

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**FINANCIAL STATEMENTS
AND
OTHER FINANCIAL INFORMATION**

September 30, 2014

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Independent Auditors' Report

To the Board
Friedman Memorial Airport Authority
Hailey, Idaho

Report on the Financial Statements

We have audited the accompanying financial statements of the Friedman Memorial Airport Authority (Authority), as of and for the years ended September 30, 2014 and 2013, and the related notes to the 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 of 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 Authority as of September 30, 2014 and 2013, and the changes in financial position and cash flows for the years then ended in conformity 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, and budgetary comparison information identified in the accompanying table of contents be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the GASB who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audits of the 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 Authority's financial statements. The accompanying schedule of expenditures of federal awards, as required by Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, is presented for purposes of additional analysis and is not a required part of the financial statements. The schedule of revenue, expenditures and changes in net position – budget and actual and reconciliation of budgetary basis to GAAP are presented for purposes of additional analysis and are not a required part of the 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 financial statements. 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 financial statements or to the 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 financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated February 2, 2015, on our consideration of the Authority'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 to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Simmons and Clubb
Certified Public Accountants

Boise, Idaho
February 2, 2015

Management's Discussion and Analysis

The following Management's Discussion and Analysis (MD&A) of the Friedman Memorial Airport Authority's (the Authority) financial performance provides an introduction to the financial statements for the fiscal year ended September 30, 2014. The information contained in the MD&A should be considered in conjunction with information contained in the Authority's financial statements.

Friedman Memorial Airport is located in the City of Hailey, within Blaine County. Blaine County is located in central Idaho, in an area known as the Wood River Valley. The Big Wood River runs from north to south between the Smoky, Pioneer and Boulder Mountains. Friedman Memorial Airport is located immediately south of the central business district of Hailey and approximately two miles north of the City of Bellevue. State Highway 75 runs directly adjacent to the east side of the Airport, southeast to northwest through the cities of Bellevue and Hailey, with Ketchum/Sun Valley 11 miles to the north and Twin Falls 75 miles to the south.

Since the 2011 suspension of the DEIS for a replacement airport, the Authority has continued to partner with the community and the FAA, to improve air service and safety at the current site while also maintaining the philosophy that pursuing a "Dual Path Forward" is the preferred approach. The dual path supports implementing FAA approved solutions identified in Alternative 6 of the Airport Alternatives Technical Analysis and also supports the Authority's commitment to continue the endeavor to relocate the airport when an acceptable site can be identified and funding can be secured. This approach allows the Authority to maintain or increase air service and improve safety and reliability at the existing airport while a permanent solution is explored.

Beginning in fiscal year 2013, the Authority began taking an aggressive approach to implement Alternative 6, which included an FAA Safety Risk Management study and the approval of five Modification to Standards (MOS) to accommodate an achievable solution to the congressional mandated safety standards at the existing site. These modifications consider and limit the size of aircraft to those that currently utilize Friedman rather than making alterations that would fully achieve a C-III compliant airport. Alternative 6 projects are expected to be concluded in fiscal year 2015.

The Authority has also begun the initial steps to conduct a Master Planning process. The Authority has determined that an appropriate component of the Master Plan will be a site selection chapter. The Authority would like that chapter to capture the Authority's specifically developed site study as well as the FAA's EIS Purpose and Need/Alternatives Working Paper.

Fiscal year 2014 also included commencement of additional Horizon flights into SUN, and a new partnership between Skywest/United to offer flights from San Francisco (December, 2013) and Denver (July, 2014). While these new flights are seasonal, they have shown indications of success and increased travel into SUN. Skywest has also transitioned from a turbo prop to regional jet fleet with Delta now managing their flights to and from Salt Lake City, UT. This aircraft transition resulted in an increased number of seats and a decreased number of flights. The decrease in flight frequency has caused some concern with regard to convenience and ability to make connecting flights.

The use of the DOT small community air service grant awarded in fiscal year 2013 benefited SUN travelers. It was utilized to identify, secure and market improved east coast air service connectivity through Denver, CO (United).

While the airport has been impacted by significant construction projects to include two separate month long closures, all indications are that the overall economy continues to stabilize and improve. Fiscal year 2014 reflects the recovery and also demonstrates the need for a viable airport with reliable air service. Inconvenience due to frequent flight cancellations and diversions is an often stated concern and the reason for travelers to be reluctant to return to SUN. This concern has not gone without consideration and the Authority and the community will continue to identify ways to improve service and reliability.

Overview of the Financial Statements

The Authority's financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). The Authority is structured as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when paid. See the notes to the financial statements for a summary of the Authority's significant accounting policies.

Following this MD&A are the basic financial statements of the Authority, together with the notes, which are essential to a full understanding of the data contained in the financial statements. The Authority's basic financial statements are designed to provide readers with a broad overview of the Authority's finances.

The *Statements of Net Position* present information on all the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. Over time, increases or decreases in net position may serve as a useful indicator of the Authority's financial position.

The *Statements of Revenue, Expenses and Changes in Net Position* present information showing how the Authority's net position changed during the most recent year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenue and expenses are reported in this statement for some items that will result in cash flows in future periods.

The *Statements of Cash Flows* relates to the flows of cash and cash equivalents. Consequently, only transactions that affect the Authority's cash accounts are recorded in this statement. A reconciliation is provided at the bottom of the *Statements of Cash Flows* to assist in understanding the difference between cash flows, operating activities and operating income.

In addition to the basic financial statements and accompanying notes, this report also presents the *Schedule of Revenue, Expenditures and Changes in Net Position Budget & Actual* and the *Reconciliation of Budgetary Basis to GAAP* as supplementary information.

Financial Position Summary

The changes in net position over time serve as a useful indicator of the Authority's financial position. The Authority's assets exceeded liabilities by \$44.5 million as of September 30, 2014, an increase of \$6.8 million from September 30, 2013.

A condensed summary of the Authority's financial position at September 30 is shown below.

	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>% Change 2014/2013</u>	<u>% Change 2013/2012</u>
ASSETS:					
Current Assets	6,317,770	5,765,334	5,805,084	9.6%	-0.7%
Capital Assets	<u>39,777,669</u>	<u>32,489,050</u>	<u>32,872,962</u>	22.4%	-1.2%
Total Assets	<u>46,095,439</u>	<u>38,254,384</u>	<u>38,678,046</u>	20.5%	-1.1%
LIABILITIES:					
Current Liabilities	1,346,729	374,619	379,585	259.5%	-1.3%
Noncurrent Liabilities	181,530	171,381	157,664	5.9%	8.7%
Deferred Inflows of resources	<u>27,654</u>	<u>0</u>	<u>91,530</u>	.0%	-100.0%
Total Liabilities & Deferred Inflows	<u>1,555,914</u>	<u>546,000</u>	<u>628,779</u>	185.0%	-13.2%

NET ASSETS:					
Invested in capital assets	39,777,670	32,489,050	32,872,962	22.4%	-1.2%
Restricted	5,500	5,500	5,500	0.0%	0.0%
Unrestricted	<u>4,756,356</u>	<u>5,213,834</u>	<u>5,170,805</u>	-28.0%	0.8%
Net Position	<u>44,539,526</u>	<u>37,708,384</u>	<u>38,049,267</u>	15.5%	-0.9%

The largest portion of the Authority's net position is invested in capital assets (e.g. land, buildings, improvements and equipment). No outstanding debt is attributable to these assets. The Authority uses its capital assets to provide services to its aviation partners, passengers and fixed-base operators. This requirement includes the obligation to preserve and maintain airport facilities in a safe and serviceable condition and includes the responsibility to operate the aeronautical facilities and common use areas for the benefit of the public. Consequently, these assets are not available for future spending.

The Authority's unrestricted net position is available to meet current and future obligations. The Authority anticipates that these funds will be needed to pay future capital expenditures and maintain adequate levels of working capital.

The Authority's restricted net position represents an amount required to be set aside as a performance bond by a communications use lease with the Bureau of Land Management (BLM). These BLM funds are restricted as they must be held for the duration of the lease which terminates on December 31, 2031.

The current liabilities increased due to accounts payables related to capital improvement projects and the reflection of expenses related to small community air service grant. The noncurrent liability increased due to an increase in accrued compensated absences.

Summary of Operations and Changes in Net Position

Aircraft operations for the fiscal year ending September 30, 2014, decreased approximately 23.1% from 31,824 to 24,459. General aviation decreased by 25.1% and commercial airline operations decreased 31.1% while the economic indicators indicate an improved economy, this decrease can be attributed to winter weather conditions, closures due to construction and a decrease in air carrier operations to accommodate the transition from turbo prop aircraft to regional jets.

Enplaned passengers for the fiscal year ending September 30, 2014 increased approximately 27.7% for the same period from 51,392 to 65,655. Horizon Air enplanements increased by 8.1%, SkyWest Airlines experienced a 10.4% increase and, as this is the first year United Airlines has operated at the airport, prior year comparative data is not available. The increases are primarily attributed to the increased local marketing efforts, the transition to regional jets and the addition of a third air carrier that provided access to two additional connecting cities (SFO and DEN).

A condensed summary of the Authority's revenue, expenses and changes in net position for the fiscal year ending September 30 is shown below.

	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>% Change 2014/2013</u>	<u>% Change 2013/2012</u>
Operating Revenue	2,472,425	2,184,874	2,199,031	13.2%	-0.6%
Operating Expenses	<u>4,423,387</u>	<u>3,580,984</u>	<u>3,713,175</u>	23.5%	-3.6%
Operating (income/loss)	-1,950,962	-1,396,110	-1,514,144	-39.7%	7.8%
Non Operating Revenue (Expenses)	-2,203,844	312,704	143,319	-804.8%	118.2%
Capital Contributions	<u>10,985,948</u>	<u>742,523</u>	<u>151,940</u>	1379.5%	388.7%
Changes in net position	6,831,142	-340,883	-1,218,885	2104.0%	-72.0%

Beginning net position	<u>37,708,384</u>	<u>38,049,267</u>	<u>39,268,152</u>	-0.9%	-3.1%
Ending net position	<u>44,539,526</u>	<u>37,708,384</u>	<u>38,049,267</u>	18.1%	-0.9%

Operating revenue increased 13.2% from the prior fiscal year. Highlights of the revenues are as follows:

- Automobile Parking revenue increased 68.9%. This increase is primarily attributed to increased parking lot use and the method of calculating once gross revenues collected exceed \$13,000. Once the \$13,000 is reached, the percent of commission due to the Airport escalates from 35% to 80% of the gross revenues collected. The gross revenue exceeded the \$13,000 in six of the reporting periods.
- Automobile rental revenue experienced a 25.8% increase. This increase is the result of commission revenue received from new agreement terms and the addition of an operator that was previously an off-airport operator. The new agreements include terms that included additional revenue collection abilities and increased airport use fees. Increased air service has also contributed to the additional revenue either by increases in enplanements or passengers renting cars to get to other airports when flights are diverted or cancelled.
- Terminal Concessions Revenue increased 22.1%. This can be primarily attributed to the vending machine revenue that the airport receives directly that was previously allotted to the airport food/gift vendor.
- FBO Revenue increased 17.3%. This increase is primarily due to the improving economy and increased rates and charges related to tiedown and landing fees commencing in fiscal year 2014.
- Miscellaneous Revenue decreased 50.1%. This is attributed to surplus equipment sales in fiscal year 2013 that did not occur in fiscal year 2014.

Operating expenses increased 23.5% over the prior fiscal year. Highlights of expenses are as follows:

- Utilities increased 24.2% primarily due to fuel costs and increased air passenger terminal use.
- Service Provider – SSI (Safety Security Instruction) is a new expense related to an airport operations/safety interactive driver’s training software program that provides instruction and testing for driving in the airport operations areas. This program is a subscription service.
- Professional Services – Litigation decreased due to the FAA’s threat of cessation of FAA funding for the Airport Contract Control Tower (Tower) in fiscal year 2013 and significant legal fees were expended to secure funding.
- Education Training increased 89.4%. The increases can be attributed to staff changes resulting in additional fire training required to be FAA ARFF compliant and an increase in the class fees. The increase can also be attributed to a kick-off ribbon cutting ceremony held at the commencement of the RSA improvement projects.
- Insurance – This expense decreased 24%. The decrease is a result of the Airport’s insurance broker diligently monitoring the market, which resulted in a decrease in premium expenses.
- Contracts – Security CMS increased 77.3%. The contract was initiated in fiscal year 2013 included a partial year rather than the full year of fees as stated in fiscal year 2014.
- Fuel/Lubricants increased 31.4% due to a more concentrated snow removal effort. Even in a mild snow year, due to elevated runway condition operating criteria for the regional jet aircraft, which resulted in more equipment on the runway for longer periods of time to achieve approved braking action.

- Repairs/Maintenance Equipment increased 149.3% due to routine maintenance completed on vehicles that have an increased use and the age of the equipment is also a factor. Two notable items are the purchase of replacement snowplow blades which typically have a 4-5 year life and the increased need to replace brooms. The brooms are used to remove snow from the runway to achieve the elevated runway condition operation criteria for the regional jets and have become the most effective method and are being utilized more than in past years, hence the need for more frequent replacement.
- ARFF/Maintenance increased 161%. This increase can be attributed to maintenance requirements to include air value water value replacements on again ARFF response vehicles. It also included the replacement of operational/emergency portable radios that had surpassed their expected usefulness and were no longer serviceable.

Comparison of Budget and Actual Results

No amendments were made to the Authority's *Budgeted Revenue, Expenses and Changes in Net Position* during the fiscal year ending September 30, 2014. A summary of operating revenue and expenses based on the actual budgetary basis is shown below.

	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Operating Revenue	2,359,170	2,472,425	113,255
Total Operating Expenses	<u>2,155,965</u>	<u>2,284,371</u>	<u>-128,406</u>
Operating Income (loss)	<u>203,205</u>	<u>188,054</u>	<u>-15,151</u>

Actual results reported above may differ from the actual results as reported in the *Statement of Revenue, Expenses and Changes in Net Position* for the following reasons:

1. Accruals of compensated absences are not budgeted.
2. Depreciation is a non-cash item and therefore not budgeted.
3. Passenger Facility Charges (PFC) are budgeted based on receipts but may be deferred for GAAP.
4. Interest earned on PFCs are budgeted as interest but reportable as PFC revenue for GAAP.
5. Capital asset purchases are budgeted but are an asset instead of an expense for GAAP.
6. Losses from sale of fixed assets and impairment of fixed assets are not budgeted.

The Authority's budget philosophy is to conservatively estimate revenue while, at the same time, making certain that budgeted operating expenses are not understated. The fiscal year 2014 budget process was a direct reflection of the Authority's typical philosophy while also considering the aggressive approach needed to meet congressional mandated safety standards required by December, 2015.

Capital Acquisitions and Construction Activities

The increase to *Buildings and Improvements* includes a reconfiguration of air carrier area within the air passenger terminal to accommodate an additional air carrier.

The increase to *Airfield and General Improvements* includes congressionally mandated runway safety area improvements, replacement of an ATIS (automated terminal information system), controlled access equipment at the air traffic control tower and replacement of AWOS (automated weather observation system) equipment to meet FAA backup equipment requirements. A decrease included the disposal of badging equipment that was utilized in the airport security department.

The increase to *Office Equipment* includes the acquisition of a computer equipment for the administration and security departments. A decrease included a disposal of a projector and computer equipment.

The increase to *Maintenance Equipment/Vehicles* is related to the acquisition of driver's training software, snow removal equipment, operation equipment, operations radios, and security upgrades. The decrease included disposal of maintenance equipment.

The increase to *Assessments/Plans & Studies* is related to a portion of the disposal of maintenance equipment and Environmental Impact Study (EIS) work that was released by the FAA for future planning.

The decrease in Construction in Progress is related to the EIS and the increase is due to Runway Safety Improvements and Master Plan projects.

Long-term Liabilities

The only long-term liability is for compensated absences, which represents vacation, comp time and 25% of sick leave, which has been accrued but will be paid in future periods as used or on termination of employment. The total liability at September 30, 2014, was \$181,530. The total liability increase is related to the amount of benefits accrued but not used. Currently, the Authority has no other long-term debt outstanding nor are there any plans to incur any long-term debt.

Requests for Information

This financial report is designed to provide the Authority's Board, management, investors, creditors and customers with a general view of the Authority's net position and results of operations. Questions concerning any information contained in this report may be directed to the Airport Manager, 1616 Airport Circle, Hailey, ID 83333.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**STATEMENTS OF NET POSITION
ENTERPRISE FUND
September 30, 2014 and 2013**

ASSETS	<u>2014</u>	<u>2013</u>
Current Assets:		
Cash and cash equivalents	\$ 4,730,964	\$ 5,451,576
Operating accounts receivable	122,534	148,180
Due from other governments	1,427,273	156,233
Interest receivable	533	533
Prepaid expenses	3,312	3,312
Restricted cash and cash equivalents:		
BLM	5,500	5,500
Passenger Facility Charges	27,654	-
Total Current Assets	<u>6,317,770</u>	<u>5,765,334</u>
Noncurrent Assets:		
Capital assets:		
Land	6,712,067	6,712,067
Construction in progress	10,400,417	8,760,396
Airfield, buildings, equipment, improvements, plans and studies	47,742,497	39,983,509
	64,854,981	55,455,972
Accumulated depreciation	(25,077,311)	(22,966,922)
Total Capital Assets	<u>39,777,670</u>	<u>32,489,050</u>
Total Assets	<u>46,095,440</u>	<u>38,254,384</u>
LIABILITIES		
Current Liabilities:		
Trade accounts payable	360,306	56,640
Payable City of Halley	1,216	1,487
Accounts payable for capital improvements	901,180	223,671
Accrued payroll and benefits	5,221	3,029
Customer deposits	2,400	7,400
Accrued compensated absences	76,407	82,392
Total Current Liabilities	<u>1,346,730</u>	<u>374,619</u>
Noncurrent Liabilities:		
Long-term accrued compensated absences	181,530	171,381
Total Liabilities	<u>1,528,260</u>	<u>546,000</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred revenue - Passenger Facility Charges	27,654	-
Total Deferred Inflows of Resources	<u>27,654</u>	<u>-</u>
NET POSITION		
Invested in capital assets	39,777,670	32,489,050
Restricted	5,500	5,500
Unrestricted	4,756,356	5,213,834
Total Net Position	<u>\$ 44,539,526</u>	<u>\$ 37,708,384</u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
ENTERPRISE FUND**

For the Years Ended September 30, 2014 and 2013

	<u>2014</u>	<u>2013</u>
Operating Revenue:		
Airlines	\$ 204,365	\$ 176,753
Automobile rental	489,713	389,427
Auto parking	144,931	85,789
Rents, fees, commissions and leases	1,402,230	1,306,899
Fuel flowage fees	198,046	190,494
Other operating revenue	33,140	35,512
Total Operating Revenue	2,472,425	2,184,874
Operating Expenses:		
Employee wages, benefits and taxes	1,225,298	1,190,186
Supplies	58,424	59,234
Utilities	100,262	80,711
Services and contracts	316,153	378,053
Repairs and maintenance	104,230	90,988
Insurance	51,589	67,930
Other operating expense	424,251	69,009
Depreciation	2,143,180	1,644,873
Total Operating Expenses	4,423,387	3,580,984
Operating Income (Loss)	(1,950,962)	(1,396,110)
Nonoperating Revenue (Expenses):		
Passenger Facility Charges	222,438	304,284
Interest income	6,444	8,684
Federal grants	220,646	-
Impairment loss	(2,652,122)	-
Loss on sale of equipment	(1,250)	(264)
Total Nonoperating Revenue and (Expenses)	(2,203,844)	312,704
Income (Loss) before Capital Contributions	(4,154,806)	(1,083,406)
Capital Contributions	10,985,948	742,523
Change in Net Position	6,831,142	(340,883)
Net Position, Beginning of Year	37,708,384	38,049,267
Net Position, End of Year	\$ 44,539,526	\$ 37,708,384

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**STATEMENTS OF CASH FLOWS
ENTERPRISE FUND**

For the Years Ended September 30, 2014 and 2013

	<u>2014</u>	<u>2013</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$ 2,492,526	\$ 2,228,641
Cash payments for employees' services and benefits	(1,218,942)	(1,177,018)
Cash payments to suppliers for goods and services	<u>(751,514)</u>	<u>(810,030)</u>
Net cash provided (used) by operating activities	<u>522,070</u>	<u>241,593</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(11,407,663)	(1,201,065)
Grants and other amounts received for the purchase of capital assets	9,936,099	664,604
Passenger facility charges received for the purchase of capital assets	<u>250,092</u>	<u>212,754</u>
Net cash provided (used) by capital and related financing activities	<u>(1,221,472)</u>	<u>(323,707)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Receipts of interest	<u>6,444</u>	<u>9,119</u>
Net cash provided (used) by investing activities	<u>6,444</u>	<u>9,119</u>
Net increase (decrease) in cash and cash equivalents	(692,958)	(72,995)
Balances - beginning of the year	<u>5,457,076</u>	<u>5,530,071</u>
Balances - end of the year	<u><u>\$ 4,764,118</u></u>	<u><u>\$ 5,457,076</u></u>

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:

Operating income (loss)	\$ (1,950,962)	\$ (1,396,110)
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	2,143,180	1,644,873
Change in assets and liabilities:		
(Increase) decrease in operating accounts receivable	25,646	43,667
(Increase) decrease in government receivable	(545)	-
(Increase) decrease in prepaid expenses	-	572
Increase (decrease) in accounts payable trade	303,395	(64,677)
Increase (decrease) in accrued payroll and benefits	2,192	(374)
Increase (decrease) in customer deposits	(5,000)	100
Increase (decrease) in accrued compensated absences	4,164	13,542
Total Adjustment and Changes	<u>2,473,032</u>	<u>1,637,703</u>
Net cash provided (used) by operating activities	<u><u>\$ 522,070</u></u>	<u><u>\$ 241,593</u></u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

Note 1. **Summary of Significant Accounting Policies**

1-A. Organization and Reporting Entity

Organization

Effective October 1, 1994, Blaine County, Idaho and the City of Hailey, Idaho entered into a Joint Powers Agreement creating the Friedman Memorial Airport Authority (Authority) for the purpose of operating and managing airport activities in Blaine County, Idaho. The Authority is a public entity of the State of Idaho and therefore the Authority's income is exempt from Federal and Idaho income taxes. The Authority is governed by a seven-member board with three members representing Blaine County, three members representing the City of Hailey and one member who is unanimously selected by the other four members. The Authority has hired employees to provide for the day-to-day operations and management.

Pursuant to the Joint Powers Agreement, all buildings, improvements, facilities, equipment, and personal property used by the Authority were conveyed by Blaine County and the City of Hailey to the Authority for use and benefit of the Authority and title thereof shall be held by the Authority. Upon termination of this Agreement, title to all buildings, improvements, facilities, equipment and personal property held by the Authority shall vest jointly in Blaine County and the City of Hailey.

Reporting Entity

Generally accepted accounting principles require government financial statements to include the primary government and its component units. Component units of a governmental entity are legally separate entities for which the primary government is considered to be financial accountable and for which the nature and significance of their relationship with the primary government are such that exclusion would cause the combined financial statements to be misleading or incomplete. The primary government is considered to be financially accountable if it appoints a majority of an organization's governing body and imposes its will on that organization. The primary government may also be financially accountable if an organization is fiscally dependent on the primary government, regardless of the authority of the organization's governing board.

Based on the application of the criteria set forth by the Governmental Accounting Standards Board, management has determined that the Authority does not have component units. Accordingly, the accompanying financial statements include only the operations of the Friedman Memorial Airport Authority.

1-B. Measurement Focus, Basis of Accounting

The Friedman Memorial Airport Authority's financial statements have been prepared using the accrual basis of accounting. Under this method, revenue and receivables are recognized when services are provided and expense and liabilities are recorded at the time goods and services are received.

The Authority's accounting policies conform to generally accepted accounting principles applicable to proprietary funds of governmental units. Proprietary funds use the economic resources measurement focus. With this measurement focus, all assets and liabilities associated with the operation of these funds are included on the statement of net assets.

Proprietary operating revenue, such as charges for services, result from exchange transactions associated with the principal activity of the operating unit. Exchange transactions are those in which each party receives and gives up essentially equal values. Nonoperating revenues, such as interest or capital contributions, result from nonexchange transactions or ancillary activities. Nonexchange transactions, in which the Authority gives (or receives) value without directly receiving (or giving) value in exchange, include grants, donations and passenger facility charges (PFC's). Revenue from grants and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied. PFC's along with related interest earnings are recorded as deferred revenue until authorized for matching payments on construction projects under an FAA approved Application to Use. Once authorized to use, PFC receipts are recognized and recorded as nonoperating revenue in the year collected.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

1-C. Assets, Liabilities and Equity

Cash and Cash Equivalents

For purposes of reporting cash flows, cash and cash equivalents include cash in bank accounts and funds deposited in the State Treasurer's Local Government Investment Pool. Because the State Treasurer's Local Government Investment Pool is sufficiently liquid to permit withdrawal of cash at any time without prior notice or penalty, equity in the pool is deemed to be a cash equivalent. These funds are carried at cost which is not materially different than fair value.

Accounts Receivable

Based upon past experience, uncollectible receivables are deemed immaterial by management and no allowance has been provided.

Prepaid Expenses

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

Capital Assets

Capital assets are stated at cost. Donated capital assets are recorded at their estimated fair market value when received. Only assets with a value over \$1,500 are capitalized. The Authority does include the cost of all infrastructure assets in capital assets. Assets held under capital leases are recorded at the lower of fair market value or the present value of future lease payments and amortized over the estimated life of the asset. Depreciation is calculated by the straight-line method over the estimated useful life of the depreciable property as follows:

Building and improvements	4 to 50 years
Airfield and general improvements	4 to 25 years
Office equipment	2 to 10 years
Maintenance equipment and vehicles	2 to 20 years
Assessments, plans and studies	4 to 20 years

Restricted Cash – BLM

This cash represents an amount required to be set aside as a performance bond by a communications use lease with the Bureau of Land Management. These funds are restricted as they must be held for the duration of the lease which terminates on December 31, 2031.

Restricted Cash – Passenger Facility Charges Funds

This cash represents Passenger Facility Charges (PFC) collections based on an approved FAA application to "impose" such charges on enplaned passengers at the Airport. These funds are restricted to funding designated capital projects.

Use of Restricted Resources

The Authority's policy is to first apply restricted resources when an eligible expenditure is made for which both restricted and unrestricted net assets are available.

Budget

The Airport is required by state law to adopt an annual budget. The budgetary basis is accrual but differs from the basis of accounting used for the financial statements in the following ways:

1. Accruals of compensated absences are not budgeted.
2. Depreciation is a non-cash item and therefore not budgeted.
3. Passenger Facility Charges (PFC) are budgeted based on receipts but may be deferred for GAAP.
4. Interest earned on PFCs is budgeted as interest but reportable as PFC revenue for GAAP.
5. Capital asset purchases are budgeted but are reported as an asset instead of as an expense for GAAP.
6. Losses from sale of fixed assets and impairment of fixed assets are not budgeted.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

Compensated Absences

All employees receive 96 hours of sick leave per year with no maximum accrual. Vacation is received based on years of service. Those having one to two years of service receive 80 hours of vacation annually and the hours received increase 8 hours per year for every two years of service. Compensated absences consist of accrued vacation, comp time and 25% of accrued sick leave that would be paid upon termination of employment.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimated.

Reclassifications

Certain accounts in the prior year financial statements have been reclassified for comparative purposes to conform with the presentation in the current year financial statements.

1-D. Subsequent Events

Management has evaluated subsequent events through February 2, 2015, the date on which financial statements were available to be issued.

Note 2. Deposits and Investments

The following is a reconciliation of the Authority's deposit and investment balances as of September 30, 2014 and 2013:

	<u>2014</u>	<u>2013</u>
Cash on hand	\$ 50	\$ 50
Bank deposits	33,083	22,970
Repurchase agreement	247,652	181,511
State of Idaho Local Government Investment Pool	<u>4,483,333</u>	<u>5,252,545</u>
	<u>\$ 4,764,118</u>	<u>\$ 5,457,076</u>

The Authority invests in the State of Idaho Local Government Investment Pool. These funds can be liquidated at cost as needed and are carried at cost which is not materially different than fair value. The invested amounts at year end are as listed above.

Deposit and Investment Policy

The Authority's Investment Policy limits investments to interest-bearing accounts through approved and chosen financial institutions and the State of Idaho Local Government Investment Pool. The accounts are to be reviewed monthly by the Board's financial review committee.

Credit Risk

The Authority's investment policy limits investment choices to interest-bearing accounts at approved banks or the State of Idaho Local Government Investment Pool. As of September 30, 2014 and 2013, the Authority's deposits and investment had the following credit ratings:

<u>Investment</u>	<u>2014</u> <u>Fair Value</u>	<u>2013</u> <u>Fair Value</u>	<u>Credit</u> <u>Rating</u>
Mountain West Savings	\$ 27,339	\$ 17,308	None
Mountain West Certificate of Deposit	5,744	5,662	None
Mountain West repurchase agreement	247,652	181,511	None
State of Idaho Local Government Investment Pool	4,483,333	5,252,545	None

Investment by the Authority in State of Idaho Local Government Investment Pool is considered unclassified as to credit risk because they are not evidenced by securities that exist in physical or book entry form. The type of investments allowed is regulated by *Idaho Code* and oversight is provided by the Idaho State Treasurer's Office.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

Custodial Credit Risk

The Authority's investment policy does not limit the amount of deposits in approved and chosen financial institutions.

As of September 30, 2014, the carrying amount of the Authority's bank deposits was \$280,735 and the respective bank balances totaled \$703,023. The Authority's deposits at September 30, 2014, were covered by \$250,000 of insurance from the Federal Depository Insurance Corporation and \$591,354 of collateral. None of these deposits were unsecured or uninsured. The securities serving as collateral are held in the name of the financial institution and not that of the Authority.

As of September 30, 2013, the carrying amount of the Authority's bank deposits was \$204,481 and the respective bank balances totaled \$290,577. The Authority's deposits at September 30, 2013, were covered by \$250,000 of insurance from the Federal Depository Insurance Corporation and \$275,896 of collateral. None of these deposits were unsecured or uninsured. The securities serving as collateral are held in the name of the financial institution and not that of the Authority.

Concentration Credit Risk

The Authority's investment policy does not place limits on amounts invested in any one issuer. Pooled investments and investments issued or explicitly guaranteed by the U.S. Government are not considered a concentration credit risk. On September 30, 2014, the Authority had more than 5% of its deposits and investments invested in the repurchase agreement with Mountain West Bank. On September 30, 2013, the Authority did not have 5% or more of its deposits and investments with one issuer.

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

The Authority's investment policy limits their investments and deposits to interest-bearing accounts at approved and chosen financial institutions. The Authority had the following deposits and investments as of September 30, 2014 and 2013:

<u>Investment</u>	2014 <u>Fair Value</u>	Weighted Average <u>Duration</u>	2013 <u>Fair Value</u>	Weighted Average <u>Duration</u>
Repurchase agreement	\$ 247,652	1 day	\$ 181,511	1 day
Investment pool	4,483,333	144 days	5,252,545	135 days
Certificate of Deposit	5,744	1 year 16 days	5,662	2 years 16 days
Demand deposits	27,339	not applicable	17,308	not applicable

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

Note 3. Capital Assets

Capital asset activity for the year ended September 30, 2014, was as follows:

	<u>Balance</u> <u>9/30/2013</u>	<u>Increase</u>	<u>Decrease</u>	<u>Transfer</u>	<u>Balance</u> <u>9/30/2014</u>
Nondepreciable capital assets:					
Land	\$ 6,712,067	\$	\$	\$	\$ 6,712,067
Construction in progress	8,760,396	9,821,906	(2,652,121)	(5,529,764)	10,400,417
Depreciable capital assets:					
Buildings and improvements	7,037,275	53,644			7,090,920
Airfield and general improvements	26,408,336	2,168,135	(7,420)	234,237	28,803,288
Office equipment	139,937	3,513	(14,953)		128,497
Maintenance equipment & vehicles	4,172,601	29,256	(11,669)		4,190,187
Assessments, plans & studies	<u>2,225,360</u>	<u>8,718</u>		<u>5,295,527</u>	<u>7,529,605</u>
	55,455,972	12,085,172	(2,686,163)	-	64,854,981
Accumulated depreciation	<u>(22,966,922)</u>	<u>(2,143,180)</u>	<u>32,791</u>		<u>(25,077,311)</u>
	<u>\$ 32,489,050</u>	<u>\$ 9,941,992</u>	<u>\$ (2,653,372)</u>	<u>\$ -</u>	<u>\$ 39,777,670</u>

Capital asset activity for the year ended September 30, 2013, was as follows:

	<u>Balance</u> <u>9/30/2012</u>	<u>Increase</u>	<u>Decrease</u>	<u>Transfer</u>	<u>Balance</u> <u>9/30/2013</u>
Nondepreciable capital assets:					
Land	\$ 6,712,067	\$	\$	\$	\$ 6,712,067
Construction in progress	8,017,411	817,105		(74,120)	8,760,396
Depreciable capital assets:					
Depreciating capital assets:					
Buildings and improvements	7,038,565	2,680	(3,970)		7,037,275
Airfield and general improvements	26,458,626	22,662	(72,952)		26,408,336
Office equipment	138,942	19,321	(18,326)		139,937
Maintenance equipment & vehicles	3,815,025	419,868	(74,209)	11,917	4,172,601
Assessments, plans & studies	<u>2,124,770</u>	<u>38,387</u>		<u>62,203</u>	<u>2,225,360</u>
	54,305,406	1,320,023	(169,457)	-	55,455,972
Accumulated depreciation	<u>(21,432,444)</u>	<u>(1,644,873)</u>	<u>110,395</u>		<u>(22,966,922)</u>
	<u>\$ 32,872,962</u>	<u>\$ (324,850)</u>	<u>\$ (59,062)</u>	<u>\$ -</u>	<u>\$ 32,489,050</u>

Note 4. Accounts Receivable

The Airport manager, under the direction of the Airport, charges fees and rents for parking (aircraft and automobiles), landing of aircraft, fuel flowage, hangars and concession commissions. Landing fees are based on the weight of the aircraft while parking fees are based on the class and weight of each aircraft. Auto parking is on a commission basis. The Airport clerk posts these charges on a regular basis and bills each user.

Based upon past experience, uncollectible receivables are deemed immaterial by management.

The Authority's uncollected accounts as of September 30, 2014 and 2013, are as follows:

	<u>2014</u>	<u>2013</u>
Current	\$ 119,599	\$ 147,385
30-60 days	1,898	72
60-90 days	1,093	738
90 days and over	<u>(56)</u>	<u>(15)</u>
	<u>\$ 122,534</u>	<u>\$ 148,180</u>
Government grants receivable	<u>\$ 1,427,273</u>	<u>\$ 156,233</u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014**

Note 5. Long-term Liabilities

Changes in long-term obligations for the year ended September 30, 2014, are as follows:

	<u>Balance at</u> <u>10/01/2013</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance</u> <u>9/30/2014</u>	<u>Amount due</u> <u>within 1 year</u>
Compensated absences	\$ 171,381	\$ 10,149	\$ -	\$ 181,530	\$ -

Changes in long-term obligations for the year ended September 30, 2013, are as follows:

	<u>Balance at</u> <u>10/01/2012</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance</u> <u>9/30/2013</u>	<u>Amount due</u> <u>within 1 year</u>
Compensated absences	\$ 157,664	\$ 13,717	\$ -	\$ 171,381	\$ -

Note 6. Pension Plan

The Authority adopted a Simplified Employee Pension Plan (SEP) which became effective January 1, 1998. Vesting in the plan is immediate and all employees whose compensation exceeds \$450 and have performed services in at least one of the immediately preceding 5 years receive contributions. Plan contributions were \$101,732 for the year ended September 30, 2014, and \$98,328 for the year ended September 30, 2013.

Note 7. Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters for which the Authority purchases commercial insurance. There has been no significant reduction in insurance coverage in the current year. Settlement amounts have not exceeded insurance coverage for the current year or the three prior years.

Note 8. Concentrations

The Authority enters into contracts with service providers at the Airport. Because of physical space limitations at the airfield, there are limited facilities available for service providers. During the current year, there were two airlines that provide scheduled commercial service, one fuel supplier, one fixed-base operator, one gift shop, one car park and three rental car agencies.

Note 9. Lease Revenue

The Airport leases its property to commercial airlines, car rental companies, concessionaires, fixed base operators who service the airline industry and hanger operations. The airlines have annual renewal dates and some concessionaires are month to month. The long-term leases can only be terminated by buying out the lease and vary from 3 to 20 years. Some of these leases are increased annually by an inflation factor based on the CPI. These inflation rates are unknown and have not been included in amounts calculated. The net book value of property held for operating lease as of September 30, 2014, is \$563,333, not including the value of the land leased by hangar owners/operators. No allocation of land values between leased and utilized land has been done. The projected lease revenue at current rates is as follows:

<u>Year Ended</u> <u>September 30</u>	
2015	\$ 540,428
2016	531,858
2017	226,738
2018	225,648
2019	202,377
2020 to 2024	974,089
2025 to 2029	<u>404,679</u>
Total	<u>\$ 3,105,817</u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014**

approved for use. The FAA has also approved PFC 14-09-C-00-SUN for collection from July 1, 2014, to July 1, 2028, in the amount of \$2,787,259. Of that amount, \$1,785,269 is approved for use.

PFC revenue is used as matching funds for capital projects funded with Airport Improvement Project funds. There was deferred revenue of \$27,654 at September 30, 2014. There was no deferred revenue at September 30, 2013.

The following schedule shows the amounts collected and expended:

	<u>2014</u>		<u>2013</u>	
	<u>Receipts</u>	<u>Expenditures</u>	<u>Receipts</u>	<u>Expenditures</u>
PFC 11-07-C-00-SUN	\$ -	\$ -	\$ 129,932	\$ -
PFC 12-08-C-00-SUN	250,081	126,619	82,822	400,103
PFC 14-09-C-00-SUN	-	492,310	-	-

Note 11. Capital Contributions

During the years ended September 30, 2014 and 2013, the Authority received the following capital contributions:

	<u>2014</u>	<u>2013</u>
Federal grants	\$ 10,985,948	\$ 742,523
State grants	-	-
Other sources	-	-
	<u>\$ 10,985,948</u>	<u>\$ 742,523</u>

Note 12. Commitments

The Authority had three open grants from the U.S. Department of Transportation Airport Improvement Program (AIP) as of September 30, 2014. A summary of these projects is as follows:

Project Description

AIP 38	Construct runway safety areas planning
AIP 39	Construct access road, apron, taxiway, install perimeter fence, remove obstructions and rehabilitate apron
AIP 40	Construct runway safety areas to meet lateral dimension criteria which includes relocation of terminal apron and hangar access taxiway; relocation of part of parallel taxiway; acquire buildings; remodel terminal building; relocate ARFF/SRE building; grade portion of runway safety area

	<u>Total Budget</u>	<u>Federal Awards</u>	<u>Expenditures to date</u>
AIP 38	\$ 737,984	\$ 691,860	\$ 731,959
AIP 39	2,383,738	2,234,754	2,211,571
AIP 40	<u>19,200,000</u>	<u>18,000,000</u>	<u>9,583,476</u>
	<u>\$ 22,321,722</u>	<u>\$ 20,926,614</u>	<u>\$ 12,527,006</u>

Note 13. Contingencies

The 2004 Master Plan adopted by the Authority and accepted by the FAA on August 12, 2004, concluded that a new airport is the best long-term solution for aviation safety and for meeting the air transportation needs of the Wood River Valley and surrounding communities. The

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Year Ended September 30, 2014

Note 13. Contingencies

The 2004 Master Plan adopted by the Authority and accepted by the FAA on August 12, 2004, concluded that a new airport is the best long-term solution for aviation safety and for meeting the air transportation needs of the Wood River Valley and surrounding communities. The Authority agreed that new airport issues would be addressed in various future feasibility studies. Conclusions also indicated that interim improvements would need to be made to the current facility. Both safety and capacity improvements will continue to be made at the current site so that it may continue to function at the highest levels. AIP 38 thru AIP 04 are all projects developed to implement the 2004 Master Plan vision and to search for a new airport location to resolve aviation safety and air transport needs and to make interim improvements while the relocation is studied and implemented. On August 22, 2011, the FAA notified the Authority that the Replacement Airport Environmental Impact Statement was suspended indefinitely due to increased anticipated costs and potential impacts to wildlife. Specifically, the FAA was concerned that the replacement airport project may not be affordable for either the FAA or the local community. The Authority held public discussions with the community and determined that there was a desire to identify any possible short-term mitigation available at the existing site while continuing to pursue the ultimate goal of a replacement airport at another site. At the FAA's direction, the Authority conducted an Airport Alternatives Technical Analysis to identify all conceivable configurations and options that could be implemented at the existing airport site. At the end of fiscal year 2013, the Authority began a series of construction projects to implement Alternative 6 of the Airport Alternatives Technical Analysis. The Authority began a Master Planning process at the conclusion of fiscal year 2014. The Master Planning process will be a public process and is anticipated to take over a year to complete. The Authority will continue to work with the community and the FAA to ensure that this process maintains or increases air service and improves safety and reliability at the existing airport while also being committed to continuing the research of the viability of a replacement airport as a permanent solution.

Note 14. Impairments

The Authority incurred expenses in relation to an Environmental Impact Study required by the FAA in relation to the assessment of a need for a new airport. The FAA was deemed the owner of the study and the Authority requested to be allowed to use the information gathered for purposes of future planning. In December 2013, the FAA gave the Authority permission to use portions of the study. Management considered that one third should be taken as a loss and two thirds should be considered placed in service and depreciated over ten years. The impairment loss recognized in the September 30, 2014, financial statements is \$2,652,122 while \$5,304,244 was placed in service.

Note 15. Related Party Transactions

The City of Hailey, Idaho is one of the entities that created the Authority by entering into a Joint Powers Agreement. The Authority contracts with the City of Hailey for certain security services and reimburses the City for the cost of these services. The Authority also pays the City of Hailey for sewer, water and garbage collection at the same rates as other customers. Other services may also be contracted for at comparable rates as others are charged. The amounts paid for these services are as follows:

	<u>2014</u>	<u>2013</u>
Security services	\$ 3,264	\$ 4,012
Utilities	12,894	8,818

The amount due to the City of Hailey at September 30, 2014, is \$1,216 and was paid within 30 days.

SUPPLEMENTARY INFORMATION

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

SCHEDULE OF REVENUE, EXPENDITURES AND CHANGES IN
NET POSITION - BUDGET AND ACTUAL
For the Year Ended September 30, 2014

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance</u>
	<u>Original</u>	<u>Final</u>	<u>Budgetary</u> <u>Basis</u>	<u>Positive</u> <u>(Negative)</u>
Operating Revenue:				
Airlines	\$ 194,600	\$ 194,600	\$ 204,365	\$ 9,765
Automobile rental	412,000	412,000	489,713	77,713
Auto parking	80,000	80,000	144,931	64,931
Rents, fees, commissions and leases	1,472,570	1,472,570	1,402,230	(70,340)
Fuel flowage fees	200,000	200,000	198,046	(1,954)
Other operating revenue	-	-	33,140	33,140
Total Operating Revenue	<u>2,359,170</u>	<u>2,359,170</u>	<u>2,472,425</u>	<u>113,255</u>
Operating Expenses:				
Employee wages, benefits and taxes	1,239,505	1,239,505	1,229,462	10,043
Supplies	88,000	88,000	58,424	29,576
Utilities	95,010	95,010	100,262	(5,252)
Services and contracts	367,650	367,650	316,153	51,497
Repairs and maintenance	184,000	184,000	104,230	79,770
Insurance	72,900	72,900	51,589	21,311
Other operating expense	108,900	108,900	424,251	(315,351)
Total Operating Expenses	<u>2,155,965</u>	<u>2,155,965</u>	<u>2,284,371</u>	<u>(128,406)</u>
Operating Income	<u>203,205</u>	<u>203,205</u>	<u>188,054</u>	<u>(15,151)</u>
Nonoperating Revenue and (Expenses):				
Passenger Facility Charges	216,000	216,000	250,103	34,103
Interest income	12,000	12,000	6,433	(5,567)
Federal grants	-	-	220,646	6,433
Total Nonoperating Revenue and (Expenses)	<u>228,000</u>	<u>228,000</u>	<u>477,182</u>	<u>34,969</u>
Capital Contributions	<u>15,900,000</u>	<u>15,900,000</u>	<u>10,985,948</u>	<u>(4,914,052)</u>
Capital Expenditures	<u>17,440,000</u>	<u>17,440,000</u>	<u>12,085,172</u>	<u>5,354,828</u>
Change in Net Position	<u>\$ (1,108,795)</u>	<u>\$ (1,108,795)</u>	<u>\$ (433,988)</u>	<u>\$ 460,594</u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

RECONCILIATION OF BUDGETARY BASIS TO GAAP
For the Year Ended September 30, 2014

	<u>Actual Budgetary Basis</u>	<u>GAAP Basis</u>	<u>Difference</u>	<u>Number of Explanation</u>
Operating Revenue:				
Airlines	\$ 204,365	\$ 204,365	\$ 0	
Automobile rental	489,713	489,713	0	
Auto parking	144,931	144,931	0	
Rents, fees, commissions and leases	1,402,230	1,402,230	0	
Fuel flowage fees	198,046	198,046	0	
Other operating revenue	33,140	33,140	0	
Total Operating Revenue	<u>2,472,425</u>	<u>2,472,425</u>	<u>-</u>	
Operating Expenses:				
Employee wages, benefits and taxes	1,229,462	1,225,298	(4,164)	1
Supplies	58,424	58,424	0	
Utilities	100,262	100,262	0	
Services and contracts	316,153	316,153	0	
Repairs and maintenance	104,230	104,230	0	
Insurance	51,589	51,589	0	
Other operating expense	424,251	424,251	0	
Depreciation	-	2,143,180	2,143,180	2
Total Operating Expenses	<u>2,284,371</u>	<u>4,423,387</u>	<u>2,139,016</u>	
Operating Income	<u>188,054</u>	<u>(1,950,962)</u>	<u>(2,139,016)</u>	
Nonoperating Revenue and (Expenses):				
Passenger Facility Charges	250,103	222,438	(27,665)	3, 4
Interest income	6,433	6,444	11	4
Federal grants	220,646	220,646	-	
Impairment loss	-	(2,652,122)	(2,652,122)	6
Loss on sale of equipment	-	(1,250)	(1,250)	6
Total Nonoperating Revenue and (Expenses)	<u>477,182</u>	<u>(2,203,844)</u>	<u>(2,681,026)</u>	
Capital Contributions	<u>10,985,948</u>	<u>10,985,948</u>	<u>-</u>	
Capital Expenditures	<u>12,085,172</u>	<u>-</u>	<u>12,085,172</u>	5
Change in Net Position	<u>\$ (433,988)</u>	<u>\$ 6,831,142</u>	<u>\$ 7,265,130</u>	

1. Accruals of compensated absences are not budgeted.
2. Depreciation is a noncash item and therefore not budgeted.
3. Passenger facility charges (PFC) are budgeted based on receipts but may be deferred for GAAP.
4. Interest earned on PFCs is budgeted as interest but reportable as PFC revenue for GAAP.
5. Capital asset purchases are budgeted but are reported as an asset instead of as an expense for GAAP.
6. Losses from sale of fixed assets and impairment of fixed assets are not budgeted.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**OMB CIRCULAR A-133
SUPPLEMENTARY FINANCIAL REPORT**

September 30, 2014

**OMB CIRCULAR A-133
SUPPLEMENTARY FINANCIAL REPORT**

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**INDEPENDENT AUDITORS' 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**

To the Board of
Freidman Memorial Airport Authority
Hailey, Idaho

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Friedman Memorial Airport Authority, as of and for the year ended September 30, 2014, and the related notes to the financial statements, which collectively comprise Friedman Memorial Airport Authority's basic financial statements, and have issued our report thereon dated February 2, 2015.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Freidman Memorial Airport Authority'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 Friedman Memorial Airport Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Organization'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 weakness 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 Matter

As part of obtaining reasonable assurance about whether Friedman Memorial Airport Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the 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 entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Simmons and Clubb
Certified Public Accountants

Boise, Idaho
February 2, 2015

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133**

To the Board of
Friedman Memorial Airport Authority
Hailey, Idaho

Report on Compliance for Each Major Federal Program

We have audited Friedman Memorial Airport Authority's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on Friedman Memorial Airport Authority's major federal program for the year ended September 30, 2013. Friedman Memorial Airport Authority's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance of Friedman Memorial Airport Authority'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 OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 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 Friedman Memorial Airport Authority'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 Friedman Memorial Airport Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, Friedman Memorial Airport Authority 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 September 30, 2014.

Report on Internal Control Over Compliance

Management of Friedman Memorial Airport Authority 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 Authority'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 appropriate in the circumstances for the purpose of expressing an opinion on compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of Friedman Memorial Airport Authority's internal control over compliance. Accordingly we do not express an opinion on the effectiveness of Friedman Memorial Airport Authority'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 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 OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.



Simmons and Clubb
Certified Public Accountants

Boise, Idaho
February 2, 2015

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended September 30, 2014

<u>Federal Grantor Program Title</u>	<u>Federal CFDA Number</u>	<u>Expenditures</u>
<u>U.S. Department of Transportation</u> Airport Improvement Program	20.106	<u>\$ 10,985,953</u>
<u>U.S. Department of Transportation</u> Small Community Air Service Development Program	20.930	<u>220,646</u>
Total Federal Financial Assistance		<u>\$ 11,206,599</u>

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended September 30, 2014

Note 1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of Friedman Memorial Airport Authority under programs of the federal government for the year ended September 30, 2014. The Information in this Schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Because the Schedule presents only a selected portion of the operations of Friedman Memorial; Airport Authority, it is not intended to and does not present the financial position, changes in net assets, or cash flows of Friedman Memorial Airport Authority.

Note 2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended September 30, 2014

Summary of Auditors' Results

Financial Statements

Type of auditors' report issued: unqualified opinion

Internal control over financial reporting:

- Material weaknesses identified? _____ Yes X No
- Reportable conditions identified that are not considered to be material weaknesses? _____ Yes X No
- Noncompliance material to financial statements noted? _____ Yes X No

Federal Awards

Internal control over major programs:

- Material weaknesses identified? _____ Yes X No
- Reportable conditions identified that are not considered to be material weaknesses? _____ Yes X None reported

Type of auditors' report issued on compliance for major programs: unqualified

Any audit findings disclosed that are required to be reported in accordance with section 510(a) of Circular A-133? _____ Yes X No

Identification of major programs:

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

Dollar threshold used to distinguish between type A and type B programs: \$300,000

Auditee qualified as low-risk auditee? _____ Yes X No

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended September 30, 2014

Findings Relating to the Financial Statements

There were no findings relating to the financial statements which were required to be reported in accordance with GAGAS.

Findings and Questioned Costs – Major Federal Awards Program Audit

There were no findings and questioned costs for Federal award which we are required to report under §___510(a)

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
For the Year Ended September 30, 2014

There are no audit findings of Friedman Memorial Airport Authority which were reported for the year ended September 30, 2013.