

**PEACHTREE CITY AIRPORT AUTHORITY**  
**(A Component Unit of the City of Peachtree City, Georgia)**  
**PEACHTREE CITY, GEORGIA**

**FINANCIAL STATEMENTS**  
**SEPTEMBER 30, 2013 AND 2012**

PEACHTREE CITY AIRPORT AUTHORITY

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Certified Public Accountants and Business Advisors

## INDEPENDENT AUDITORS' REPORT

To the Board of Directors of  
Peachtree City Airport Authority

### **Report on the Financial Statements**

We have audited the accompanying financial statements of Peachtree City Airport Authority, a component unit of the City of Peachtree City, Georgia (Authority), which comprise the statements of net assets as of September 30, 2013 and 2012, and the related statements of revenues, expenses, and changes in net assets, and cash flows for the years then ended, and the related notes to the financial statements.

### **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.

### **Auditors' Responsibility**

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' 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 Peachtree City Airport Authority as of September 30, 2013 and 2012, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

## Other Matters

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 through 7 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

## Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 20, 2013, on our consideration of Peachtree City Airport 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 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 Peachtree City Airport Authority's internal control over financial reporting and compliance.



Atlanta, Georgia

December 20, 2013

PEACHTREE CITY AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
SEPTEMBER 30, 2013

**MANAGEMENT'S DISCUSSION AND ANALYSIS**

Our discussion and analysis of the Peachtree City Airport Authority's (Authority) financial performance provides an overall review of the Authority's financial activities for the fiscal year ending September 30, 2013. Please read it in conjunction with the Authority's financial statements, which begin on page 8. The intent of this discussion is to enhance the reader's understanding of the Authority's financial performance.

**Financial Highlights**

- The Authority's total current assets increased by \$76,643.
- The Authority's capital assets, net of accumulated depreciation decreased by \$650,444.
- The Authority's total liabilities decreased by \$88,126.
- The Authority's operating expenses before amortization and depreciation decreased by \$221,243.

**Using this Financial Report**

This annual report consists of management's discussion and analysis and the financial statements. The financial statements include the statements of net assets; the statements of revenues, expenses, and changes in net assets; and the statements of cash flows. In addition, the notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. These notes begin on page 13.

**Financial Analysis**

Table 1 provides a summary of the Authority's Net Assets for 2013 compared to 2012.

Table 1  
Net Assets as of September 30,

|   | Assets        |               |
|---|---------------|---------------|
|   | 2013          | 2012          |
| Current assets                                  | \$ 928,243    | \$ 851,600    |
| Restricted assets                               | 42,934        | 93,582        |
| Capital assets, net of accumulated depreciation | 21,026,509    | 21,676,953    |
| Other assets                                    | 121           | 625           |
| Total assets                                    | \$ 21,997,807 | \$ 22,622,760 |
| Liabilities and Net Assets                      |               |               |
| Total liabilities                               | \$ 591,262    | \$ 679,388    |
| Net assets                                      |               |               |
| Invested in capital assets, net of related debt | 20,643,388    | 21,225,386    |
| Restricted                                      | 42,934        | 47,842        |
| Unrestricted                                    | 720,223       | 670,144       |
| Total net assets                                | 21,406,545    | 21,943,372    |
| Total liabilities and net assets                | \$ 21,997,807 | \$ 22,622,760 |

PEACHTREE CITY AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
SEPTEMBER 30, 2013

Table 2 provides a summary of the Authority's Changes in Net Assets for 2013 compared to 2012.

Table 2  
Changes in Net Assets for the Years Ended September 30,

|  | <u>2013</u>          | <u>2012</u>          |
|--|----------------------|----------------------|
| Operating revenues   |                      |                      |
| Sales  | \$ 1,287,835         | \$ 1,542,264         |
| Rental income  | 555,406              | 511,804              |
| Rental car commissions   | 3,522                | 2,966                |
| Miscellaneous revenue  | <u>36,929</u>        | <u>32,560</u>        |
| Total operating revenues   | <u>1,883,692</u>     | <u>2,089,594</u>     |
| Operating expenses   |                      |                      |
| Purchases  | 977,654              | 1,216,557            |
| Salaries   | 457,465              | 429,189              |
| Fringe benefits  | 41,702               | 34,034               |
| Utilities and telephone  | 101,273              | 98,168               |
| Insurance  | 52,087               | 47,270               |
| Terminal and grounds upkeep  | 49,219               | 59,754               |
| Bank fees and credit card processing fees                          | 38,846               | 40,798               |
| Fuel farm maintenance and truck rental                             | 0                    | 8,000                |
| Professional fees  | 29,960               | 29,023               |
| Other  | <u>44,959</u>        | <u>51,615</u>        |
| Total operating expenses before amortization and depreciation      | <u>1,793,165</u>     | <u>2,014,408</u>     |
| Operating income before amortization and depreciation              | 90,527               | 75,186               |
| Nonoperating revenues (expenses)                                   | <u>80,216</u>        | <u>128,876</u>       |
| Income before amortization, depreciation and capital contributions | 170,743              | 204,062              |
| Amortization and depreciation expense                              | (721,808)            | (751,218)            |
| Capital contributions - federal and state                          | <u>14,238</u>        | <u>198,306</u>       |
| Change in net assets   | (536,827)            | (348,850)            |
| Net assets, beginning of year                                      | <u>21,943,372</u>    | <u>22,292,222</u>    |
| Net assets, end of year  | <u>\$ 21,406,545</u> | <u>\$ 21,943,372</u> |

PEACHTREE CITY AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
SEPTEMBER 30, 2013

**Analysis of Overall Financial Position and Results of Operations**

The Authority experienced a profit improvement from operations in the amount of \$15,341 in 2013 over the previous year. This was due to a price restructuring of fuel, lease rates and service fees. The new pricing structure is based on realizing that the demand for fuel and services is inelastic. Lease revenue increased by \$43,602 while fuel purchases as a percentage of sales decreased by 3%.

Table 3 provides a summary of the Authority's Capital Assets for 2013 compared to 2012.

Table 3  
Capital Assets

|                                   | 2013              | 2012              |
|-----------------------------------|-------------------|-------------------|
| Land                              | \$ 7,687,974      | \$ 7,687,974      |
| Construction in progress          | 0                 | 133,664           |
| Land improvements                 | 19,914,059        | 19,754,909        |
| Buildings and improvements        | 7,097,030         | 7,073,107         |
| Furniture, equipment and vehicles | 336,844           | 320,016           |
| <br>Total                         | <br>35,035,907    | <br>34,969,670    |
| Less accumulated depreciation     | (14,009,398)      | (13,292,717)      |
| <br>Net property and equipment    | <br>\$ 21,026,509 | <br>\$ 21,676,953 |

**Current Status**

Peachtree City Airport Authority operates an active and growing state classified Level III general aviation airport serving business and charter jet traffic in the south Atlanta metro area. The Airport serves business communities in Peachtree City and the surrounding region, as well as many recreational aviation enthusiasts. The 5,769 foot runway can accommodate aircraft up to 60,000 pounds and is capable of handling large corporate and military jet aircraft. The Authority also serves as the fixed base operator (FBO) providing numerous customer service amenities and is considered one of the premier airports in the Southeast. Atlanta Regional Airport is located at 7 Falcon Drive in Peachtree City's Industrial Park.

As part of an effort to attract and retain based customers, FBO hangar improvements began with the replacement of the building's roof and the renovation of some of the existing office space.

Mission Statement:

"To be the premier regional airport serving the metro Atlanta area providing superior services and facilities with competitive pricing."

Management Objectives:

1. Operate the airport in a professional and safe manner through sound business practices that assure financial strength;
2. Sustain an acceptable mix of general and corporate aviation with outstanding facilities, premier services and competitive prices; and
3. Create an attractive gateway to Peachtree City, Fayette County and the region to promote tourism, business and sustained economic development.

PEACHTREE CITY AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
SEPTEMBER 30, 2013

In September 2009, the Authority dedicated the Falcon Field Veterans Memorial (FFVM) as a special place to honor active military, veterans, and their families from all Services who have served and sacrificed for our country. The FFVM is located prominently at the entrance to Atlanta Regional Airport and is highlighted by a mounted Air Force F 16 "Fighting Falcon" jet fighter. The FFVM is nicely landscaped with night lighting. It features a Military Walk of Honor and a paver recognition area dedicated to permanently recognize those that have contributed to preserving our freedom. The FFVM was developed by local businesses and citizens who volunteered their services, financial assistance and other in-kind benefits as part of a multi jurisdictional effort in making this worthy project a reality. The FFVM has become a significant tourist attraction for the City of Peachtree City and Fayette County with many groups coming to Peachtree City to visit the Memorial throughout the year.

The airport continues to host several community events during the years, such as The Great Georgia Air Show, the Georgia Police Memorial Ride, and numerous aircraft "Fly-Ins".

The airport has also worked toward being "film friendly" and has been a location for a number of productions. Fayette County, although frequently recognized for its many niceties, has recently risen to the top of the charts for its association with major motion pictures and television shows. Labeled as the "Hollywood of the South," Fayette County has a growing roster of film-friendly locations.

We offer reasonable daily rates and can accommodate a variety of staging needs. Atlanta Regional Airport is also located just 15-minutes from Pinewood Studios-Atlanta, one of the world's largest sound stages and production studios.

Construction Projects:

The Airport has developed and is implementing a five (5) year capital improvement program, which is approved by the FAA and Georgia Department of Transportation. Future improvements include, but are not limited to, Hangar Areas B and C Development (phases), Land Acquisition, Airport Safety and Security Improvements, Runway 13/31 Overruns, Taxiway Development, Terminal Ramp Expansion, Airport Lighting and Signage Upgrades, Terminal Building and Auto Parking Lot expansion, Air Traffic Control Tower Site Study, Area E Site and Ramp Development.

The Authority is working with aviation consultants and engineers on the design for the overlay of runway 13-31 and the terminal apron. The design consists of preparing construction drawings and specifications necessary to complete the overlay, as well as, the necessary documents to advertise for bids, receive construction proposals, and award the construction contract. This project will not add strength to the pavement, but is considered preventative maintenance of the pavement.

The Authority is also working with aviation consultants and engineers on the design of fencing to completely enclose the airfield. This is to reduce the number of wildlife that enters the airfield. They are also working on a design for the clearing and grubbing of trees that lie within the runway's primary surface area, which is 500 feet from the centerline of the runway on either side.

The Authority is also working with aviation consultants and engineers on the completion of a GIS survey. The survey will identify the sitting of the proper location of the threshold for each end of the runway, what the current usable length of the runways is, and any obstructions that are in need of removal.

Lastly, the Authority is working with aviation consultants and engineers on an update of the airport's Exhibit "A" of their Airport Layout Plan, which is the airport's property map.



PEACHTREE CITY AIRPORT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
SEPTEMBER 30, 2013

The Authority continues to work with aviation consultants and engineers in the design and development of Areas B & C, which encompasses approximately 85 acres of developable airport land purchased by the Authority during the fiscal year ending September 30, 2004. The Authority continues to secure funding through the Federal Aviation Administration (FAA) and the Georgia Department of Transportation (GDOT) for aviation-related capital improvement projects. These capital improvements are depicted on the Airport Layout Plan (ALP), which was updated and approved by the FAA in 2009. The ALP depicts Areas B, C, E and other defined parcels that show new hangar development and other capital improvements.

Corporate and private hangar development, with expansion of commercial aeronautical services, will provide the Authority with additional and future revenue enhancement opportunities as well as additional ad valorem (property) taxes to Fayette County for hangars and aircraft.

**Contacting the Peachtree City Airport Authority**

This report is to provide a general overview of the Authority's finances and to show the Authority's accountability for the funding it receives for those with interest in this information. Questions concerning any of the information found in this report or requests for additional information should be directed to the Chairman of the Peachtree City Airport Authority, 7 Falcon Drive, Peachtree City, GA 30269 or by calling 770.487.2225 during normal office hours Monday through Friday.

PEACHTREE CITY AIRPORT AUTHORITY  
STATEMENTS OF NET ASSETS  
SEPTEMBER 30,

|   | <u>ASSETS</u>       |                     |
|---|---------------------|---------------------|
|   | <u>2013</u>         | <u>2012</u>         |
| <u>Current assets</u>                                   |                     |                     |
| Cash and cash equivalents                               | \$ 792,268          | \$ 716,235          |
| Accounts receivable, net                                | 56,931              | 80,413              |
| Inventories   | 69,277              | 45,283              |
| Prepaid expenses  | <u>9,767</u>        | <u>9,669</u>        |
| Total current assets                                    | <u>928,243</u>      | <u>851,600</u>      |
| <u>Restricted assets</u>                                |                     |                     |
| Cash and cash equivalents                               | 42,934              | 47,842              |
| Receivables from governmental units                     | <u>0</u>            | <u>45,740</u>       |
| Total restricted assets                                 | <u>42,934</u>       | <u>93,582</u>       |
| <u>Capital assets</u> , net of accumulated depreciation | <u>21,026,509</u>   | <u>21,676,953</u>   |
| <u>Other assets</u>                                     |                     |                     |
| Debt issue costs, net of accumulated amortization       | <u>121</u>          | <u>625</u>          |
| Total assets  | <u>\$21,997,807</u> | <u>\$22,622,760</u> |

LIABILITIES AND NET ASSETS

|   |                     |                     |
|---|---------------------|---------------------|
| <u>Current liabilities</u>                      |                     |                     |
| Accounts payable - operations                   | \$ 85,785           | \$ 55,943           |
| Accounts payable - construction                 | 0                   | 45,740              |
| Accrued liabilities                             | 65,505              | 56,778              |
| Accrued interest payable - notes                | 1,380               | 1,507               |
| Current portion of notes payable                | 41,878              | 68,775              |
| Unearned revenue                                | 15,104              | 18,341              |
| Miscellaneous current liabilities               | <u>35,367</u>       | <u>44,512</u>       |
| Total current liabilities                       | <u>245,019</u>      | <u>291,596</u>      |
| <u>Long-term liabilities</u>                    |                     |                     |
| Notes payable, net of current portion           | 341,243             | 382,792             |
| Deposits  | <u>5,000</u>        | <u>5,000</u>        |
| Total long-term liabilities                     | <u>346,243</u>      | <u>387,792</u>      |
| Total liabilities                               | <u>591,262</u>      | <u>679,388</u>      |
| <u>Net assets</u>                               |                     |                     |
| Invested in capital assets, net of related debt | 20,643,388          | 21,225,386          |
| Restricted                                      | 42,934              | 47,842              |
| Unrestricted                                    | <u>720,223</u>      | <u>670,144</u>      |
| Total net assets                                | <u>21,406,545</u>   | <u>21,943,372</u>   |
| Total liabilities and net assets                | <u>\$21,997,807</u> | <u>\$22,622,760</u> |

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY  
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS  
FOR THE YEARS ENDED SEPTEMBER 30,

|  | <u>2013</u>          | <u>2012</u>          |
|--|----------------------|----------------------|
| <u>Operating revenues</u>  |                      |                      |
| Sales - fuel   | \$ 1,278,235         | \$ 1,534,715         |
| Sales - other  | 9,600                | 7,549                |
| Rental income  | 555,406              | 511,804              |
| Rental car commissions   | 3,522                | 2,966                |
| Miscellaneous revenue  | <u>36,929</u>        | <u>32,560</u>        |
| <br>Total operating revenues   | <br><u>1,883,692</u> | <br><u>2,089,594</u> |
| <br><u>Operating expenses</u>  |                      |                      |
| Purchases - fuel   | 970,506              | 1,209,812            |
| Purchases - other  | 7,148                | 6,745                |
| Salaries   | 457,465              | 429,189              |
| Fringe benefits  | 41,702               | 34,034               |
| Airport promotions   | 4,667                | 4,246                |
| Bank and credit card fees  | 38,846               | 40,798               |
| Dues and subscriptions   | 3,028                | 1,776                |
| Fuel truck rental  | 0                    | 8,000                |
| Insurance  | 52,087               | 47,270               |
| Meals and entertainment  | 515                  | 270                  |
| Miscellaneous  | 3,600                | 7,857                |
| Office expenses  | 10,204               | 14,301               |
| Professional expenses  | 29,960               | 29,023               |
| Supplies   | 5,334                | 4,724                |
| Telephone  | 10,210               | 10,071               |
| Terminal and grounds upkeep  | 49,219               | 59,754               |
| Travel and training  | 6,211                | 4,998                |
| Uniforms   | 1,919                | 2,983                |
| Utilities  | 91,063               | 88,097               |
| Vehicle expense  | <u>9,481</u>         | <u>10,460</u>        |
| <br>Total operating expenses before amortization and<br>depreciation           | <br><u>1,793,165</u> | <br><u>2,014,408</u> |
| <br>Operating income before amortization and depreciation - carried<br>forward | <br><u>\$ 90,527</u> | <br><u>\$ 75,186</u> |

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY  
 STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS  
 FOR THE YEARS ENDED SEPTEMBER 30,

|   | <u>2013</u>         | <u>2012</u>         |
|---|---------------------|---------------------|
| Operating income before amortization and depreciation - brought forward | \$ <u>90,527</u>    | \$ <u>75,186</u>    |
| Amortization  | 504                 | 500                 |
| Depreciation  | <u>721,304</u>      | <u>750,718</u>      |
|   | <u>721,808</u>      | <u>751,218</u>      |
| Operating loss  | <u>(631,281)</u>    | <u>(676,032)</u>    |
| Nonoperating revenues (expenses)  |                     |                     |
| Hotel/motel tax   | 99,290              | 118,004             |
| Interest expense  | (16,932)            | (19,713)            |
| Loss on disposal of capital assets                                      | (2,142)             | (725)               |
| Miscellaneous revenue   | <u>0</u>            | <u>31,310</u>       |
|   | <u>80,216</u>       | <u>128,876</u>      |
| Loss before capital contributions                                       | (551,065)           | (547,156)           |
| Federal and state capital contributions                                 | <u>14,238</u>       | <u>198,306</u>      |
| Change in net assets  | (536,827)           | (348,850)           |
| Net assets, beginning of year   | <u>21,943,372</u>   | <u>22,292,222</u>   |
| Net assets, end of year   | <u>\$21,406,545</u> | <u>\$21,943,372</u> |

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY  
STATEMENTS OF CASH FLOWS  
FOR THE YEARS ENDED SEPTEMBER 30,

Increase (Decrease) in Cash and Cash Equivalents

|   | <u>2013</u>       | <u>2012</u>       |
|---|-------------------|-------------------|
| Cash flows from operating activities                                    |                   |                   |
| Cash received from customers and tenants                                | \$ 1,845,583      | \$ 2,010,002      |
| Cash received from special events                                       | 36,929            | 32,560            |
| Cash paid to suppliers  | (1,296,833)       | (1,488,940)       |
| Cash paid to employees for services                                     | <u>(490,999)</u>  | <u>(463,223)</u>  |
| Net cash provided by operating activities                               | <u>94,680</u>     | <u>90,399</u>     |
| Cash flows from non-capital and related financing activities            |                   |                   |
| Cash received from hotel/motel tax                                      | 120,714           | 105,960           |
| Cash received from FAA for relocation of ASOS equipment                 | <u>0</u>          | <u>31,310</u>     |
| Net cash flows provided by non-capital and related financing activities | <u>120,714</u>    | <u>137,270</u>    |
| Cash flows from capital and related financing activities                |                   |                   |
| Principal paid on capital and operating debt - net                      | (68,446)          | (65,678)          |
| Interest paid on capital and operating debt                             | (17,059)          | (19,828)          |
| Payments for capital assets   | (118,742)         | (384,154)         |
| Capital contributions received  | <u>59,978</u>     | <u>189,750</u>    |
| Net cash used in capital and related financing activities               | <u>(144,269)</u>  | <u>(279,910)</u>  |
| Cash flows from investing activities                                    |                   |                   |
| Net increase (decrease) in cash and cash equivalents                    | 71,125            | (52,241)          |
| Cash and cash equivalents, beginning of year                            | <u>764,077</u>    | <u>816,318</u>    |
| Cash and cash equivalents, end of year                                  | <u>\$ 835,202</u> | <u>\$ 764,077</u> |
| Unrestricted cash and cash equivalents                                  | \$ 792,268        | \$ 716,235        |
| Restricted cash and cash equivalents                                    | <u>42,934</u>     | <u>47,842</u>     |
|   | <u>\$ 835,202</u> | <u>\$ 764,077</u> |

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY  
STATEMENTS OF CASH FLOWS  
FOR THE YEARS ENDED SEPTEMBER 30,

Increase (Decrease) in Cash and Cash Equivalents

|   | 2013             | 2012             |
|---|------------------|------------------|
| Reconciliation of operating loss to net cash used in operating activities             |                  |                  |
| Operating loss  | \$ (631,281)     | \$ (676,032)     |
| Adjustments to reconcile operating loss to net cash provided by operating activities: |                  |                  |
| Amortization and depreciation   | 721,808          | 751,218          |
| Allowance for doubtful accounts   | 3,600            | 0                |
| (Increase) decrease in assets:  |                  |                  |
| Accounts receivable   | (1,543)          | (39,245)         |
| Inventories   | (23,994)         | 28,984           |
| Prepaid expenses  | (98)             | 4,905            |
| Increase (decrease) in liabilities  |                  |                  |
| Accounts payable and accrued liabilities  | 29,424           | 33,261           |
| Unearned revenue  | <u>(3,237)</u>   | <u>(12,692)</u>  |
| Net cash provided by operating activities   | <u>\$ 94,679</u> | <u>\$ 90,399</u> |

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note A**

**Organization and Purpose**

The Peachtree City Airport Authority (Authority) was created by the General Assembly of the State of Georgia on March 26, 1984, as a public body, corporate and political. The purpose of the Authority is to acquire, construct, equip, maintain, operate, own, lease, protect and improve the existing Atlanta Regional Airport, Falcon Field in Peachtree City, Georgia, and to promote trade, commerce, industry and employment opportunities. On September 20, 1988, the Authority became the owner of Falcon Field Airport in Peachtree City, Georgia. The Authority is necessary and essential to ensure the welfare, safety and convenience of citizens of the State of Georgia and City of Peachtree City, and to ensure the proper economic development of said State and City.

**Note B**

**Reporting Entity**

The accompanying financial statements report on the financial activities of the Peachtree City Airport Authority. The financial statements have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. In accordance with the GASB's Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Units That Use Proprietary Fund Accounting*, the Authority applies all applicable GASB pronouncements, as well as Financial Accounting Standards Board (FASB) pronouncements and Accounting Principles Board (APB) Opinions issued on or before November 30, 1989, unless those pronouncements conflict with, or contradict, GASB pronouncements. The more significant of the Authority's accounting policies are described below.

In defining the Authority for financial reporting purposes, Governmental Accounting Standards Board (GASB) Statement No. 14, The Financial Reporting Entity, establishes the basis for the reporting entity and whether it is considered a component unit of another entity and whether other entities are component units. The definition is based primarily on the concept of financial accountability, which occurs when an entity appoints a voting majority of the board and (1) is able to impose its will on the potential component unit and/or (2) is in a relationship of financial benefit or burden with the potential component unit. An entity would also be considered financially accountable if the potential component unit is fiscally dependent, regardless of whether the entity appoints the voting majority of the potential component unit's board. Careful review of the above criteria has resulted in the conclusion that the Authority is a component unit of Peachtree City, Georgia, since the City exercises significant influence based primarily on operational or financial relationships with the City (as distinct from legal relationships). The City appoints all board members of the Authority. The Authority, the City of Peachtree City, and Peachtree City Tourism Association (now known as the Peachtree City Convention and Visitors Bureau) have entered into agreements whereby the City is obligated to make periodic payments to the Convention and Visitors Bureau, who then remits periodic payments to the Authority to operate and maintain its airport facilities and make its services and facilities available to the citizens of the City to promote tourism, conventions, and trade shows in the community.

There are no entities that are considered to be component units of the Authority.

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note C**  
**Summary of Significant Accounting Policies**

a. Basis of Accounting:

The Authority's financial statements have been prepared using the economic resources measurement focus and the accrual basis of accounting whereby revenues are recognized when they are earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted as they are needed.

b. Basis of Presentation:

The Authority applies all Governmental Accounting Standards Board (GASB) pronouncements and only Financial Accounting Standards Board Statements (FASB) and Interpretations, Accounting Principle Board Opinions, and Accounting Research Bulletins issued on or before November 30, 1989, except those that conflict with GASB pronouncements. Under these standards, the Authority follows the reporting requirements for special purpose governments involved in business-type activities, which provide an entity-wide perspective in the financial statement presentation. These standards require presentation of management's discussion and analysis as required supplementary information and presentation of statements of net assets; revenues, expenses, and changes in net assets using a specified format, which distinguishes between operating and non-operating revenues and expenses; and cash flows using the direct method.

Operating revenues generally result from the sale of fuel, car rentals, and leasing hangar space. Operating expenses include costs of maintaining and promoting the airport facilities, including administrative expenses and depreciation. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. Therefore, transactions that are capital, financing, or investing related are reported as non-operating revenues, and interest expense and financing costs are reported as non-operating expenses.

c. Cash and Cash Equivalents:

The Authority defines cash and cash equivalents as all cash in checking and savings accounts, money on-hand and all highly liquid short-term debt instruments purchased with a maturity of ninety days or less.

d. Accounts Receivable:

All receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectible. Amounts due from customers are considered past due after 30 days. Interest is accrued monthly and recognized as income on balances past due. The Authority uses the allowance method to determine uncollectible accounts receivable. The allowance is based on management's analysis of specific accounts.

e. Inventories:

Inventories are valued at the lower of cost or market using the first-in, first-out method and consist primarily of Jet-A and AvGas fuel.



PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note C**  
**Summary of Significant Accounting Policies (Continued)**

f. Fair Value of Financial Instruments:

The carrying value of cash, receivables, and accounts payable approximates fair value due to the short maturity of the financial instruments. The carrying value of short-and long-term debt approximates fair value based on discounting the projected cash flows using market rates available for similar maturities.

g. Capital Assets:

Capital assets purchased by the Authority are stated at historical cost. Assets acquired by gift are recorded at their fair market value on the date of transfer. Depreciation is computed over the estimated useful lives using the straight-line method of depreciation. Maintenance and repairs are charged to expense as incurred, whereas major renewals and betterments are capitalized. When items of property or equipment are sold, retired, or otherwise disposed of, the related cost and accumulated depreciation are removed from the accounts and any gain or loss is included in net income.

The estimated lives by general classification are as follows:

|                                    |               |
|------------------------------------|---------------|
| Land improvements                  | 15 - 40 years |
| Buildings and improvements         | 15 - 30 years |
| Furniture, equipment, and vehicles | 5 - 20 years  |

Interest is capitalized on constructed fixed assets during the period of construction, if it is material. No interest was capitalized during the years ended September 30, 2013 and 2012.

h. Net Assets:

The Authority recognizes the difference between its assets and liabilities as net assets. Net assets categories for the Authority include the following:

Invested in capital assets, net of related debt - comprised of the Authority's capital assets less any related outstanding debt used to acquire those assets.

Restricted - the remaining balance of unspent grant revenues and receivables from grants. These funds are restricted when there are limitations imposed on their use either through constitutional provisions or enabling legislation or through external restrictions imposed by creditors, grantors, or laws and regulations of other governments.

Unrestricted - the remaining balance of net assets.

i. Advertising:

The Authority expenses advertising as incurred. Advertising expense was \$4,667 and \$4,246 for the years ended September 30, 2013 and 2012, respectively.

PEACHTREE CITY AIRPORT AUTHORITY  
 NOTES TO FINANCIAL STATEMENTS  
 SEPTEMBER 30, 2013 AND 2012

**Note C**  
**Summary of Significant Accounting Policies (Continued)**

j. Impairment of Long-Lived Assets:

The Authority reviews its property for impairment whenever events or changes in circumstances indicate that the carrying value of an asset may not be recovered. If the fair value is less than the carrying amount of the asset, an impairment loss is recognized for the difference. No impairment loss has been recognized during the years ended September 30, 2013 and 2012.

k. Estimates:

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Accordingly, actual results could differ from those estimates.

**Note D**  
**Cash and Custodial Credit Risk**

Cash consists of cash on hand and on deposit in a checking account with a local commercial bank. At year-end, the carrying amount of the Authority's cash was \$835,202 and the bank balance was \$837,485. All of the bank balance was covered by federal depository insurance or by collateral held by the Authority's custodial bank in the Authority's name. The Authority does not have a deposit policy for custodial credit risk, which is the risk that in the event of bank failure, the government's cash deposits may not be returned to it.

**Note E**  
**Accounts Receivable**

Accounts receivable at September 30, 2013 and 2012, consist of payments due from customers and tenants for space rental and fuel charges and credit card charges due from banks. As of September 30, 2013 and 2012, accounts receivable was \$60,531 and \$58,989, respectively, and the allowance for doubtful accounts was \$3,600 and \$0, respectively.

**Note F**  
**Inventories**

The components of inventory are as follows:

| September 30,:            | <u>2013</u>      | <u>2012</u>      |
|---------------------------|------------------|------------------|
| Jet-A fuel                | \$ 31,570        | \$ 18,389        |
| AVGas fuel                | 35,031           | 23,178           |
| Aircraft oil              | 863              | 1,876            |
| Pilot supplies and charts | <u>1,813</u>     | <u>1,840</u>     |
|                           | <u>\$ 69,277</u> | <u>\$ 45,283</u> |

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note G**  
Receivables from Governmental Units

|                                    | 2013 | 2012      |
|------------------------------------|------|-----------|
| Federal grants receivable from FAA | \$ 0 | \$ 45,740 |

**Note H**  
Capital Assets

A summary of changes in capital assets for the year ended September 30, 2013, is as follows:

|                                       | Beginning<br>Balance<br>9/30/12 | Transfers<br>and<br>Additions | Transfers<br>and<br>Disposals | Ending<br>Balance<br>9/30/13 |
|---------------------------------------|---------------------------------|-------------------------------|-------------------------------|------------------------------|
| Capital assets not being depreciated: |                                 |                               |                               |                              |
| Land                                  | \$ 7,687,974                    | \$ 0                          | \$ 0                          | \$ 7,687,974                 |
| Construction in progress              | 133,664                         | 22,486                        | (156,150)                     | 0                            |
| Total assets not being depreciated    | 7,821,638                       | 22,486                        | (156,150)                     | 7,687,974                    |
| Other capital assets                  |                                 |                               |                               |                              |
| Land improvements                     | 19,754,909                      | 159,150                       | 0                             | 19,914,059                   |
| Building improvements                 | 7,073,107                       | 23,923                        | 0                             | 7,097,030                    |
| Furniture, equipment and vehicles     | 320,016                         | 23,593                        | (6,765)                       | 336,844                      |
| Total other capital assets            | 27,148,032                      | 206,666                       | (6,765)                       | 27,347,933                   |
| Less accumulated depreciation for:    |                                 |                               |                               |                              |
| Land improvements                     | (10,137,602)                    | (425,084)                     | 0                             | (10,562,686)                 |
| Building improvements                 | (2,884,773)                     | (283,237)                     | 0                             | (3,168,010)                  |
| Furniture, equipment and vehicles     | (270,342)                       | (12,983)                      | 4,623                         | (278,702)                    |
| Total accumulated depreciation        | (13,292,717)                    | (721,304)                     | 4,623                         | (14,009,398)                 |
| Other capital assets, net             | 13,855,315                      | (514,638)                     | (2,142)                       | 13,338,535                   |
| Net capital assets                    | \$ 21,676,953                   | \$ (492,152)                  | \$ (158,292)                  | \$ 21,026,509                |

Depreciation expense charged to operations was \$721,304 and \$750,718 for the years ended September 30, 2013 and 2012, respectively.

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note I**  
**Notes Payable**

Notes payable at September 30, 2013 and 2012, consist of the following:

|   | 2013       | 2012       |
|---|------------|------------|
| Bank of North Georgia:  |            |            |
| \$472,688 note dated July 10, 2009, with interest at 4.00%. Payments are \$3,512 per month, and the maturity date is July 15, 2024. This note is unsecured.         | \$ 368,935 | \$ 394,496 |
| <br>Bank of North Georgia:  |            |            |
| \$355,000 note dated December 12, 2003, with interest at 4.00%. Payments are \$3,613 per month, and the maturity date is December 12, 2013. This note is unsecured. | 14,186     | 57,071     |
|   | 383,121    | 451,567    |
| Less current maturities   | 41,878     | 68,775     |
|   | \$ 341,243 | \$ 382,792 |

Debt service requirements for the next five years and in the aggregate are as follows:

| September 30,           | Principal  | Interest  |
|-------------------------|------------|-----------|
| 2014                    | \$ 41,878  | \$ 14,298 |
| 2015                    | 29,084     | 13,065    |
| 2016                    | 30,269     | 11,880    |
| 2017                    | 31,502     | 10,647    |
| 2018                    | 32,785     | 9,364     |
| Years 2019 through 2023 | 185,085    | 25,660    |
| 2024                    | 32,518     | 522       |
|                         | \$ 383,121 | \$ 85,436 |

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note J**  
**Rentals Under Operating Leases**

The Authority has long-term operating lease agreements with lessees to occupy private hangar space. Some of the hangars are built and owned by tenants, who are only leasing the land. There are also several "Through the Fence" agreements, which lease access to the airport areas. All T-Hangar (except area C), Port-a-Port, Tie Downs, Shade Ports and FBO hangar rentals are on one year or less rental agreements, and are not included below. The projections of the non-cancelable future minimum rentals under leases that have remaining terms in excess of one year are as follows:

| <u>September 30,</u> | <u>Principal</u>    |
|----------------------|---------------------|
| 2014                 | \$ 271,848          |
| 2015                 | 273,721             |
| 2016                 | 251,393             |
| 2017                 | 246,155             |
| 2018                 | 196,638             |
| Thereafter           | <u>1,978,362</u>    |
|                      | <u>\$ 3,218,117</u> |

**Note K**  
**Pension Contributions**

The Authority adopted a Savings Incentive Match Plan for Employees (SIMPLE) on April 1, 2007, whereby up to 3% of a participating employee's salary contributed to the SIMPLE Plan is matched by the Authority, with a maximum match of \$11,500. The Authority contributed \$6,618 and \$4,446 for the years ended September 30, 2013 and 2012, respectively.

**Note L**  
**Grants, Commitments and Contingencies**

Revenue by grant for the years ended September 30, 2013 and 2012, is as follows:

|                  | <u>2013 Federal<br/>Revenue</u> | <u>2013 State<br/>Revenue</u> | <u>2013<br/>Totals</u> | <u>2012<br/>Totals</u> |
|------------------|---------------------------------|-------------------------------|------------------------|------------------------|
| FAA Grant No. 22 | \$ 0                            | \$ 0                          | \$ 0                   | \$ 91,020              |
| FAA Grant No. 23 | 0                               | 0                             | 0                      | 18                     |
| FAA Grant No. 24 | <u>14,046</u>                   | <u>192</u>                    | <u>14,238</u>          | <u>107,268</u>         |
| Totals           | <u>\$ 14,046</u>                | <u>\$ 192</u>                 | <u>\$ 14,238</u>       | <u>\$ 198,306</u>      |

FAA Grant No. 22:

In September 2008, a grant of \$1,453,500 was awarded by FAA to acquire two pieces of property for development (Area B land acquisition: Toybox, Bearden & Vanechek Acquisition), as described in the Project Applications dated August 28, 2008. During the year ended September 30, 2008, one property was purchased and other properties were appraised for the purpose of future purchases. This grant was closed in the year ended September 30, 2012.

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note L**  
**Grants, Commitments and Contingencies (Continued)**

FAA Grant No. 23:

In 2010, a grant was awarded to the Authority in the amount of \$1,885,606, which is comprised of \$1,791,325 in federal funds, \$42,173 in state funds, and \$52,108 in a land swap from the Authority. The grant was for the construction of Area "C" Corporate Apron - Phase IV and Runway 13 Improvements. This grant was closed in the year ended September 30, 2011. In the prior year, additional funds were received for expenses incurred that had not been previously reimbursed. The funds received have been included in revenue in the year ended September 30, 2012.

FAA Grant No. 24:

In 2011, a grant was awarded to the Authority for the engineering design for runway and apron overlay project. The project contains \$143,609 of federal funds and \$3,037 of state funds with a local share of the costs being \$4,532. This grant was closed in the year ended September 30, 2013.

**Note M**  
**Concentration of Credit Risk**

The Authority received approximately 90% and 85% of its total revenue from fuel sales and hangar rentals to local customers and pilots during the years ended September 30, 2013 and 2012, respectively. A downturn in the economy could adversely affect fuel sales and hangar rentals used for its basic operations. The Authority carefully monitors credit lines extended to customers to minimize credit risks. The Authority also receives approximately 1% and 8% of its total revenue from Federal and State grants and intergovernmental contributions for airport expansion during the years ended September 30, 2013 and 2012, respectively; a decline in these revenues would not appear to be detrimental to the current year operations of the Authority.

**Note N**  
**Significant Vendors**

A significant vendor is defined as one from whom at least 10% of annual expenses is derived. For the year ended September 30, 2013, the Authority made purchases from one vendor for \$995,539, which comprised approximately 55% of the total operating expenses before amortization and depreciation. For the year ended September 30, 2012, the Authority made purchases from one vendor for \$120,270, which comprised approximately 60% of the total operating expenses before amortization and depreciation. The accounts payable balances included \$60,449 and \$27,257 for this vendor at September 30, 2013 and 2012, respectively.

**Note O**  
**Claims and Judgments**

The Authority is the recipient of Federal, State, and Local grants. Expenditures financed by grants are subject to audit by the appropriate grantor government. If expenditures are disallowed due to noncompliance with the grant program regulations, the Authority may be required to reimburse the grantor government.

PEACHTREE CITY AIRPORT AUTHORITY  
 NOTES TO FINANCIAL STATEMENTS  
 SEPTEMBER 30, 2013 AND 2012

**Note P**  
**Hotel/Motel Tax**

The City of Peachtree City collects a lodging tax, which was authorized by O.C.G.A. 48-13-54 for the promotion of tourism and to facilitate trade shows and conventions. On July 14, 2004, an intergovernmental agreement was signed between Peachtree City Tourism Association, now known as the Peachtree City Convention and Visitors Bureau, and the Authority. This agreement provides for the Authority to receive 20% of the hotel/motel tax received by the Convention and Visitors Bureau from the City and was retroactive to November 1, 2003. The agreement was renewed on May 13, 2010 and remained in place until December 13, 2012, at which time the agreement was amended. The new agreement provides for the Authority to receive a flat monthly rate as described in the table below:

| Year | Monthly Allocation |
|------|--------------------|
| 1    | \$ 8,500           |
| 2    | 8,500              |
| 3    | 8,500              |
| 4    | 7,650              |
| 5    | 7,650              |
| 6    | 6,800              |
| 7    | 6,800              |
| 8    | 5,950              |
| 9    | 5,100              |
| 10   | 4,250              |

The agreement shall remain in effect for a period of ten years.

The Authority recorded revenue of \$99,290 and \$118,004, respectively, for the years ended September 30, 2013 and 2012, from the Convention and Visitors Bureau for the Authority's portion of the hotel/motel tax.

**Note Q**  
**Intergovernmental and Related Party Transactions**

As noted above, the Authority receives money from the Convention and Visitors Bureau for hotel/motel taxes. The balances due from the Convention and Visitors Bureau for the years ended September 30, 2013 and 2012, were \$0 and \$21,424, respectively.

During the year ended September 30, 2012, the Authority allowed the Great Georgia Airshow (a 501(c)(3) non-profit organization) to utilize their facilities in October for a two-day air show performance, which was open to the public. The Authority provided the fuel for the show and some employee services were provided, but the Authority was reimbursed for the fuel and the related administrative expenses. Most of these reimbursed expenses were netted with the Authority's fuel and personnel expenses on the financial statements. \$6,804 of the reimbursements that were not netted were shown as other revenue. The reimbursed expenses were approximately \$25,000 to \$30,000.

PEACHTREE CITY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2013 AND 2012

**Note R**  
**Subsequent Events**

The Authority evaluated subsequent events through December 20, 2013, when these financial statements were available to be issued. Management is not aware of any significant events that occurred subsequent to the balance sheet date but prior to the filing of this report that would have a material impact on our Financial Statements.





Certified Public Accountants and Business Advisors

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 Directors of  
Peachtree City Airport Authority

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 Peachtree City Airport Authority, which comprise the statements of net assets as of September 30, 2013 and 2012, and the related statements of revenues, expenses, and changes in net assets, and cash flows for the years then ended, and the related notes to the financial statements, and have issued our report thereon dated December 20, 2013.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Peachtree City 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 Peachtree City Airport Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority'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.

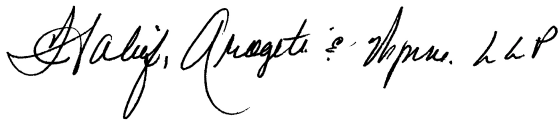
INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL  
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF  
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT  
AUDITING STANDARDS (CONTINUED)

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether Peachtree City 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 organization'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Atlanta, Georgia

December 20, 2013