

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

Annual Financial Report
December 31, 2018 and 2017



Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
December 31, 2018 and 2017

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February 19, 2019

To the Public:

Enclosed herein is the Annual Financial Report for the Fort Smith Regional Airport for the fiscal year ended December 31, 2018 with a comparison to fiscal year ended December 31, 2017. 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 81 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 2018

Scheduled Airline Service – As of December 31, 2018, 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 1% in 2018 versus 2017.

Enplanements (revenue and non-revenue passenger boardings)

	American Airlines (to DFW)	Delta * (to ATL)	Atlantic Southeast (to ATL)	Charters	Total
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
2018	62,738	27,763	–	–	90,501

* Delta Air Lines purchased Northwest Airlines in 2009.

Aircraft operations decreased 15.5% in 2018 versus 2017.

Aircraft Operations

	Itinerant				Local*		Total
	Air Carrier airline/charter over 60 passengers	Air Taxi airline/charter 60 passengers or less	General Aviation	Military	General Aviation	Military	
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
2018	1,483	3,264	12,833	4,974	8,547	2,957	34,058

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

Other 2018 Highlights

Infrastructure projects completed in 2018 included the multi-year drainage improvements at Spivey Creek. The ARFF station construction continues with projected completion date in early 2019. The Master Plan update began and will continue through 2019 in to early 2020.

The preparation of this report and a successful 2018 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 large initial "M" and a long, sweeping underline.

Michael Griffin, A.A.E., Airport Director

Fort Smith Airport Commission
Members as of December 31, 2018

	<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, 2023
Jan Nordin	June 30, 2022
Kevin Ridgley	June 30, 2021
Justin Voris, MD	June 30, 2021

Airport Officials
as of December 31, 2018

Michael Griffin, A.A.E., Airport Director
Kathy Boze, C.M., Director of Administration
Richard Rushing, C.M., 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 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, 2018 and 2017, 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, 2018 and 2017, and the changes in financial position and 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 as 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 introductory and statistical sections and accompanying supplementary information, including the schedule of expenditures of federal awards 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 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, and the schedule of expenditures of federal awards required by Title 2 U.S. *Code of Federal Regulation* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, as listed in the table of contents, are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the 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 19, 2019, 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.

BKD, LLP

Fort Smith, Arkansas
February 19, 2019

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Management's Discussion and Analysis
December 31, 2018 and 2017

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, 2018 and 2017. 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 2017. 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

2018 Statement of Net Position Compared to 2017

Current assets were up 11.2% or \$476,611 and current liabilities were up 83.1% or \$465,856. The change in current assets is primarily due to year-end grant receivables for the ARFF Station Construction, Master Plan and Hangars 3 & 4 Roofing projects. The change in current liabilities is primarily due to year-end construction accounts payable for the ARFF Station Construction and Master Plan projects. Total net position has increased by 4.4% or \$1,719,776.

2017 Statement of Net Position Compared to 2016

Current assets were up 14.9% or \$549,627 and current liabilities were up by 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 decreased from 2016 by 0.7% or \$291,102.

FORT SMITH REGIONAL AIRPORT
Statements of Net Position

	2018	2017	2016	2018-2017	2017-2016
				% Change	% Change
Current Assets	\$ 4,713,245	\$ 4,236,634	\$ 3,687,007	11.2%	14.9%
Capital Assets, net	37,520,677	36,108,488	36,930,743	3.9%	-2.2%
Other Assets	<u>957,659</u>	<u>853,311</u>	<u>874,589</u>	12.2%	-2.4%
Total Assets	<u>\$ 43,191,581</u>	<u>\$ 41,198,433</u>	<u>\$ 41,492,339</u>	4.8%	-0.7%
Total Deferred Outflows of Resources	<u>\$ 70,807</u>	<u>\$ 88,323</u>	<u>\$ 105,838</u>	-19.8%	-16.5%
Current Liabilities	\$ 1,026,433	\$ 560,577	\$ 380,896	83.1%	47.2%
Noncurrent Liabilities	<u>1,700,000</u>	<u>1,910,000</u>	<u>2,110,000</u>	-11.0%	-9.5%
Total Liabilities	<u>\$ 2,726,433</u>	<u>\$ 2,470,577</u>	<u>\$ 2,490,896</u>	10.4%	-0.8%
Net Position					
Net Investment in Capital Assets	\$ 35,681,484	\$ 34,086,811	\$ 34,627,375	4.7%	-1.6%
Restricted Net Position	441,523	441,042	441,302	0.1%	-0.1%
Unrestricted Net Position	<u>4,412,948</u>	<u>4,288,326</u>	<u>4,038,604</u>	2.9%	6.2%
Total Net Position	<u>\$ 40,535,955</u>	<u>\$ 38,816,179</u>	<u>\$ 39,107,281</u>	4.4%	-0.7%

2018 Revenues and Expenses Compared to 2017

Operating revenues increased by \$18,917 (0.7%) due to the increase in usage fees. Operating expenses decreased \$336,932 (6.9%) primarily due to the decreases in depreciation and in contractual services – ARFF firefighting services. Capital contributions, grants and charges were up by \$1,623,986 (89.5%) due to FAA funding in 2018 for ARFF Station Construction project and the Master Plan update. Projects funded in 2018 included: continuing FAA funded construction of the new ARFF station and an update to the Master Plan; PFC funded purchases of a runway sweeper and snow broom, continuing PFC funded construction of drainage improvements at Spivey Creek and state matching share of the roof seal coat for hangars 3 and 4. Net position increased by \$1,719,776 (4.4%).

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%).

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

	2018	2017	2016	% Change 2018-2017	% Change 2017-2016
Operating Revenues:					
Flowage Fees	\$ 140,853	\$ 147,475	\$ 148,941	-4.5%	-1.0%
Landing Fees	144,179	166,805	152,894	-13.6%	9.1%
Rented Buildings and Other	1,805,188	1,791,901	1,828,912	0.7%	-2.0%
Parking Lot Fees	482,454	475,964	435,772	1.4%	9.2%
Fuel	67,581	53,499	46,781	26.3%	14.4%
Other	268,666	254,360	254,368	5.6%	0.0%
	<u>2,908,921</u>	<u>2,890,004</u>	<u>2,867,668</u>	0.7%	0.8%
Operating Expenses:					
Personal Services	797,953	734,404	755,634	8.7%	-2.8%
Contractual Services	980,617	1,137,472	1,168,383	-13.8%	-2.6%
Commodities	228,217	249,346	196,677	-8.5%	26.8%
Other Charges	93,780	92,250	88,809	1.7%	3.9%
Depreciation and Amortization	2,456,533	2,680,560	2,733,630	-8.4%	-1.9%
	<u>4,557,100</u>	<u>4,894,032</u>	<u>4,943,133</u>	-6.9%	-1.0%
Operating Loss	(1,648,179)	(2,004,028)	(2,075,465)	17.8%	3.4%
Nonoperating Expenses, net	(69,608)	(100,651)	(116,132)	30.8%	13.3%
Decrease in Net Position before Capital Contributions, Grants and Charges	(1,717,787)	(2,104,679)	(2,191,597)	18.4%	4.0%
Capital Contributions, Grants and Charges	3,437,563	1,813,577	1,918,210	89.5%	-5.5%
Increase (Decrease) in Net Position after Capital Contributions, Grants and Charges	1,719,776	(291,102)	(273,387)	-690.8%	6.5%
Total Net Position, Beginning of Year	38,816,179	39,107,281	39,380,668	-0.7%	-0.7%
Total Net Position, End of Year	<u>\$ 40,535,955</u>	<u>\$ 38,816,179</u>	<u>\$ 39,107,281</u>	4.4%	-0.7%

Capital Assets

2018 Capital Projects

The following major projects and additions were completed during 2018:

- Wildlife habitat mitigation/Spivey Creek drainage continued from 2014, with expenses of \$51,757 incurred in 2018. The project was completed in 2018 with collective total of \$506,974. The project with funded 100% with PFC funds.
- Hangars 3 & 4 roofs were seal coated at a total cost of \$61,215. The state provided funding of \$55,094.

- Equipment replacement included airfield pavement sweeper (\$134,378 with net \$127,707 after sale of old sweeper) and snow removal equipment (\$177,697) both with PFC funds; and flex-wing rotary cutter (\$22,307) with airport funds. Landscaping at the terminal building (\$18,267) and passenger seating (\$10,433) were added with airport funds.

The following projects were started and underway at December 31, 2018:

- ARFF station construction continued from 2017 with expenses of \$3,138,389 incurred in 2018 and the collective total through 2018 was \$3,616,357. Conclusion of this project is planned for early 2019 at the total cost of \$3,870,000. Project includes roadways near the facility. 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 projected to be \$75,000, airport funded.
- Airport master plan update began during 2018 with \$235,507 incurred. Conclusion of this project is projected for early 2020 at total cost of \$778,929. FAA will provide 90% funding for this project, with the balance is expected to be funded by state reimbursement in 2020.
- Security checkpoint remodel began in 2018 with \$6,000 incurred. Project conclusion is expected in 2019 at a total cost of \$91,000. Project will be airport funded.

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.

Debt Administration

2018 Compared to 2017

Long-term debt was reduced by 9.5% as a result of the scheduled principal payments established by terms of the bonds.

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.

FORT SMITH REGIONAL AIRPORT Outstanding Long-Term Debt

	2018	2017	2016	% Change 2018-2017	% Change 2017-2016
Revenue Bonds Payable, Net	\$ 1,910,000	\$ 2,110,000	\$ 2,305,000	-9.5%	-8.5%
Total Outstanding Debt	<u>\$ 1,910,000</u>	<u>\$ 2,110,000</u>	<u>\$ 2,305,000</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 1% increase in enplaned passengers during 2018, for a total of 90,501 enplanements as compared to 89,582 in 2017 and 87,488 in 2016. Total aviation operations decreased 15.5% in 2018 for a total of 34,058 as compared to and 40,301 in 2017 and 44,527 in 2016.

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. In recent years, the loss associated with the income lost 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) resulted in a net loss for the airport through 2017. However, the airport saw a positive impact in 2018 which occurred largely due to the Arkansas Air National Guard providing ARFF personnel utilizing airport owned facilities and equipment, which began January 1, 2018. In early 2019, operation cost of the new ARFF station will begin when construction is completed and staff occupies the facility.

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, 2018 and 2017

	2018	2017
Current Assets		
Cash	\$ 2,369,577	\$ 1,838,852
Restricted cash equivalents	78,100	76,761
Certificates of deposit	1,412,627	1,894,387
Accounts receivable, net of allowance; 2018-\$3,650; 2017-\$3,650	95,948	107,014
Passenger facility charges receivable	57,765	58,623
Intergovernmental receivable	551,931	133,242
Inventories	61,864	54,181
Prepaid expenses	67,284	64,791
Interest receivable	18,149	8,783
	4,713,245	4,236,634
Noncurrent Assets		
Restricted cash	1,766	347,653
Certificates of deposit	650,235	200,000
Restricted certificates of deposit	305,658	305,658
Capital assets, not being depreciated	10,986,876	7,572,576
Capital assets, being depreciated, net	26,533,801	28,535,912
	38,478,336	36,961,799
Total noncurrent assets	38,478,336	36,961,799
Total assets	43,191,581	41,198,433
Deferred Outflows of Resources		
Deferred amounts on refunded bonds	70,807	88,323
	70,807	88,323
Total deferred outflows of resources	70,807	88,323

	2018	2017
Current Liabilities		
Payable From Unrestricted Assets		
Accounts payable	\$ 642,938	\$ 215,887
Accrued expenses and other	99,478	90,902
Accounts payable – related party	9,000	9,000
Current maturity of revenue bonds payable	210,000	200,000
Unearned revenue	65,017	44,788
	<u>1,026,433</u>	<u>560,577</u>
Total current liabilities payable	<u>1,026,433</u>	<u>560,577</u>
Noncurrent Liabilities		
Revenue bonds payable	<u>1,700,000</u>	<u>1,910,000</u>
Total liabilities	<u>2,726,433</u>	<u>2,470,577</u>
Net Position		
Net investment in capital assets	<u>35,681,484</u>	<u>34,086,811</u>
Restricted for		
Expendable		
Bond reserves	383,758	382,419
Capital expenditures	57,765	58,623
	<u>441,523</u>	<u>441,042</u>
Total restricted net position	<u>441,523</u>	<u>441,042</u>
Unrestricted	<u>4,412,948</u>	<u>4,288,326</u>
Total net position	<u>\$ 40,535,955</u>	<u>\$ 38,816,179</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, 2018 and 2017

	2018	2017
Operating Revenues		
Flowage fees	\$ 140,853	\$ 147,475
Landing fees	144,179	166,805
Rented buildings and other	1,805,188	1,791,901
Parking lot fees	482,454	475,964
Fuel	67,581	53,499
Other	268,666	254,360
Total operating revenues	2,908,921	2,890,004
Operating Expenses		
Personal services	797,953	734,404
Contractual services	980,617	1,137,472
Commodities	228,217	249,346
Other charges	93,780	92,250
Depreciation and amortization	2,456,533	2,680,560
Total operating expenses	4,557,100	4,894,032
Operating Loss	(1,648,179)	(2,004,028)
Nonoperating Revenues (Expenses)		
Investment income	48,325	24,497
Interest expense	(117,933)	(125,148)
Net nonoperating expenses	(69,608)	(100,651)
Decrease in Net Position Before Capital Contributions and Grants	(1,717,787)	(2,104,679)
Capital Contributions and Grants		
Passenger facility charges	345,902	353,195
Guard receipts	-	704,730
Federal, state and local grants	3,091,661	755,652
Total capital contributions and grants	3,437,563	1,813,577
Increase (Decrease) in Net Position	1,719,776	(291,102)
Net Position, Beginning of Year	38,816,179	39,107,281
Net Position, End of Year	\$ 40,535,955	\$ 38,816,179

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Statements of Cash Flows
Years Ended December 31, 2018 and 2017

	<u>2018</u>	<u>2017</u>
Operating Activities		
Cash receipts from customers and users	\$ 2,919,987	\$ 2,871,471
Cash payments to vendors for goods and services	(1,292,198)	(1,491,546)
Cash payments for employee services	<u>(790,093)</u>	<u>(733,684)</u>
Net cash provided by operating activities	<u>837,696</u>	<u>646,241</u>
Capital and Related Financing Activities		
Principal payments on bonds payable	(200,000)	(195,000)
Interest paid	(98,468)	(109,388)
Acquisition and construction of capital assets	(3,443,267)	(1,674,285)
Passenger facility charges received	346,760	351,735
Capital grants received	2,672,972	631,640
Guard receipts	<u>-</u>	<u>704,730</u>
Net cash used in capital and related financing activities	<u>(722,003)</u>	<u>(290,568)</u>
Investing Activities		
Purchase of investments	(2,168,519)	(2,094,386)
Proceeds from sales and maturities of investments	2,200,044	1,681,414
Income received on investments and cash equivalents	<u>38,959</u>	<u>22,993</u>
Net cash provided by (used in) investing activities	<u>70,484</u>	<u>(389,979)</u>
Net Increase (Decrease) in Cash and Cash Equivalents	186,177	(34,306)
Cash and Cash Equivalents, Beginning of Year	<u>2,263,266</u>	<u>2,297,572</u>
Cash and Cash Equivalents, End of Year	<u>\$ 2,449,443</u>	<u>\$ 2,263,266</u>
Presented on the Statements of Net Position		
Current assets - cash	\$ 2,369,577	\$ 1,838,852
Current assets - restricted cash equivalents	78,100	76,761
Noncurrent assets - restricted cash	<u>1,766</u>	<u>347,653</u>
	<u>\$ 2,449,443</u>	<u>\$ 2,263,266</u>

See Notes to Financial Statements

	<u>2018</u>	<u>2017</u>
Reconciliation of Operating Loss to Net Cash Provided by		
Operating Activities		
Operating loss	\$ (1,648,179)	\$ (2,004,028)
Items not requiring cash		
Depreciation and amortization	2,456,533	2,680,560
Changes in		
Accounts receivable	11,066	(18,533)
Inventories	(7,683)	(4,155)
Prepaid expenses	(2,493)	(19)
Accounts payable and accrued liabilities	<u>28,452</u>	<u>(7,584)</u>
Net cash provided by operating activities	<u>\$ 837,696</u>	<u>\$ 646,241</u>
Noncash Capital and Related Financing Activities:		
Capital assets acquired through payables	<u>\$ 425,455</u>	<u>\$ 189,666</u>

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and deferred inflows and outflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenses gains, losses and other changes in net position during the reporting period. Actual results could differ from those estimates.

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, 2018 and 2017, cash equivalents consist of money market funds held by brokers and certificates of deposit.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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.

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.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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.

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.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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.

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 \$345,902 and \$353,195 for 2018 and 2017, respectively.

Subsequent Events

Subsequent events have been evaluated through February 19, 2019, which is the date the financial statements were available to be issued.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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, 2018 and 2017, none of the Airport's bank balances of \$4,805,176 and \$4,683,901, respectively, were exposed to custodial credit risk.

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, 2018 and 2017, the Airport had the following investments and maturities:

December 31, 2018					
Type	Cost	Maturities in Years			
		Less than 1	1-5	6-10	More than 10
Money market funds	\$ 78,100	\$ 78,100	\$ -	\$ -	\$ -
	<u>\$ 78,100</u>	<u>\$ 78,100</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
December 31, 2017					
Type	Cost	Maturities in Years			
		Less than 1	1-5	6-10	More than 10
Money market funds	\$ 76,761	\$ 76,761	\$ -	\$ -	\$ -
	<u>\$ 76,761</u>	<u>\$ 76,761</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.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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, 2018 and 2017 are securities issued or backed by the U.S. Government. At December 31, 2018 and 2017, the Airport's investments not directly guaranteed by the U.S. government were rated as follows:

<u>Investment Type</u>	<u>Rating Agency</u>	<u>Rating</u>
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, 2018, all of the Airport's investments were held by counterparties in the Airport's name.

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:

	<u>2018</u>	<u>2017</u>
Carrying value		
Deposits	\$ 4,739,863	\$ 4,586,550
Investments	<u>78,100</u>	<u>76,761</u>
	<u>\$ 4,817,963</u>	<u>\$ 4,663,311</u>
Included in the following statement of net position captions		
Current cash	\$ 2,369,577	\$ 1,838,852
Current restricted cash equivalents	78,100	76,761
Current certificates of deposit	1,412,627	1,894,387
Noncurrent restricted cash	1,766	347,653
Noncurrent certificates of deposit	650,235	200,000
Noncurrent restricted certificates of deposit	<u>305,658</u>	<u>305,658</u>
	<u>\$ 4,817,963</u>	<u>\$ 4,663,311</u>

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

Restricted Cash, Cash Equivalents and Investment Securities

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

	<u>2018</u>	<u>2017</u>
Revenue bond interest and principal funds	\$ 78,100	\$ 76,761
Revenue bond reserve funds	305,658	305,658
Passenger facility charge fund	<u>1,766</u>	<u>347,653</u>
	<u>\$ 385,524</u>	<u>\$ 730,072</u>

Investment Income

Investment income for the years ended December 31, 2018 and 2017, consisted of:

	<u>2018</u>	<u>2017</u>
Interest and dividend income	\$ 47,164	\$ 22,118
Gas royalties	<u>1,161</u>	<u>2,379</u>
	<u>\$ 48,325</u>	<u>\$ 24,497</u>

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

Note 3: Capital Assets

A summary of changes in capital assets for the years ended December 31, 2018 and 2017, is as follows:

	2018			Ending Balance
	Beginning Balance	Transfers In and Additions	Transfers Out and Disposals	
Capital assets, not being depreciated:				
Land	\$ 6,324,706	\$ 506,974	\$ -	\$ 6,831,680
Construction in progress	1,247,870	3,383,616	(476,290)	4,155,196
Total capital assets, not being depreciated	7,572,576	3,890,590	(476,290)	10,986,876
Capital assets, being depreciated:				
Buildings and building improvements	22,091,548	67,683	-	22,159,231
Runways and other airport infrastructure	55,412,227	-	-	55,412,227
Equipment, furniture and fixtures and other	12,295,921	387,120	(110,807)	12,572,234
Total capital assets, being depreciated	89,799,696	454,803	(110,807)	90,143,692
Less accumulated depreciation for:				
Buildings and building improvements	(13,483,822)	(500,021)	-	(13,983,843)
Runways and other airport infrastructure	(37,800,339)	(1,642,194)	-	(39,442,533)
Equipment, furniture and fixtures and other	(9,979,623)	(314,318)	110,426	(10,183,515)
Total accumulated depreciation	(61,263,784)	(2,456,533)	110,426	(63,609,891)
Total capital assets, being depreciated, net	28,535,912	(2,001,730)	(381)	26,533,801
Capital assets, net	\$ 36,108,488	\$ 1,888,860	\$ (476,671)	\$37,520,677

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

	2017			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	268,284	1,247,870	(268,284)	1,247,870
Total capital assets, not being depreciated	6,592,990	1,247,870	(268,284)	7,572,576
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	88,967,591	878,719	(46,614)	89,799,696
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	(58,629,838)	(2,680,560)	46,614	(61,263,784)
Total capital assets, being depreciated, net	30,337,753	(1,801,841)	-	28,535,912
Capital assets, net	\$ 36,930,743	\$ (553,971)	\$ (268,284)	\$36,108,488

Construction Commitments

As of December 31, 2018, the Airport has construction commitments which include the completion of the ARFF – station construction and airport master plan update. As of December 31, 2018 and 2017, outstanding construction commitments totaled \$1,719,212 and \$3,221,369, respectively.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

Note 4: Long-term Liabilities

The following is a summary of long-term liabilities for the years ended December 31, 2018 and 2017:

	2018				
	Beginning Balance	Additions	Reductions	Ending Balance	Due in One Year
Revenue bonds payable	\$ 2,110,000	\$ -	\$ (200,000)	\$ 1,910,000	\$ 210,000
	2017				
	Beginning Balance	Additions	Reductions	Ending Balance	Due in One Year
Revenue bonds payable	\$ 2,305,000	\$ -	\$ (195,000)	\$ 2,110,000	\$ 200,000

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
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

The debt service requirements as of December 31, 2018, are as follows:

Year Ending December 31,	Principal	Interest	Total
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	250,000	52,770	302,770
2024-2026	770,000	79,853	849,853
	<u>\$ 1,910,000</u>	<u>\$ 452,378</u>	<u>\$ 2,362,378</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, 2018 and 2017, was \$2,287,642 and \$2,267,865, respectively.

Minimum future rentals on noncancellable operating leases in each of the next five years and thereafter as of December 31, 2018 are as follows:

2019	\$ 1,469,602
2020	1,006,449
2021	820,361
2022	503,570
2023	403,461
Thereafter	<u>4,176,181</u>
	<u>\$ 8,379,624</u>

Contingent rentals and fees aggregated approximately \$642,144 in 2018 and \$635,470 in 2017, and are accrued in arrears.

American Airlines and Delta Air Lines lease space for their operations for approximately \$319,000 per year. If the airlines choose to discontinue service, the financial impact on the Airport would be significant.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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 his or her 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 5% of each covered employee's earnings.

Employer contributions to PERS totaled approximately \$34,000 and \$31,000 for 2018 and 2017, 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, 2018, there were no material required contributions. The complete disclosures required by GASB 75 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 2018 and 2017, 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, 2018 and 2017, \$9,000 was payable each year to the City for payroll disbursements, insurance premiums, and retirement contributions.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Notes to Financial Statements
December 31, 2018 and 2017

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 had a significant impact on the Airport's financial performance in 2017. However, a positive impact occurred 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 plans to complete construction on an ARFF fire station in 2019 costing approximately \$3,870,000.

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, 2018

	Final Budget	Actual	Variance
Operating Revenues			
Flowage Fees			
FBO	\$ 125,000	\$ 124,324	\$ (676)
Corporate	23,000	16,529	(6,471)
	<u>148,000</u>	<u>140,853</u>	<u>(7,147)</u>
Landing Fees			
Airlines	162,000	142,940	(19,060)
FBO	1,000	1,239	239
	<u>163,000</u>	<u>144,179</u>	<u>(18,821)</u>
Rented Buildings and Other			
Airlines	165,000	165,085	85
Car rental	525,000	519,715	(5,285)
Restaurant	1,000	-	(1,000)
Other terminal and office	2,100	2,160	60
Displays	54,000	52,438	(1,562)
TSA	49,000	49,010	10
FBO	278,000	278,058	58
SASO	73,000	67,655	(5,345)
T - Hangars	74,000	73,829	(171)
Corporate	144,000	137,255	(6,745)
Commercial leases	464,500	459,983	(4,517)
	<u>1,829,600</u>	<u>1,805,188</u>	<u>(24,412)</u>
Parking Lot Fees	<u>465,000</u>	<u>482,454</u>	<u>17,454</u>
Fuel	<u>57,000</u>	<u>67,581</u>	<u>10,581</u>
Other			
Auto gas – rental car and airlines	49,200	55,532	6,332
Miscellaneous	87,000	103,634	16,634
LEO cost reimbursement	109,200	109,500	300
	<u>245,400</u>	<u>268,666</u>	<u>23,266</u>
Total operating revenues	<u>2,908,000</u>	<u>2,908,921</u>	<u>921</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, 2018

	Final Budget	Actual	Variance
Operating Expenses			
Personal services			
Salaries regular	\$ 648,690	\$ 631,032	\$ 17,658
Salaries overtime	6,540	3,638	2,902
Longevity	1,700	1,600	100
FICA airport contribution	50,300	46,579	3,721
FUTA unemployment	15,680	326	15,354
Health coverage and wellness	79,050	59,973	19,077
Dental	9,130	7,148	1,982
Disability	2,580	3,048	(468)
Life	8,300	8,886	(586)
Vision	1,870	1,375	495
Retirement	34,960	34,348	612
	<u>858,800</u>	<u>797,953</u>	<u>60,847</u>
Contractual services			
Electricity	171,500	142,974	28,526
Gas	83,500	66,239	17,261
Water and sewer	43,800	35,239	8,561
Telephone	12,000	9,921	2,079
Printing and advertisement	4,500	2,333	2,167
Postage and shipping	2,400	2,242	158
Travel and training	26,000	20,572	5,428
Airport marketing/development	50,000	24,635	25,365
Airport business	15,000	6,288	8,712
Professional services	35,000	16,913	18,087
Technical services	25,000	17,589	7,411
Legal services	30,000	4,413	25,587
Maintenance/repair – buildings	135,000	115,820	19,180
Maintenance/repair – fences	4,000	2,246	1,754
Maintenance/repair – pavement	100,000	124,859	(24,859)
Maintenance/repair – equipment	90,000	65,486	24,514
Maintenance/repair - Wash Bay	-	806	(806)
Maintenance/repair – displays	-	25	(25)
Other contractual services	90,000	88,788	1,212
LEO cost reimbursement	109,200	109,500	(300)
Audit and financial services	44,000	41,238	2,762
Commercial leases	82,500	82,491	9
	<u>1,153,400</u>	<u>980,617</u>	<u>172,783</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, 2018

	Final Budget	Actual	Variance
Commodities			
Office and duplicating supplies	\$ 2,500	\$ 1,566	\$ 934
Motor fuels and lubricants	29,000	21,335	7,665
Chemicals	50,000	15,395	34,605
Janitorial supplies	20,300	22,200	(1,900)
Materials	16,600	8,650	7,950
Other commodities	25,000	13,838	11,162
Clothing and supplies	4,500	4,754	(254)
Tools	5,900	2,529	3,371
Trees and plants	1,000	2,792	(1,792)
Gas for resale	47,700	53,790	(6,090)
Aviation fuel for resale	50,000	64,421	(14,421)
Field lighting	25,000	16,947	8,053
	<u>277,500</u>	<u>228,217</u>	<u>49,283</u>
Other charges			
Commercial property insurance	42,600	41,022	1,578
Airport liability insurance	8,100	7,882	218
Officers and directors insurance	6,900	6,769	131
Vehicle insurance	15,400	13,611	1,789
Workers compensation insurance	8,500	11,631	(3,131)
Dues and subscriptions	5,300	3,292	2,008
Miscellaneous charges	5,500	-	5,500
Payroll processing fees	3,700	3,163	537
Property and use taxes	7,000	6,410	590
	<u>103,000</u>	<u>93,780</u>	<u>9,220</u>
Total operating expenses	<u>2,392,700</u>	<u>2,100,567</u>	<u>292,133</u>
Operating Income	<u>515,300</u>	<u>808,354</u>	<u>291,212</u>
Nonoperating Revenues (Expenses)			
Investment income			
Interest – operating fund	12,000	27,848	15,848
Interest – bond reserve	-	7,041	7,041
Interest – PFC funds reserved	500	441	(59)
Interest – projects fund	10,000	11,834	1,834
Gas royalties	2,000	1,161	(839)
	<u>24,500</u>	<u>48,325</u>	<u>23,825</u>
Interest expense	<u>(120,600)</u>	<u>(117,933)</u>	<u>2,667</u>
Total Nonoperating Revenues (Expenses)	<u>(96,100)</u>	<u>(69,608)</u>	<u>26,492</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, 2018

	Final Budget	Actual	Variance
Increase in Net Position Before Capital Contributions and Grants	<u>\$ 419,200</u>	<u>\$ 738,746</u>	<u>\$ 317,704</u>
Capital Contributions and Grants			
Passenger facility charges	345,000	345,902	902
Federal, state and local grants			
Federal grants	3,190,200	3,036,567	(153,633)
State grants	<u>55,100</u>	<u>55,094</u>	<u>(6)</u>
	<u>3,245,300</u>	<u>3,091,661</u>	<u>(153,639)</u>
	<u>3,590,300</u>	<u>3,437,563</u>	<u>(152,737)</u>
Increase in Net Position Before Bond Principal Payments and Capital Outlay Expenditures	<u>4,009,500</u>	<u>4,176,309</u>	<u>164,967</u>
Bond principal payments	202,500	200,000	2,500
Capital outlay expenditures	<u>4,140,135</u>	<u>3,851,989</u>	<u>288,146</u>
	<u>4,342,635</u>	<u>4,051,989</u>	<u>290,646</u>
Increase (Decrease) in Net Position, Budgetary Basis	<u>\$ (333,135)</u>	<u>\$ 124,320</u>	<u>\$ 455,613</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, 2018

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, 2018, are as follows:

Operating expenses – Budgetary Basis, December 31, 2018	\$ 2,100,567
Depreciation and amortization expense	<u>2,456,533</u>
Operating expenses – Statements of Revenues, Expenses and Changes in Net Position, December 31, 2018	<u>\$ 4,557,100</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, 2018

	Date Approved	Amount Approved	Cumulative Total - December 31, 2017
Revenues			
Passenger facility charge revenues received			\$ 6,885,897
Interest earned			165,749
			<u>\$ 7,051,646</u>
Expenditures			
PFC projects completed prior to 2007	7/24/1997	\$ 3,279,122	\$ 3,279,122
Application 06-03			
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>
Application 07-04			
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>
Application 12-05			
Airport Entry Signs to Passenger Terminal	10/22/2012	65,273	65,273
Passenger Terminal Sterile Lobby Expansion	10/22/2012	52,982	40,000
Portable Pre-conditioned Air and Ground Power Unit	10/22/2012	130,453	130,000
Runway 1/19 Pavement Rehabilitation and Marking	10/22/2012	26,202	12,500
Perimeter Security Fence and Erosion Control	10/22/2012	227,191	227,191
Runway Closure Signs	10/22/2012	37,186	37,186
Wildlife Habitat Mitigation and Drainage Improvements	10/22/2012	506,974	413,599
Wildlife Management Plan	10/22/2012	4,625	4,625
Security System Upgrade	10/22/2012	33,951	33,951
Braking Action Testing Equipment	10/22/2012	7,250	7,250
Replace Security Vehicles	10/22/2012	47,482	47,482
Public Information Systems	10/22/2012	12,515	12,515
Snow Removal Equipment	10/22/2012	87,359	87,359
PFC Administration	10/22/2012	80,968	61,000
		<u>1,320,411</u>	<u>1,179,931</u>
Application 18-06			
Runway 1-19 Lighting Rehabilitation	1/17/2018	54,770	-
Emergency Airfield Generator Replacement	1/17/2018	39,621	-
Rehabilitate Terminal Building (chiller, HVAC, Fire Alarm Panel)	1/17/2018	355,213	-
Acquire/Replace Snow Removal Equipment	1/17/2018	306,330	-
Acquire Runway Sweeper	1/17/2018	140,000	-
RW 7-25 Rehab (Crack Repair, Seal Coat, Remark & Renum)	1/17/2018	120,000	-
ARFF Facility Design & Construction	1/17/2018	290,000	-
Mater Plan Update & Airport Layout Plan	1/17/2018	57,500	-
TW A East Lighting Rehab & Electric Vault Phase Modification	1/17/2018	80,000	-
Rehab Term Bldg (Public Info System Improvements)	1/17/2018	20,000	-
Upgrade Security Systems & Security Fencing	1/17/2018	400,000	-
PFC Program Mgmt.	1/17/2018	100,000	-
		<u>1,963,434</u>	<u>-</u>
Total passenger facility charge revenue expended		<u>\$ 8,605,594</u>	<u>\$ 6,501,679</u>

Quarters Ended				Year Ended December 31, 2018	Cumulative Total - December 31, 2018
March 31, 2018	June 30, 2018	September 30, 2018	December 31, 2018		
\$ 76,525 618	\$ 89,776 79	\$ 87,734 -	\$ 92,728 -	\$ 346,763 697	\$ 7,232,660 166,446
<u>\$ 77,143</u>	<u>\$ 89,855</u>	<u>\$ 87,734</u>	<u>\$ 92,728</u>	<u>\$ 347,460</u>	<u>\$ 7,399,106</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,279,122
-	-	-	-	-	128,515
-	-	-	-	-	280,734
-	-	-	-	-	200,000
-	-	-	-	-	123,270
-	-	-	-	-	732,519
-	-	-	-	-	877,533
-	-	-	-	-	85,262
-	-	-	-	-	279,268
-	-	-	-	-	68,045
-	-	-	-	-	1,310,107
-	-	-	-	-	65,273
-	12,982	-	-	12,982	52,982
-	453	-	-	453	130,453
-	13,702	-	-	13,702	26,202
-	-	-	-	-	227,191
-	-	-	-	-	37,186
23,474	69,901	-	-	93,375	506,974
-	-	-	-	-	4,625
-	-	-	-	-	33,951
-	-	-	-	-	7,250
-	-	-	-	-	47,482
-	-	-	-	-	12,515
-	-	-	-	-	87,359
-	19,968	-	-	19,968	80,968
<u>23,474</u>	<u>117,006</u>	<u>-</u>	<u>-</u>	<u>140,480</u>	<u>1,320,411</u>
-	-	54,770	-	54,770	54,770
-	-	39,621	-	39,621	39,621
-	-	333,565	-	333,565	333,565
-	-	128,284	30,828	159,112	159,112
-	-	64,807	61,900	126,707	126,707
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	8,210	-	8,210	8,210
-	-	34,958	-	34,958	34,958
-	-	<u>664,215</u>	<u>92,728</u>	<u>756,943</u>	<u>756,943</u>
<u>\$ 23,474</u>	<u>\$ 117,006</u>	<u>\$ 664,215</u>	<u>\$ 92,728</u>	<u>\$ 897,423</u>	<u>\$ 7,399,102</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, 2018

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, 2018.

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 and amended on January 17, 2018, a total of \$1,320,411 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.
6. Effective January 17, 2018, a total of \$1,963,434 has been approved to be imposed and collected on behalf of the Airport and used by the Airport.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Schedule of Expenditures of Federal Awards
Year Ended December 31, 2018

Federal Grantor/ Pass-through Grantor/ Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant or Other Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation/Federal Aviation Administration/ Airport Improvement Program	20.106			\$ -	\$ 3,036,507
				<u>\$ -</u>	<u>\$ 3,036,507</u>

Notes to Schedule

1. The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of the Airport under programs of the federal government for the year ended December 31, 2018. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Airport, it is not intended to and does not present the financial position, changes in net position or cash flows of the Airport.
2. 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. The airport has elected not to use the 10-percent de minimus indirect cost rate allowed under the Uniform Guidance.

Statistical Section

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Selected Airport Operations Information
Year Ended December 31, 2018

Airport Operations

The Airport serves the west-central Arkansas and east-central Oklahoma region. The following shows enplanement information at the Airport from 1999 to 2018:

Total Year	U. S. Domestic Enplanements	Airport % of Enplanements	U. S. Primary Airports
2018	90,501	Not available	Not available
2017	89,582	0.01%	857,213,313
2016	87,488	0.01%	829,290,352
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

Airlines	2018 Passenger Enplanements	2018 Market Share
American Airlines	62,738	59%
Express Jet (Delta Air lines)	27,763	41%
	<u>90,501</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 Website.

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, 2018

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 2018 rental rate of space for the exclusive use areas was \$19.95 per square foot per year and non-exclusive use areas was \$14.70 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
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 th Wing)	MQ-9 MCE, governmental agency
ABS Avionics	Specialty aviation service organization
Fort Smith Aviation Services	Specialty aviation service organization
Franklin County Aviation	Specialty aviation service organization
Southern Eagle Aviation	Specialty aviation service organization
Numerous aviators	T-hangar & small hangar leases
Federal Aviation Administration	Air Traffic Control Tower, governmental agency
Transportation Security Administration	Governmental agency
Airport Advertising	Advertising in passenger terminal
Republic Parking Systems	Parking lot operator
W.E.Y. dba Art's BBQ	Restaurant
Raiser	Commercial Operations - UBER
Best HVAC Parts & Supply	Commercial building lease
Galbreath Dodson	Commercial building lease - Federal Express
Heritage Hotel Group - Homewood	Commercial land lease
Heritage Hotel Group - Home2	Commercial land lease
Home Depot	Commercial land lease
Young & Young Development	Commercial land lease

Other Required Reports

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

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 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, 2018, 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 19, 2019.

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) 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 entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the 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 19, 2019

Report on Compliance for Each Major Federal 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 for Each Major Federal Program

We have audited the Fort Smith Regional Airport's, a component unit of the City of Fort Smith, Arkansas (the Airport), compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on the Airport's major federal program for the year ended December 31, 2018. The Airport's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Airport's major federal program 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 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). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal 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 for the major federal program. However, our audit does not provide a legal determination of the Airport's compliance.

Opinion on Each Major Federal Program

In our opinion, the 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 major federal program for the year ended December 31, 2018.

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 the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, 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 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 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 Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

BKD, LLP

Fort Smith, Arkansas
February 19, 2019

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Schedule of Findings and Questioned Costs
Year Ended December 31, 2018

Summary of Auditor's Results

Financial Statements

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

2. The independent auditor's report on internal control over financial reporting disclosed:
Significant deficiency(ies)? Yes None reported
Material weakness(es)? Yes No

3. Noncompliance considered material to the financial statements was disclosed by the audit? Yes No

Federal Awards

4. The independent auditor's report on internal control over compliance for major federal awards programs disclosed:
Significant deficiency(ies)? Yes None reported
Material weakness(es)? Yes No

5. The opinion expressed in the independent auditor's report on compliance for major federal awards was:
 Unmodified Qualified Adverse Disclaimer

6. The audit disclosed findings required to be reported by 2 CFR 200.516(a)? Yes No

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Schedule of Findings and Questioned Costs (Continued)
Year Ended December 31, 2018

7. The Airport's major program was:

Cluster/Program	CFDA Number
Airport Improvement Program	20.106

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

9. The Airport qualified as a low-risk auditee? Yes No

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Schedule of Findings and Questioned Costs (Continued)
Year Ended December 31, 2018

Findings Required to be Reported by *Government Auditing Standards*

Reference Number	Finding
	No matters are reportable.

Findings Required to be Reported by Uniform Guidance

Reference Number	Finding
	No matters are reportable.

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Summary Schedule of Prior Audit Findings
Year Ended December 31, 2018

Reference Number	Finding	Status
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No matters are reportable.

**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, 2018.

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, 2018.

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 19, 2019

Fort Smith Regional Airport
A Component Unit of the City of Fort Smith, Arkansas
Passenger Facility Charges Audit Summary
Year Ended December 31, 2018

- | | | | |
|-----|---|---------------------|---------------|
| 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, 2018

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, 2018

Reference Number	Summary of Finding	Status
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No matters are reportable.