   | ___ <u>X</u> Yes    | ___ No        |
| 5.  | The Public Agency maintains a separate financial accounting record for each application.  | ___ <u>X</u> 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.                | ___ <u>X</u> Yes    | ___ No        |
| 7.  | Monthly carrier receipts were reconciled with quarterly carrier reports.  | ___ <u>X</u> Yes    | ___ No        |
| 8.  | PFC revenues were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds. | ___ <u>X</u> Yes    | ___ No        |
| 9.  | Serving carriers were notified of PFC program actions/changes approved by the FAA.  | ___ <u>X</u> Yes    | ___ No        |
| 10. | Quarterly reports were transmitted (or available via website) to remitting carriers.  | ___ <u>X</u> Yes    | ___ No        |
| 11. | The Public Agency is in compliance with Assurance 8 of the Guide.   | ___ <u>X</u> Yes    | ___ No        |
| 12. | Project design and implementation is carried out in accordance with Assurance 9 of the Guide.   | ___ <u>X</u> Yes    | ___ No        |
| 13. | Project administration is carried out in accordance with Assurance 10 of the Guide.   | ___ <u>X</u> 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.       | ___ Yes             | ___ No        |
|     |   | <u>X</u> N/A        | ___ No        |

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Schedule of Passenger Facility Charges Program**  
**Findings and Questioned Costs**  
**Year Ended December 31, 2017**

*Findings Required to be Reported by the Guide*

Reference Number	Finding	Questioned Costs
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No matters are reportable.

**Fort Smith Regional Airport**  
**A Component Unit of the City of Fort Smith, Arkansas**  
**Passenger Facility Charges**  
**Summary Schedule of Prior Audit Findings**  
**Year Ended December 31, 2017**

<b>Reference Number</b>	<b>Summary of Finding</b>	<b>Status</b>
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No matters are reportable.