



SCHEDULE OF  
PASSENGER FACILITY  
CHARGE  
REVENUE AND  
DISBURSEMENTS

**FOR YEAR ENDED**

SEPTEMBER 30, 2017

MIDLAND, TEXAS

CITY OF MIDLAND, TEXAS  
MIDLAND INTERNATIONAL AIR AND SPACE PORT  
YEAR ENDED SEPTEMBER 30, 2017

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CITY OF MIDLAND, TEXAS  
MIDLAND INTERNATIONAL AIR AND SPACE PORT

SCHEDULE OF PASSENGER FACILITY  
CHARGE REVENUE AND DISBURSEMENTS

FISCAL YEAR ENDED  
SEPTEMBER 30, 2017

(With Independent Auditor's Reports Thereon)

## Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

### Independent Auditor's Report

The Honorable Mayor, City Council, and City Manager  
The City of Midland, Texas

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Midland, Texas (City), as of and for the year ended September 30, 2017, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated March 28, 2018.

#### Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

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

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

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City'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.

**BKD, LLP**

Dallas, Texas  
March 28, 2018

**Independent Auditor's Report on Compliance  
for the Passenger Facility Charge Program,  
Report on Internal Control Over Compliance and Report  
on Schedule of Passenger Facility Charge Revenue and Disbursements**

The Honorable Mayor, City Council, and City Manager  
The City of Midland, Texas

**Report on Compliance for the Passenger Facility Charge Program**

We have audited the compliance of the City of Midland, Texas (City) 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 the City's passenger facility charge program for the year ended September 30, 2017.

***Management's Responsibility***

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

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance of the City'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; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the City'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. However, our audit does not provide a legal determination of the City's compliance.

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

In our opinion, the City 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 September 30, 2017.

## **Report on Internal Control Over Compliance**

Management of the City 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 City'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 our opinion on compliance for the passenger facility charge 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 the City'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 Revenue and Disbursements**

We have audited the basic financial statements of the City of Midland, Texas, as of and for the year ended September 30, 2017, and have issued our report thereon dated March 28, 2018, which contained an unmodified opinion on those basic financial statements. Our audit was performed for the purpose of forming an opinion on the basic financial statements as a whole. The accompanying Schedule of Passenger Facility Charge Revenue and Disbursements is presented for purposes of additional analysis, as specified in 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. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Passenger Facility Charge Revenue and Disbursements is fairly stated in all material respects in relation to the basic financial statements as a whole.

*BKD, LLP*

Dallas, Texas  
March 28, 2018

**Schedule of Passenger Facility Charge Revenue and Disbursements**

**City of Midland, Texas  
Midland International Air and Space Port  
FY - 17  
10/1/16-9/30/17**

	FY-16 Program Total	Quarter 1 Oct. - Dec.	Quarter 2 Jan. - Mar.	Quarter 3 Apr. - Jun.	Quarter 4 Jul. - Sep.	FY-17 Total	FY-17 Program Total
<b>Revenue</b>							
Collections	\$ 38,459,566	\$ 426,482	\$ 439,074	\$ 533,434	\$ 511,515	\$ 1,910,505	\$ 40,370,071
Interest	\$ 2,610,479	\$ 3,694	\$ 5,376	\$ 10,408	\$ 10,365	\$ 29,843	\$ 2,640,322
<b>Total Revenue</b>	<b>\$ 41,070,045</b>	<b>\$ 430,176</b>	<b>\$ 444,450</b>	<b>\$ 543,842</b>	<b>\$ 521,880</b>	<b>\$ 1,940,348</b>	<b>\$ 43,010,393</b>
<b>Disbursements</b>							
<b>App 94-02</b>							
Proj. 2-1 - Rehab. RW 4-22	\$ 119,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,012
Proj. 2-2 - Rehab. RW 16L-34R	\$ 79,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,340
Proj. 2-3 - Rehab. Airf. Taxiways	\$ 223,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,673
Proj. 2-4 - Const. New Terminal	\$ 30,303,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,303,864
<b>Total App - 02</b>	<b>\$ 30,725,889</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,725,889</b>
<b>App 01-04</b>							
Proj. 4-1 - Recon. N. Apron & Drn.	\$ 364,099	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,099
Proj. 4-2 - Rehab. RW & Txwy.	\$ 60,187	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,187
Proj. 4-3 - Reloc. & Recon Txwy. Z	\$ 213,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 213,215
Proj. 4-4 - Replace ARFF Facility	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000
Proj. 4-5 - Recon. Txwy C,H,P Intr.	\$ 109,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,988
Proj. 4-6 - Recon. S. Apron	\$ 378,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 378,432
Proj. 4-7 - Acquire 2 ARFF Veh.	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
<b>Total App - 04</b>	<b>\$ 1,395,921</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,395,921</b>
<b>App 07-05</b>							
Proj. 5-1 - PFC Admin. Fee	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Proj. 5-2 - 10/28 Shoulder	\$ 108,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,702
Proj. 5-3 - Repl. FIDS/BIDS	\$ 27,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,815
Proj. 5-4 - Swpr. Snow Rem. Veh.	\$ 36,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,596
Proj. 5-5 - Airp. Master Drng. Plan	\$ 3,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750
Proj. 5-6 - Rehab. RW 16R/34L	\$ 227,731	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227,731
Proj. 5-7 - Rehab. RW 10/28	\$ 184,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184,490
Proj. 5-8 - Swpr. Snow Rem. Eq.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proj. 5-9 - Airf. Light/Sign	\$ 82,320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,320
Proj. 5-10 - Rehab. Txwys.	\$ 210,745	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,745
<b>Total App - 05</b>	<b>\$ 932,149</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 932,149</b>
<b>App 12-06</b>							
Proj. 6-1 - Terminal Rehab.	\$ 186,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186,637
Proj. 6-2 - Exec. Apron Recon.	\$ 310,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310,103
Proj. 6-3 - NW Taxilane, Emer Rdwy.	\$ 73,586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,586
Proj. 6-4 - Wildlife Hazard Asses.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proj. 6-5 - RW 4/22 16R/34L Reh. Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proj. 6-6 - Emer. Perimeter Rdwy, Gate Reh.	\$ 19,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,500
Proj. 6-7 - Airport Drng. Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proj. 6-8 - Ent. Road Guidance Sign Reh.	\$ 1,330,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,330,700
Proj. 6-9 - Airp. Radio Comm. Sys. Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proj. 6-10 - Airfield Lighting Cable Repl.	\$ 1,366,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,366,361
Proj. 6-11 - Txwy V Apron Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total App - 06</b>	<b>\$ 3,286,887</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,286,887</b>
<b>App 14-07</b>							
Proj 7-1 - Airfield Security Access Control Sy	\$ -	\$ 20,000	\$ -	\$ (20,000)	\$ -	\$ -	\$ -
Proj 7-2 - Aircraft Ramp Lighting System	\$ 448,064	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 448,064
Proj 7-3 - Construct RW 16R Run-Up	\$ 879,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 879,200
Proj 7-4 - Northwest Taxilane Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 1,327,264	\$ 20,000	\$ -	\$ (20,000)	\$ -	\$ -	\$ 1,327,264
<b>Total Disbursements</b>	<b>\$ 37,668,110</b>	<b>\$ 20,000</b>	<b>\$ -</b>	<b>\$ (20,000)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,668,110</b>
<b>Net PFC Revenue ( rev. - disb. )</b>		\$ 410,176	\$ 444,450	\$ 563,842	\$ 521,880	\$ 1,940,348	
<b>PFC Account Balance</b>	<b>\$ 3,401,935</b>	<b>\$ 3,812,111</b>	<b>\$ 4,256,561</b>	<b>\$ 4,820,403</b>	<b>\$ 5,342,283</b>	<b>\$ 5,342,283</b>	<b>\$ 5,342,283</b>

See accompanying independent auditor's reports and notes to the schedule of passenger facility charge revenue and disbursements

CITY OF MIDLAND, TEXAS  
MIDLAND INTERNATIONAL AIR AND SPACE PORT

Notes to the Schedule of Passenger Facility  
Charge Revenue and Disbursements  
For the Year Ended September 30, 2017

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 by 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, \$3, or \$4.50 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. The Midland International Air and Space Port (Airport) was initially authorized by the FAA to impose and use a \$3 passenger charge. In June 2004, the Airport was granted FAA approval to collect at the \$4.50 per enplaned passenger rate. The Airport began collecting at the \$4.50 rate effective November 1, 2004. However, January 1, 2014 the passenger charge decreased from \$4.50 to \$3.00 temporarily for the period January 1, 2014 to October 31, 2014 and returned to \$4.50 on November 1, 2014.

Passenger facility charges collected are deposited and separately held in a restricted account along with interest earned on such funds. Disbursements shown in the schedule of passenger facility charge revenue and disbursements represent those amounts transferred from the restricted account to reimburse the Airport for the PFC qualified portion of amounts expended on eligible projects.

2. Basis of Accounting – Schedule of Passenger Facility Charge Revenue and Disbursements

The accompanying Schedule of Passenger Facility Charge Revenue and Disbursements presents the revenues received from the Passenger Facility Charges and disbursements paid on approved projects.

The schedule is prepared on a cash basis and, consequently, does not agree to the basic financial statements, but is reconciled to the financial statements as follows:

PFC Cash Basis Collections	\$	1,910,505
Fiscal Year 2016 Accrual		(212,020)
Fiscal Year 2017 Accrual		253,865
PFC Revenue Per Financial Statements	\$	<u>1,952,350</u>

3. Disbursements

No disbursements occurred in the current year as several projects were abandoned or postponed. The Airport is currently in the application process with the FAA for approval of six new projects. As of September 30, 2017, the FAA had not approved the application.

**City of Midland**  
**Summary Schedule of Prior Audit Findings**  
**Year Ended September 30, 2017**

**Summary of Auditor's Results**

- |  |  |   |
|--|--|---|
| 1. Type of report issued on PFC financial statements.  | <input checked="" type="checkbox"/> Unmodified           | <input type="checkbox"/> Qualified      |
| 2. Type of report on PFC compliance.   | <input checked="" type="checkbox"/> Unmodified           | <input type="checkbox"/> Qualified      |
| 3. Quarterly revenue and expenditures reconcile with submitted quarterly reports and reported un-liquidated revenue matches actual amounts.          | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 4. PFC revenue and interest is accurately reported on FAA Form 5100-127.   | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 5. The Public Agency maintains a separate financial accounting record for each application.  | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 6. Funds disbursed were for PFC eligible items as identified in the FAA decision to pay only for the allowable costs of the project.                 | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| 7. Monthly carrier receipts were reconciled with quarterly carrier reports.  | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 8. PFC revenues were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds. | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 9. Serving carriers were notified of PFC program actions/changes approved by the FAA.  | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 10. Quarterly reports were transmitted (or available via website) to remitting carriers.   | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 11. The Public Agency is in compliance with Assurances 5, 6, 7 and 8.  | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 12. Project design and implementation is carried out in accordance with Assurance 9.   | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 13. Program administration is carried out in accordance with Assurance 10.   | <input checked="" type="checkbox"/> Yes                  | <input type="checkbox"/> No             |
| 14. For those public agencies with excess revenue, a plan for the use of this revenue has been submitted to the FAA for review and concurrence.      | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |