

Tulsa Airports Improvement Trust

Passenger Facility Charge Program
Schedule of Passenger Facility Charge Receipts,
Disbursements and Changes in Cash Balances
June 30, 2018

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RSM US LLP

**Report on Compliance for the Passenger Facility Charge Program,
Report on Internal Control Over Compliance; and
Report on Schedule of Passenger Facility Charge Receipts,
Disbursements and Changes in Cash Balances as Required by the
*Passenger Facility Charge Audit Guide for Public Agencies***

Independent Auditor's Report

Board of Trustees
Tulsa Airports Improvement Trust

Report on Compliance

We have audited the Tulsa Airports Improvement Trust's (Trust) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (Guide) that could have a direct and material effect on the Trust's passenger facility charge program for the year ended June 30, 2018.

Management's Responsibility

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

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Trust's passenger facility charge 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 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 Trust'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 passenger facility charge program. However, our audit does not provide a legal determination of Trust's compliance.

Opinion on the Passenger Facility Charge Program

In our opinion, the Trust 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 June 30, 2018.

Report on Internal Control Over Compliance

Management of the Trust 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 Trust's internal control over compliance with the 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 an opinion on compliance for the program and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Trust'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.

Report on Schedule of Passenger Facility Charge Receipts, Disbursements and Changes in Cash Balances Required by the Guide

We have audited the financial statements of the Tulsa Airports Improvement Trust as of and for the year ended June 30, 2018, and have issued our report thereon dated November 28, 2018, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of passenger facility charge receipts, disbursements and changes in cash balances is presented for purpose of additional analysis as required by the Guide and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. It provides relevant information that is not provided by the historical accrual basis financial statements, and is not intended to be a presentation in conformity with accounting principles generally accepted in the United States of America or a complete presentation in accordance with the cash basis used for this financial statement presentation. Under the cash basis, certain revenue and the related assets are recognized when cash is received rather than earned, and certain expenses are recognized when paid rather than when the obligation is incurred. The information has been subjected to the auditing procedures applied in the audit of the 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 schedule of passenger facility charge receipts, disbursements and changes in cash balances (cash basis financial statement) is fairly stated in all material respects in relation to the basic financial statements as a whole.

The cumulative total columns as of June 30, 2017 and 2018, presented in the Schedule of Passenger Facility Charge Receipts, Disbursements and Changes in Cash Balances have not been subjected to the auditing procedures applied in the audit of the Schedule, and accordingly, we do not express an opinion or provide any assurance on them.

RSM US LLP

Kansas City, Missouri
November 28, 2018

Tulsa Airports Improvement Trust
(A Component Unit of the City of Tulsa, Oklahoma)
Schedule of Passenger Facility Charge Receipts, Disbursements and Changes in Cash Balances
Year Ended June 30, 2018

Revenues	Date Approved	Amount Approved	Cumulative Total - June 30, 2017 (Unaudited)	Quarter Ended				Year Ended June 30, 2018	Cumulative Total - June 30, 2018 (Unaudited)
				September 30, 2017	December 31, 2017	March 31, 2018	June 30, 2018		
Passenger facility charge revenues received			\$ 108,627,366	\$ 1,373,492	\$ 1,413,443	\$ 1,260,519	\$ 1,522,233	\$ 5,569,687	\$ 114,197,053
Interest received			3,731,942	1,646	4,058	2,862	14,884	23,450	3,755,392
Total passenger facility charge receipts			112,359,308	1,375,138	1,417,501	1,263,381	1,537,117	5,593,137	117,952,445
Disbursements:									
Closed Application: 93-02:	October 18, 1993	15,986,724	15,986,724	-	-	-	-	-	15,986,724
Closed Application: 96-03:	October 25, 1996	15,120,247	15,120,247	-	-	-	-	-	15,120,247
Closed Application: 00-04:	April 28, 2000	14,875,826	14,875,826	-	-	-	-	-	14,875,826
Application: 04-05:	December 28, 2003								
Project 5-1 Terminal Building Rehabilitation		26,071,990	24,072,015	-	34,384	-	1,753,819	1,788,203	25,860,218
Project 5-2 Acquire Airport Safety Equipment		112,677	112,546	-	-	-	-	-	112,546
Project 5-3 Rehabilitate Taxiways and Taxilanes		1,200,000	599,435	-	-	(366,604)	-	(366,604)	232,831
Project 5-4 Extend Runway8-26, Assort. Development		2,625,000	1,729,205	-	-	384,536	-	384,536	2,113,741
Application: 08-06:	October 18, 2008								
Project 6-1 Terminal Rehab & Improvement		54,217,803	27,201,413	-	525,064	-	582,648	1,107,712	28,309,125
Project 6-2 Terminal Access Roadway Rehabilitation		1,616,345	1,616,145	-	-	-	-	-	1,616,145
Project 6-3 MALSR Installation R/W 26		150,000	63,689	-	-	-	-	-	63,689
Project 6-4 RIW 26 Repair and Rehabilitation		90,000	53,303	-	-	(34,138)	-	(34,138)	19,165
Project 6-5 T/W C and T/W L Repair and Rehab		70,000	62,575	-	-	(45,863)	-	(45,863)	16,712
Project 6-6 RIW 18L/36R Rehabilitation		1,050,000	346,117	-	-	59,242	-	59,242	405,359
Project 6-7 T/W J Design and Rehabilitation		250,000	33,449	-	-	2,827	-	2,827	36,276
Application: 10-07:	September 30, 2010								
Project 7-1 Passenger Loading Bridges		6,425,712	3,183,190	-	5,469	-	6,069	11,538	3,194,728
Project 7-2 Sliding and Revolving Doors in Terminal		1,370,000	72,960	-	-	-	-	-	72,960
Project 7-3 PFC Services Consulting Fees		80,000	96,530	-	-	-	-	-	96,530
Application: 12-08:	May 8, 2012								
Project 8-1 Concourse A Design & Enabling		2,125,000	2,222,687	-	-	-	-	-	2,222,687
Project 8-2 Passenger Loading Bridges		1,200,000	828,993	-	16,408	-	18,208	34,616	863,609
Project 8-3 Security Exit Lane Equipment		70,000	-	-	-	-	-	-	-
Project 8-4 PFC Consulting Fees		35,000	47,525	-	-	-	-	-	47,525
Application: 13-09:	October 22, 2013								
Project 9-1 Concourse A Rehabilitation		50,025,000	2,697,275	-	596,611	-	1,191,803	1,788,414	4,485,689
Project 9-2 Terminal Building Chillers		4,600,000	122,973	-	163,451	-	103,635	267,086	390,059
Project 9-3 PFC Consulting Services		50,000	81,737	8,876	147	195	3,210	12,428	94,165
Total passenger facility charge disbursements			111,226,559	8,876	1,341,534	195	3,659,392	5,009,997	116,236,556
Net increase (decrease) in cash			1,132,749	1,366,262	75,967	1,263,186	(2,122,275)	583,140	1,715,889
Cash balance, beginning			-	1,132,749	2,499,011	2,574,978	3,838,164	1,132,749	-
Cash balance, ending			\$ 1,132,749	\$ 2,499,011	\$ 2,574,978	\$ 3,838,164	\$ 1,715,889	\$ 1,715,889	\$ 1,715,889

Tulsa Airports Improvement Trust

Notes to Schedule of Passenger Facility Charge Receipts, Disbursements and Changes in Cash Balances

Note 1. Description of the Program

In 1990, the United States Congress enacted the Aviation Safety and Capacity Expansion Act (ASCEA) of 1990, which allows public agencies controlling commercial service airports to charge eligible enplaning passengers at the airport a \$1, \$2 or \$3 passenger facility charge, or PFC. In 2000, the U.S. Congress passed the Aviation Investment and Reform Act for the 21st Century (AIR-21), which allowed airports to levy a PFC of \$4.00 or \$4.50 per eligible enplaned passenger.

The proceeds from PFCs are to be used to finance eligible airport-related projects that preserve or enhance safety, capacity or security of the national air transportation system, reduce noise from an airport that is part of such system, or furnish opportunities for enhanced competition between or among air carriers.

Effective August 1, 1992, the Trust began the assessment of a \$3.00 PFC, which increased to \$4.50 in November 2010. The charge is collected by all carriers and remitted to the Trust, less a minor handling fee. The proceeds from the PFC are restricted for use by the Trust for certain FAA-approved capital improvement projects and debt payments. PFC revenues are reflected as nonoperating revenues when collected by the Airlines. As of June 30, 2018, the Trust has submitted a total of nine applications. Under the five approved open applications the Trust is authorized to collect \$153,434,527 of PFC revenue until August 1, 2033.

Note 2. Basis of Accounting and Relationship to Quarterly Reports

The accompanying Schedule is prepared on the cash basis of accounting, wherein revenues are recorded when received and PFC funds expended are recorded upon designation as PFC eligible expenditures, in accordance with the PFC Guide. Amounts reported in the accompanying Schedule agree with the amounts reported in the quarterly report of funds collected and expended.

Note 3. PFC Project Numbers

The accompanying Schedule presents only those projects approved by the FAA. Any sequential PFC project number that is not presented on the Schedule represents a proposed PFC project that was not approved by the FAA or has subsequently been removed via an amendment.

