

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

FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

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, 2014 and 2013, 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 audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free 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, 2014 and 2013, 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

Required Supplementary Information

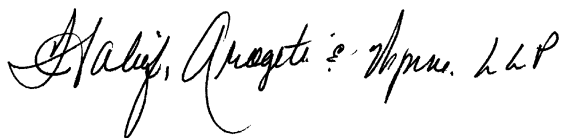
Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 through 7 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental 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 Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards, as required by Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 20, 2015, 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

January 20, 2015

PEACHTREE CITY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
SEPTEMBER 30, 2014

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, 2014. 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 \$107,555.
- The Authority's capital assets, net of accumulated depreciation increased by \$2,010,974.
- The Authority's total liabilities increased by \$306,719.
- The Authority's operating revenues increased by \$74,244.
- The Authority's operating expenses before amortization and depreciation increased by \$26,133.

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 2014 compared to 2013.

Table 1
Net Assets as of September 30,

	2014	2013
Assets		
Current assets	\$ 1,035,798	\$ 928,243
Restricted assets	360,371	42,934
Capital assets, net of accumulated depreciation	23,037,483	21,026,509
Other assets	0	121
Total assets	\$ 24,433,652	\$ 21,997,807
Liabilities and Net Assets		
Total liabilities	\$ 897,981	\$ 591,262
Net assets		
Invested in capital assets, net of related debt	22,696,260	20,643,388
Restricted	85,477	42,934
Unrestricted	753,934	720,223
Total net assets	23,535,671	21,406,545
Total liabilities and net assets	\$ 24,433,652	\$ 21,997,807

PEACHTREE CITY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
SEPTEMBER 30, 2014

Table 2 provides a summary of the Authority's Changes in Net Assets for 2014 compared to 2013.

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

	<u>2014</u>	<u>2013</u>
Operating revenues		
Sales	\$ 1,329,342	\$ 1,287,835
Rental income	590,062	555,406
Rental car commissions	2,877	3,522
Miscellaneous revenue	<u>35,655</u>	<u>36,929</u>
Total operating revenues	<u>1,957,936</u>	<u>1,883,692</u>
Operating expenses		
Purchases	1,030,291	977,654
Salaries	433,281	457,465
Fringe benefits	42,197	41,702
Utilities and telephone	101,718	101,273
Insurance	50,579	52,087
Terminal and grounds upkeep	53,665	49,219
Bank fees and credit card processing fees	39,095	38,846
Professional fees	29,865	29,960
Other	<u>38,607</u>	<u>44,959</u>
Total operating expenses before amortization and depreciation	<u>1,819,298</u>	<u>1,793,165</u>
Operating income before amortization and depreciation	138,638	90,527
Nonoperating revenues (expenses)	<u>87,037</u>	<u>80,216</u>
Income before amortization, depreciation and capital contributions	225,675	170,743
Amortization and depreciation expense	(639,613)	(721,808)
Capital contributions - federal and state	<u>2,543,064</u>	<u>14,238</u>
Change in net assets	2,129,126	(536,827)
Net assets, beginning of year	<u>21,406,545</u>	<u>21,943,372</u>
Net assets, end of year	<u>\$ 23,535,671</u>	<u>\$ 21,406,545</u>

PEACHTREE CITY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
SEPTEMBER 30, 2014

Analysis of Overall Financial Position and Results of Operations

The Authority experienced a profit improvement from operations in the amount of \$48,111 in 2014 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 \$34,656 and fuel sales increased by \$45,809.

Table 3 provides a summary of the Authority's Capital Assets for 2014 compared to 2013.

Table 3 Capital Assets		2014	2013
Land		\$ 7,687,974	\$ 7,687,974
Construction in progress		2,543,064	-
Land improvements		19,914,059	19,914,059
Buildings and improvements		7,149,131	7,097,030
Furniture, equipment and vehicles		380,923	336,844
 Total		 37,675,151	 35,035,907
Less accumulated depreciation		(14,637,668)	(14,009,398)
 Net property and equipment		 \$ 23,037,483	 \$ 21,026,509

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 5,768 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 - Falcon Field is located at 7 Falcon Drive in Peachtree City's Industrial Park.

As part of the Pavement Management Plan, the runway, main apron, and taxiway "C" were overlaid with new asphalt.

Mission Statement:

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

PEACHTREE CITY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
SEPTEMBER 30, 2014

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.

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, World War II Heritage Days, 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.

The Authority offers 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 Extension, 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 a fencing project to completely enclose the airfield. This is to reduce the number of wildlife that enter the airfield. They are also working on securing funding for the clearing and grubbing of trees that lie within airport property and that do not lie within a wetlands area.

PEACHTREE CITY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
SEPTEMBER 30, 2014

The Authority has also worked with aviation consultants and engineers this year on the completion of a GIS survey. The survey identified the siting 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.

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.

The Authority continues to work with aviation consultants and engineers in the design and development of Areas B & C, which encompass 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>2014</u>	<u>2013</u>
<u>Current assets</u>		
Cash and cash equivalents	\$ 923,720	\$ 792,268
Accounts receivable, net	27,596	56,931
Inventories	77,019	69,277
Prepaid expenses	<u>7,463</u>	<u>9,767</u>
Total current assets	<u>1,035,798</u>	<u>928,243</u>
<u>Restricted assets</u>		
Cash and cash equivalents	85,477	42,934
Receivables from governmental units	<u>274,894</u>	<u>0</u>
Total restricted assets	<u>360,371</u>	<u>42,934</u>
<u>Capital assets</u> , net of accumulated depreciation	<u>23,037,483</u>	<u>21,026,509</u>
<u>Other assets</u>		
Debt issue costs, net of accumulated amortization	<u>0</u>	<u>121</u>
Total assets	<u>\$24,433,652</u>	<u>\$21,997,807</u>
 <u>LIABILITIES AND NET ASSETS</u> 		
<u>Current liabilities</u>		
Accounts payable - operations	\$ 117,084	\$ 85,785
Accounts payable - construction	321,264	0
Accrued liabilities	54,000	65,505
Accrued interest payable - notes	1,301	1,380
Current portion of notes payable	28,815	41,878
Unearned revenue	19,243	15,104
Miscellaneous current liabilities	<u>38,566</u>	<u>35,367</u>
Total current liabilities	<u>580,273</u>	<u>245,019</u>
<u>Long-term liabilities</u>		
Notes payable, net of current portion	312,408	341,243
Deposits	<u>5,300</u>	<u>5,000</u>
Total long-term liabilities	<u>317,708</u>	<u>346,243</u>
Total liabilities	<u>897,981</u>	<u>591,262</u>
<u>Net assets</u>		
Invested in capital assets, net of related debt	22,696,260	20,643,388
Restricted	85,477	42,934
Unrestricted	<u>753,934</u>	<u>720,223</u>
Total net assets	<u>23,535,671</u>	<u>21,406,545</u>
Total liabilities and net assets	<u>\$24,433,652</u>	<u>\$21,997,807</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>2014</u>	<u>2013</u>
<u>Operating revenues</u>		
Sales - fuel	\$ 1,324,044	\$ 1,278,235
Sales - other	5,298	9,600
Rental income	590,062	555,406
Rental car commissions	2,877	3,522
Miscellaneous revenue	<u>35,655</u>	<u>36,929</u>
 Total operating revenues	 <u>1,957,936</u>	 <u>1,883,692</u>
<u>Operating expenses</u>		
Purchases - fuel	1,026,600	970,506
Purchases - other	3,691	7,148
Salaries	433,281	457,465
Fringe benefits	42,197	41,702
Airport promotions	5,798	4,667
Bank and credit card fees	39,095	38,846
Dues and subscriptions	2,532	3,028
Insurance	50,579	52,087
Meals and entertainment	0	515
Miscellaneous	77	3,600
Office expenses	10,508	10,204
Professional expenses	29,865	29,960
Supplies	5,859	5,334
Telephone	11,294	10,210
Terminal and grounds upkeep	53,665	49,219
Travel and training	2,247	6,211
Uniforms	1,731	1,919
Utilities	90,424	91,063
Vehicle expense	<u>9,855</u>	<u>9,481</u>
 Total operating expenses before amortization and depreciation	 <u>1,819,298</u>	 <u>1,793,165</u>
Operating income before amortization and depreciation - carried forward	 <u>\$ 138,638</u>	 <u>\$ 90,527</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>2014</u>	<u>2013</u>
Operating income before amortization and depreciation - brought forward	\$ <u>138,638</u>	\$ <u>90,527</u>
Amortization	121	504
Depreciation	<u>639,492</u>	<u>721,304</u>
	<u>639,613</u>	<u>721,808</u>
Operating loss	<u>(500,975)</u>	<u>(631,281)</u>
Nonoperating revenues (expenses)		
Economic support for development	102,011	76,500
Hotel/motel tax	0	22,790
Interest expense	(14,485)	(16,932)
Loss on disposal of capital assets	<u>(489)</u>	<u>(2,142)</u>
	<u>87,037</u>	<u>80,216</u>
Loss before capital contributions	(413,938)	(551,065)
Federal and state capital contributions	<u>2,543,064</u>	<u>14,238</u>
Change in net assets	2,129,126	(536,827)
Net assets, beginning of year	<u>21,406,545</u>	<u>21,943,372</u>
Net assets, end of year	<u>\$23,535,671</u>	<u>\$21,406,545</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>2014</u>	<u>2013</u>
Cash flows from operating activities		
Cash received from customers and tenants	\$ 1,956,056	\$ 1,845,583
Cash received from special events	35,655	36,929
Cash paid to suppliers	(1,316,824)	(1,296,833)
Cash paid to employees for services	<u>(484,920)</u>	<u>(490,999)</u>
Net cash provided by operating activities	<u>189,967</u>	<u>94,680</u>
Cash flows from non-capital and related financing activities		
Cash received from economic support for development	102,011	76,500
Cash received from hotel/motel tax	<u>0</u>	<u>44,214</u>
Net cash flows provided by non-capital and related financing activities	<u>102,011</u>	<u>120,714</u>
Cash flows from capital and related financing activities		
Principal paid on capital and operating debt - net	(41,898)	(68,446)
Interest paid on capital and operating debt	(14,564)	(17,059)
Payments for capital assets	(2,329,691)	(118,742)
Capital contributions received	<u>2,268,170</u>	<u>59,978</u>
Net cash used in capital and related financing activities	<u>(117,983)</u>	<u>(144,269)</u>
Net increase in cash and cash equivalents	173,995	71,125
Cash and cash equivalents, beginning of year	<u>835,202</u>	<u>764,077</u>
Cash and cash equivalents, end of year	<u>\$ 1,009,197</u>	<u>\$ 835,202</u>
Unrestricted cash and cash equivalents	\$ 923,720	\$ 792,268
Restricted cash and cash equivalents	<u>85,477</u>	<u>42,934</u>
	<u>\$ 1,009,197</u>	<u>\$ 835,202</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

	2014	2013
Reconciliation of operating loss to net cash used in operating activities		
Operating loss	\$ (500,975)	\$ (631,281)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Amortization and depreciation	639,613	721,808
Allowance for doubtful accounts	(3,600)	3,600
(Increase) decrease in assets:		
Accounts receivable	32,935	(1,543)
Inventories	(7,742)	(23,994)
Prepaid expenses	2,304	(98)
Increase (decrease) in liabilities		
Accounts payable and accrued liabilities	22,993	29,425
Unearned revenue	4,139	(3,237)
Deposits	300	0
Net cash provided by operating activities	\$ 189,967	\$ 94,680

SUPPLEMENTAL DISCLOSURES OF INVESTING AND FINANCING ACTIVITIES

During the year ended September 30, 2014, capital assets in the amount of \$321,264 were acquired through accounts payable - construction.

See auditors' report and accompanying notes

PEACHTREE CITY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

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, 2014 AND 2013

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, 2014 AND 2013

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, 2014 and 2013.

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 \$5,798 and \$4,667 for the years ended September 30, 2014 and 2013, respectively.

PEACHTREE CITY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

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, 2014 and 2013.

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.

l. Reclassifications:

Certain amounts in the 2013 financial statements have been reclassified to conform to the current year presentation.

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 September 30, 2014, the carrying amount of the Authority's cash was \$1,009,197 and the bank balance was \$1,312,273. 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, 2014 and 2013, 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, 2014 and 2013, accounts receivable was \$27,596 and \$60,531, respectively, and the allowance for doubtful accounts was \$0 and \$3,600, respectively.

PEACHTREE CITY AIRPORT AUTHORITY
 NOTES TO FINANCIAL STATEMENTS
 SEPTEMBER 30, 2014 AND 2013

Note F
Inventories

The components of inventories are as follows:

September 30,:	<u>2014</u>	<u>2013</u>
Jet-A fuel	\$ 40,459	\$ 31,570
AVGas fuel	33,016	35,031
Aircraft oil	1,724	863
Pilot supplies and charts	<u>1,820</u>	<u>1,813</u>
	<u>\$ 77,019</u>	<u>\$ 69,277</u>

Note G
Receivables from Governmental Units

	<u>2014</u>	<u>2013</u>
State Grant Receivable from Georgia DOT	<u>\$ 274,894</u>	<u>\$ 0</u>

PEACHTREE CITY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

Note H
Capital Assets

A summary of changes in capital assets for the year ended September 30, 2014, is as follows:

	<u>Beginning Balance 9/30/13</u>	<u>Transfers and Additions</u>	<u>Transfers and Disposals</u>	<u>Ending Balance 9/30/14</u>
Capital assets not being depreciated:				
Land	\$ 7,687,974	\$ 0	\$ 0	\$ 7,687,974
Construction in progress	<u>0</u>	<u>2,543,064</u>	<u>0</u>	<u>2,543,064</u>
Total capital assets not being depreciated	<u>7,687,974</u>	<u>2,543,064</u>	<u>0</u>	<u>10,231,038</u>
Other capital assets				
Land improvements	19,914,059	0	0	19,914,059
Building improvements	7,097,030	52,101	0	7,149,131
Furniture, equipment and vehicles	<u>336,844</u>	<u>55,790</u>	<u>(11,711)</u>	<u>380,923</u>
Total other capital assets	<u>27,347,933</u>	<u>107,891</u>	<u>(11,711)</u>	<u>27,444,113</u>
Less accumulated depreciation for:				
Land improvements	(10,562,686)	(339,957)	0	(10,902,643)
Building improvements	(3,168,010)	(282,304)	0	(3,450,314)
Furniture, equipment and vehicles	<u>(278,702)</u>	<u>(17,231)</u>	<u>11,222</u>	<u>(284,711)</u>
Total accumulated depreciation	<u>(14,009,398)</u>	<u>(639,492)</u>	<u>11,222</u>	<u>(14,637,668)</u>
Other capital assets, net	<u>13,338,535</u>	<u>(531,601)</u>	<u>(489)</u>	<u>12,806,445</u>
Capital assets, net	<u>\$ 21,026,509</u>	<u>\$ 2,011,463</u>	<u>\$ (489)</u>	<u>\$ 23,037,483</u>

Depreciation expense charged to operations was \$639,492 and \$721,304 for the years ended September 30, 2014 and 2013, respectively.

PEACHTREE CITY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

Note I
Notes Payable

Notes payable at September 30, 2014 and 2013, consist of the following:

	2014	2013
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.	\$ 341,223	\$ 368,935
 Bank of North Georgia:		
\$355,000 note dated December 12, 2003, with interest at 4.00%. Payments were \$3,613 per month, and the maturity date was December 12, 2013. This note was unsecured.	0	14,186
	341,223	383,121
Less current maturities	28,815	41,878
	\$ 312,408	\$ 341,243

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

September 30,	Principal	Interest
2015	\$ 28,815	\$ 13,096
2016	30,205	11,944
2017	31,471	10,678
2018	32,755	9,393
2019	34,092	8,057
Years 2020 through 2024	183,885	18,298
	\$ 341,223	\$ 71,466

PEACHTREE CITY AIRPORT AUTHORITY
 NOTES TO FINANCIAL STATEMENTS
 SEPTEMBER 30, 2014 AND 2013

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>
2015	\$ 229,199
2016	195,653
2017	190,415
2018	184,607
2019	163,410
Thereafter	<u>1,649,525</u>
	<u>\$ 2,612,809</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 \$5,226 and \$6,618 for the years ended September 30, 2014 and 2013, respectively.

Note L
Grants, Commitments and Contingencies

Revenue by grant for the years ended September 30, 2014 and 2013, is as follows:

	<u>2014 Federal Revenue</u>	<u>2014 State Revenue</u>	<u>2014 Totals</u>	<u>2013 Totals</u>
FAA Grant No. 24	\$ 0	\$ 0	\$ 0	\$ 14,238
State Grant No. 25	<u>2,423,014</u>	<u>120,050</u>	<u>2,543,064</u>	<u>0</u>
Totals	<u>\$ 2,423,014</u>	<u>\$ 120,050</u>	<u>\$ 2,543,064</u>	<u>\$ 14,238</u>

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.

PEACHTREE CITY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
SEPTEMBER 30, 2014 AND 2013

Note L
Grants, Commitments and Contingencies (Continued)

State Grant No. 25:

In 2013, a grant was awarded to the Authority for the overlay runway and apron project. The project contains \$2,682,593 of federal funds and \$140,380 of state funds with a local share of the costs being \$157,687.

Note M
Concentration of Credit Risk

The Authority received approximately 45% of its total revenue from fuel sales and hangar rentals to local customers and pilots and 50% of its total revenue from Federal and State grants and intergovernmental contributions for airport expansion during the year ended September 30, 2014. The Authority received approximately 90% of its total revenue from fuel sales and hangar rentals to local customers and pilots and 1% of its total revenue from Federal and State grants and intergovernmental contributions for airport expansion during the year ended September 30, 2013. A downturn in the economy could adversely affect fuel sales and hangar rentals used for its basic operations. A decline in Federal and State grants and intergovernmental contributions 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 purchases is derived. For the year ended September 30, 2014, the Authority made purchases from two vendors for \$3,370,225, which comprised approximately 75% of the total purchases. For the year ended September 30, 2013, the Authority made purchases from one vendor for \$995,539, which comprised approximately 55% of the total purchases. The accounts payable balances included \$294,139 and \$60,449 for this vendor at September 30, 2014 and 2013, 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, 2014 AND 2013

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 terminated.

The Authority recorded revenue of \$22,790 for the year ended September 30, 2013 from the Convention and Visitors Bureau for the Authority's portion of the hotel/motel tax.

Note Q
Intergovernmental and Related Party Transactions

On December 13, 2012, the Authority entered into an agreement with The City of Peachtree City. In accordance with the agreement, The City of Peachtree City will provide economic support to the Authority in connection with its operation of the airport, thereby assisting the Authority in its efforts to provide economic development and in the operation of the airport. The 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 from this agreement of \$102,011 and \$76,500, respectively, for the years ended September 30, 2014 and 2013.

During the year ended September 30, 2014, 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. \$5,005 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, 2014 AND 2013

Note R
Subsequent Events

The Authority evaluated subsequent events through January 20, 2015, 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, 2014 and 2013, 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 January 20, 2015.

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

January 20, 2015



Certified Public Accountants and Business Advisors

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

To the Board of Directors of
Peachtree City Airport Authority

Report on Compliance for the Major Federal Program

We have audited Peachtree City Airport Authority's compliance with the types of compliance requirements described in the OMB Circular A-133 Compliance Supplement that could have a direct and material effect on Peachtree City Airport Authority's major federal program for the year ended September 30, 2014. Peachtree City Airport Authority's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for Peachtree City Airport Authority's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Peachtree City Airport Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of Peachtree City Airport Authority's compliance.

Opinion on the Major Federal Program

In our opinion, Peachtree City Airport Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended September 30, 2014.

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR THE MAJOR PROGRAM AND ON
INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133 (Continued)

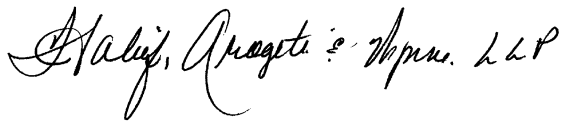
Report on Internal Control Over Compliance

Management of Peachtree City Airport Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Peachtree City Airport Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, 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 Peachtree City Airport Authority's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.



Atlanta, Georgia

January 20, 2015

PEACHTREE CITY AIRPORT AUTHORITY
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 SEPTEMBER 30, 2014

<u>Federal Grantor</u>	<u>Federal CFDA Number</u>	<u>Grant Number</u>	<u>Federal Expenditures</u>
U.S. Department of Transportation: Federal Aviation Administration Airport Improvement Program	20.106	APO14-9025-25(113)	2,423,014

NOTES TO SCHEDULE

NOTE A - BASIS OF PRESENTATION

The accompanying schedule of federal awards includes the federal grant activity of the Authority and is presented on the accrual basis of accounting. This method is consistent with the method used in the preparation of the Authority's financial statements. The information in this schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the preparation of the basic financial statements.

PEACHTREE CITY AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED SEPTEMBER 30, 2014

SUMMARY OF AUDITORS' RESULTS

1. The auditors' report expresses an unqualified opinion on the financial statements of Peachtree City Airport Authority.
2. No significant deficiencies in internal control were found during the audit of the financial statements.
3. No instances of noncompliance material to the financial statements of Peachtree City Airport Authority, which would be required to be reported in accordance with *Government Auditing Standards*, were disclosed during the audit.
4. No significant deficiencies in internal control over federal award programs were disclosed during the audit.
5. The auditors' report on compliance for the major federal award programs for Peachtree City Airport Authority expresses an unqualified opinion on all major federal programs.
6. No audit findings were disclosed during the audit.
7. The program tested as a major federal program was the airport improvement program, specifically the following grant:

U.S. Department of Transportation	<u>CFDA Number</u>
Federal Aviation Administration Airport Improvement Program	20.106
8. The threshold used for distinguishing between Type A and B programs was \$300,000.
9. Peachtree City Airport Authority does qualify as a low-risk auditee.

PEACHTREE CITY AIRPORT AUTHORITY
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS
FOR THE YEAR ENDED SEPTEMBER 30, 2014

NONE

PEACHTREE CITY AIRPORT AUTHORITY
 SCHEDULE OF EXPEDITURES OF STATE AWARDS
 SEPTEMBER 30, 2014

Grantor	State Grant Number	State Expenditures
Georgia Department of Transportation	APO14-9025-25(113)	\$ 120,050

NOTES TO SCHEDULE

NOTE A - BASIS OF PRESENTATION

The Authority follows the accrual basis of accounting in preparing this schedule. This method is consistent with the method used in the preparation of the Authority's financial statements. The information in this schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the preparation of the basis financial statements.