

***CITY OF COLUMBIA, MO
COLUMBIA REGIONAL AIRPORT***

PASSENGER FACILITY CHARGE (PFC) PROGRAM

SCHEDULE OF PASSENGER FACILITY CHARGE RECEIPTS,
DISBURSEMENTS AND CHANGES IN CASH BALANCES

YEAR ENDED SEPTEMBER 30, 2024

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COLUMBIA REGIONAL AIRPORT

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AND CHANGES IN CASH BALANCES**

Year Ended September 30, 2024

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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

The Honorable Mayor and
Members of the City Council
City of Columbia, Missouri

Report on Compliance

Opinion on the Passenger Facility Charge Program

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

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended September 30, 2024.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guide. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions applicable to the City's passenger facility charge program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in

accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the 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

We have audited the financial statements of the City as of and for the year ended September 30, 2024 and have issued our report thereon dated March 6, 2025, which contained an unmodified opinion on those financial statements. Our audit was performed 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 purposes of additional analysis as required by the Guide and is 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 schedule of passenger facility charge receipts, disbursements and changes in cash balances is fairly stated in all material respects in relation to the basic financial statements as a whole.

Allen, Gibbs & Houlik, L.C.
CERTIFIED PUBLIC ACCOUNTANTS

Overland Park, KS
March 6, 2025

**CITY OF COLUMBIA, MO
COLUMBIA REGIONAL AIRPORT**

SCHEDULE OF PASSENGER FACILITY CHARGE RECEIPTS, DISBURSEMENTS AND CHANGES IN CASH BALANCES

Year Ended September 30, 2024

		Project Authorized Amount as of September 30, 2024	Cumulative Total as of September 30, 2023 (Unaudited)	Quarter Ended					Year Ended September 30, 2024
				December 31, 2023	March 31, 2024	June 30, 2024	September 30, 2024	FY 24 Total	
Revenues									
Passenger facility charge revenues received		\$	4,505,861	\$	100,812	\$	87,369	\$	98,907
Interest received			8,966		-		-		-
Total passenger facility charge receipts			4,514,827		100,812		87,369		98,907

The notes to the schedule of passenger facilities charge receipts, disbursements and changes in cash balances are an integral part of this schedule.

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**NOTES TO SCHEDULE OF PASSENGER FACILITY CHARGE RECEIPTS,
DISBURSEMENTS AND CHANGES IN CASH BALANCES**

Year Ended September 30, 2024

1. Description of the Program

Sections 9110 and 9111 of the Aviation Safety and Capacity Expansion Act of 1990, enacted on November 5, 1990, authorized the secretary of Transportation, further delegated to the Federal Aviation Administration (FAA) administrator, to approve the local imposition of an airport passenger facility charge (PFC) of \$1, \$2, or \$3 per enplaned passenger for use on certain airport projects. On May 29, 1991, the FAA issued Part 158 of the Federal Aviation Regulations outlining policies and procedures for the PFC Program. Under Part 158, public agencies controlling commercial service airports can apply to the FAA for authority to impose a PFC for use on eligible projects. On May 30, 2000, the FAA issued a revision to Part 158 that increased the maximum PFC level to \$4 or \$4.50. The change also incorporated additional criteria for the approval of higher PFC levels. The Columbia Regional Airport (the Airport) was authorized by the FAA to impose and use a \$4.50 passenger charge for the projects listed in the Schedule of Passenger Facility Charge Receipts, Disbursements and Changes in Cash Balances as follows:

- Projects totaling \$809,302 authorized in November 2002 with charges to expire in October 2012
- Projects totaling \$679,130 authorized in February 2012 with charges to expire in February 2016
- Projects totaling \$1,852,171 authorized in April 2016 with charges to expire in March 2022
- Projects totaling \$1,774,277 authorized in December 2018 with charges to expire in January 2025
- Projects totaling \$6,200,000 authorized in January 2020 with charges to expire in January 2034

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. Amounts reported in the accompanying Schedule agree with the amounts reported in the quarterly report of funds collected and expended.

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.