

**SOUTH CENTRAL REGIONAL AIRPORT AGENCY**

**INDEPENDENT AUDITOR'S REPORT  
BASIC FINANCIAL STATEMENTS AND  
SUPPLEMENTARY INFORMATION  
SCHEDULE OF FINDINGS  
June 30, 2016**



**South Central Regional Airport Agency**  
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**June 30, 2016**

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**South Central Regional Airport Agency  
 Officials  
 Year Ending June 30, 2016**

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<u>Name</u>	<u>Title</u>	<u>Appointed By</u>	<u>Term Expires</u>
Jim Hansen	Chairman	Oskaloosa	April 1, 2017
David Barnes	Vice Chairman	Pella	April 1, 2018
Joe Warrick	Secretary	Mahaska County	April 1, 2016
Pam Blomgren	Board Member	Oskaloosa	April 1, 2018
Donna Smith	Board Member	Pella	April 1, 2017
Steve Van Weelden	Board Member	Pella	April 1, 2016
Randy Borgerding	Board Member	Pella	April 1, 2019

Supporting Staff:

Mike Nardini	City of Pella Administrator		Indefinite
David Shanahan	Mahaska County Engineer		Indefinite
Mike Schrock	City of Oskaloosa Manager		Indefinite
Faegre, Baker, Daniels Kim Walker, Attorney	Attorney		Indefinite



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**Van Maanen, Sietstra, Meyer & Nikkel, PC**  
**CERTIFIED PUBLIC ACCOUNTANTS**

**Independent Auditor's Report**

To the Members of the South Central Regional Airport Agency:

Report on the Financial Statements

We have audited the accompanying financial statements of the South Central Regional Airport Agency as of and for the year ended June 30, 2016, and the related Notes to Financial Statements, which collectively comprise the Agency's basic financial statements listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with U.S. generally accepted accounting principles. This includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Agency'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 Agency'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 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 respective financial position of the South Central Regional Airport Agency, as of June 30, 2016, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with U.S. generally accepted accounting principles.

Other Matters

*Required Supplementary Information*

U.S. generally accepted accounting principles require that the Management's Discussion and Analysis on pages 5 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, which 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 U.S. generally accepted auditing standards, 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.

Management has omitted budgetary comparison information that U.S. generally accepted accounting principles require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting of placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this information.

Other Reporting Required by Government Auditing Standards

In accordance with *Governmental Auditing Standards*, we have also issued our report dated April 10, 2017 on our consideration of the South Central Regional Airport Agency's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the South Central Regional Airport Agency's internal control over financial reporting and compliance.

*Van Maanen, Sietstra, Meyer & Nikkel PC*

Van Maanen, Sietstra, Meyer & Nikkel, PC  
Certified Public Accountants

April 10, 2017

The South Central Regional Airport Agency was formed pursuant to the provisions of Chapter 28E of the Code of Iowa. The purpose of the Agency is for the joint acquisition, construction, equipping, use and operation of a proposed regional airport for the citizens of Mahaska County, the City of Oskaloosa, and the City of Pella.

This Management's Discussion and Analysis is for the year ended June 30, 2016. We encourage readers to consider this information in conjunction with the Agency's financial statements, which follow.

## **2016 FINANCIAL HIGHLIGHTS**

- For fiscal year ending June 30, 2016, the Agency's operating expenditures were \$12,477, of which the largest expenditures were audit fees and legal expense.
- The Agency is currently in the process of conducting aviation planning studies for the proposed regional airport. For the fiscal year ending June 30, 2016 \$184,127 were expended for the aviation planning studies, of which \$165,715 were reimbursed through grants by the Federal Aviation Administration.

## **USING THIS REPORT**

The South Central Regional Airport Agency is a 28E organization and presents its financial statements using the economic resources measurement focus and accrual basis of accounting, which is the same measurement focus and basis of accounting employed by private sector business enterprises. This Discussion and Analysis is intended to serve as an introduction to the South Central Regional Airport Agency's basic financial statements. The annual report consists of a series of financial statements and other information as follows:

Management's Discussion and Analysis introduces the basic financial statements and provides an analytical overview of the Agency's financial activities.

The Statement of Net Position presents information on the Agency's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Agency is improving or deteriorating.

The Statement of Revenues, Expenses and Changes in Net Position is the basic statement of activities for the proprietary funds. This statement presents information on the Agency's operating revenues and expenses, non-operating revenues and expenses and whether the Agency's financial position has improved or deteriorated as a result of the year's activities.

The Statement of Cash Flows presents the change in the Agency's cash and cash equivalents during the year. This information can assist readers of the report in determining how the Agency financed its activities and how it met its cash requirements.

Notes to the Financial Statements provide additional information essential to a full understanding of the data provided in the basic financial statements.

## **FINANCIAL ANALYSIS OF THE AGENCY**

### *Statement of Net Position*

As noted earlier, net positions may serve over time as a useful indicator of the Agency's financial position. The Agency's net position at the end of fiscal year 2016 totaled \$487,599 and was comprised solely of the engineering and development work for the aviation planning studies. A summary of the Agency's net position is presented below.

**South Central Regional Airport Agency  
Management's Discussion and Analysis  
June 30, 2016**

	<b>Net Position</b>	
	<b>Business Type Activities</b>	
	<b>June 30, 2016</b>	<b>June 30, 2015</b>
Current and other assets	\$ 59,678	\$ 55,194
Capital assets	487,599	303,472
Total assets	<u>547,277</u>	<u>358,666</u>
Current Liabilities	59,678	55,194
Total Liabilities	<u>59,678</u>	<u>55,194</u>
Net position:		
Net investment in capital assets	487,599	303,472
Total net position	<u>\$ 487,599</u>	<u>\$ 303,472</u>

It is important to note, the Agency continues to meet its operational and non-operational financial requirements in accordance with the 28E agreement which provides for assistance from supporting organizations.

*Statement of Revenues, Expenses and Changes in Net Position*

Operating revenues are reimbursed 60% by the City of Pella and 40% by the City of Oskaloosa. Operating expenses are expenses paid to meet the day-to-day obligations necessary to facilitate the development of the regional airport. Non-operating expenses are expenditures associated with the aviation planning studies for the proposed regional airport. Non-operational expenditures are reimbursed 90% by the Federal Aviation Agency, 5% by the City of Oskaloosa and 5% by the City of Pella. A summary of revenues, expenses and changes in net position for the year ending June 30, 2016 are below.

	<b>CHANGES IN NET POSITION</b>	
	<b>Business Type Activities</b>	
	<b>June 30, 2016</b>	<b>June 30, 2015</b>
<b>Operating Revenues</b>		
Member government operating assessments:		
City of Pella	\$ 7,486	\$ 4,989
City of Okaloosa	4,991	3,326
Total revenues	<u>12,477</u>	<u>8,315</u>
<b>Operating Expenses</b>		
Meeting and Conferences	-	146
Professional fees	8,784	4,920
Insurance expense	3,693	3,249
Total expenses	<u>12,477</u>	<u>8,315</u>
<b>Operating income(loss)</b>	-	-
<b>Non-operating revenues(expenses)</b>		
Member government capital assessments:		
City of Pella	9,206	5,255
City of Okaloosa	9,206	5,255
Grant reimbursements	165,715	94,587
Total other financing sources (uses)	<u>184,127</u>	<u>105,097</u>
Change in net position	184,127	105,097
Net position beginning of year	<u>303,472</u>	<u>198,375</u>
Net position end of year	<u>\$ 487,599</u>	<u>\$ 303,472</u>

The Statement of Revenues, Expenses and Changes in Net Position reflects a positive year with an increase in net position at the end of the fiscal year.

In fiscal year 2016, operating expenses of \$12,477 were offset by member cities operational revenue contributions as specified in the Agency's 28E agreement. Minimal changes in operational revenue and expenditures are expected prior to the proposed airport becoming fully operational.

#### *Statement of Cash Flows*

The Statement of Cash Flows presents information related to cash inflows and outflows, summarized by operating, capital and related financing and investing activities. Cash provided by operating activities included operational revenue contributions by member cities. Cash used as capital included payments related to the development and engineering of the proposed regional airport.

#### **CAPITAL ASSETS**

At June 30, 2016, the Agency had \$487,599 invested in capital assets. The current capital assets of the Agency are comprised of the development and engineering of the airport currently in progress. More detailed information about the Agency's capital assets is presented in the financial statements.

#### **LONG TERM DEBT**

At June 30, 2016, the Agency had not incurred any long term debt.

#### **ECONOMIC FACTORS**

As stated earlier, the South Central Regional Airport Agency is currently in the process of conducting aviation planning studies for the proposed regional airport, which are scheduled to be completed in calendar year 2016. Once the aviation planning studies are completed, funding for the proposed regional airport will be in accordance with the 28E agreement and potential grants through the Federal Aviation Administration. Since the Agency has secured funding for the aviation planning studies, it does not anticipate any material changes in its financial status through the planning phase of the project.

#### **CONTACTING THE AGENCY'S FINANCIAL MANAGEMENT**

This financial report is designed to provide our citizens, customers and creditors with a general overview of the Agency's finances and to show the Agency's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact South Central Regional Airport Agency, 825 Broadway, PO Box 88, Pella, Iowa 50219.

## **Basic Financial Statements**

Exhibit A

**South Central Regional Airport Agency**  
**Statement of Net Position**  
**June 30, 2016**

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**Assets**

Current Assets:

Cash, cash equivalents and pooled investments	\$	-
Due from other governments:		
Federal Aviation Agency		53,643
City of Pella		-
City of Oskaloosa		6,035
Total Due from other governments		<u>59,678</u>
Total current assets		<u>59,678</u>

Noncurrent assets:

Capital assets, not being depreciated		487,599
Total non-current assets		<u>487,599</u>
<b>Total assets</b>		<u><u>547,277</u></u>

**Liabilities**

Current Liabilities:

Accounts payable and accrued liabilities	\$	13,062
Due to other governments:		
Advance from the City of Pella		46,616
Total current liabilities		<u>59,678</u>
<b>Total liabilities</b>		<u>59,678</u>

**Net Position**

Net investment in capital assets		487,599
Restricted for:		
Expendable:		
Other		-
Unrestricted		<u>-</u>
<b>Total net position</b>	\$	<u><u>487,599</u></u>

See notes to financial statements.

Exhibit B

**South Central Regional Airport Agency**  
**Statement of Revenues, Expenses and Changes in Net Position**  
**Year ended June 30, 2016**

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Operating revenues:

Member government operating assessments:

City of Pella	\$	7,486
City of Oskaloosa		4,991
Total revenues		<u>12,477</u>

Operating expenses:

Meetings and Conferences		-
Professional fees		8,784
Insurance expense		3,693
Total expenditures		<u>12,477</u>

Operating income (loss)

-

Non-operating revenues (expenses)

Member government capital assessments:

City of Pella	9,206
City of Oskaloosa	9,206
Grant reimbursements	165,715
Total other financing sources (uses)	<u>184,127</u>

Change in net position

184,127

Net position beginning of year

303,472

Net position end of year

\$ 487,599

See notes to financial statements.

Exhibit C

**South Central Regional Airport Agency**  
**Statement of Cash Flows**  
**Year ended June 30, 2016**

Cash flows from operating activities:	
Cash received from member governments	\$ 7,994
Advance(use of advances) from member government	4,333
Cash paid to suppliers	(12,327)
Net cash provided (used) by operating activities	<u>-</u>
Cash flows from non-capital financing activities:	
Miscellaneous receipts	-
Net cash provided (used) by non-capital financing activities	<u>-</u>
Cash flows from capital and related financing activities:	
Acquisition and construction of capital assets	(190,753)
Cash received from member governments and the FAA	184,127
Advance(use of advances) from member government	6,626
Net cash provided (used) by capital and related financing activities	<u>-</u>
Cash flows from investing activities:	
Interest on investments	-
Net cash provided (used) by investing activities	<u>-</u>
Net increase (decrease) in cash and cash equivalents	-
Cash and cash equivalents at beginning of year	<u>-</u>
Cash and cash equivalents at end of year	<u>\$ -</u>
<b>Reconciliation of operating income (loss) to net cash provided (used) by operating activities:</b>	
Operating income (loss)	<u>\$ -</u>
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:	
Depreciation/Amortization	-
Change in assets and liabilities:	
(Increase) decrease in due from other governments	(3,015)
Increase (decrease) in accounts payable	150
Increase (decrease) in due to other governments	2,865
Total adjustments	<u>-</u>
Net cash provided (used) by operating activities	<u>\$ -</u>

See notes to financial statements.

(1) **Summary of Significant Accounting Policies**

The South Central Regional Airport Agency (the Agency) was formed in 2012 pursuant to the provisions of Chapter 28E of the Code of Iowa. The purpose of the Agency is for the joint acquisition, construction, equipping, use and operation of an airport facility for the citizens of the City of Oskaloosa, Iowa, the City of Pella, Iowa and the County of Mahaska County, Iowa.

The Agency is governed by a six-member Board of Directors who represents the parties listed in the preceding paragraph. Each member of the Agency is a member of its governing body, or other person appointed by the mayor or chair of the governing body and approved by such governing body. Mahaska County shall be entitled to one representative on the Agency's Board. The City of Oskaloosa shall be entitled to two representatives on the Agency's Board. The City of Pella shall be entitled to three representatives on the Agency's Board.

Capital expenditures are to be reimbursed 90% by the Federal Aviation Agency, 5% by the City of Oskaloosa and 5% by the City of Pella. Operating expenses are to be reimbursed 60% by the City of Pella and 40% by the City of Oskaloosa. Since the airport is still in the initial set up no fees for usage have been established.

A. Reporting Entity

For financial reporting purposes, the South Central Regional Airport Agency has included all funds, organizations, agencies, boards, commissions and authorities. The Agency has also considered all potential component units for which it is financially accountable, and other organizations for which the nature and significance of their relationship with the Agency are such that exclusion would cause the Agency's financial statements to be misleading or incomplete. The Governmental Accounting Standards Board has set forth criteria to be considered in determining financial accountability. These criteria include appointing a voting majority of an organization's governing body, and (1) the ability of the Agency to impose its will on that organization or (2) the potential for the organization to provide specific benefits to, or impose specific financial burdens on the Agency. The South Central Regional Airport Agency has no component units which meet the Governmental Accounting Standards Board criteria.

B. Basis of Presentation

The accounts of the South Central Regional Airport Agency are organized as an Enterprise Fund. Enterprise Funds are used to account for operations in a manner similar to private business enterprises, where the intent of the governing body is the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges and member contributions or (b) where the governing body has decided periodic determination of revenues earned, expenses incurred and/or net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes.

C. Measurement Focus and Basis of Accounting

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The Agency distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the Agency's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When an expenditure is incurred which can be paid using either restricted or unrestricted resources, the Agency's policy is generally to first apply the expenditure towards restricted fund balance and then less-restrictive classifications.

(1) **Summary of Significant Accounting Policies (continued from previous page)**

D. Assets, Liabilities and Fund Equity

The following accounting policies are followed in preparing the financial statements:

Capital Assets – Capital assets are accounted for at the historical cost. Depreciation of all exhaustible capital assets is charged as an expense against operations. The cost of repair and maintenance is charged to expense, while the cost of renewals or substantial betterments is capitalized. The cost and accumulated depreciation of assets disposed of are deleted, with any gain or loss recorded in current operations.

Reportable capital assets are defined by the Agency as assets with initial, individual costs in excess of \$1,000 and estimated useful lives in excess of five years.

Capital assets of the Agency are depreciated using the straight line method over the following estimated useful lives:

Asset Class	Estimated Useful Lives (In Years)
Buildings and improvements	5-50
Equipment and vehicles	5-10

Interest is capitalized on qualified assets acquired with certain tax-exempt debt. The amount of interest to be capitalized is calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. There were no qualifying assets acquired during the year ended June 30, 2016.

(2) **Cash and Cash Equivalents**

The Agency's receipts and disbursements are administered by The City of Pella. The Agency does not have its own cash account.

The Agency had no investments meeting the disclosure requirements of Governmental Accounting Standards Board No. 3, as amended by Statement No. 40.

(3) Capital Assets

Capital assets activity for the year ended June 30, 2016 was as follows:

<b>Business type activities:</b>	Balance Beginning of Year	Increases	Decreases	Balance End of Year
<b>Airport Fund:</b>				
Capital assets not being depreciated:				
Land	\$ -	-	-	-
Construction in progress:				
Development/Engineering costs	303,472	184,127	-	487,599
<b>Total capital assets not being depreciated</b>	<b>303,472</b>	<b>184,127</b>	<b>-</b>	<b>487,599</b>
Capital assets being depreciated:				
Buildings and improvements	-	-	-	-
Machinery and equipment	-	-	-	-
<b>Total capital assets being depreciated</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Less accumulated depreciation for:				
Buildings and improvements	-	-	-	-
Machinery and equipment	-	-	-	-
<b>Total accumulated depreciation</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total capital assets being depreciated net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Airport - capital assets, net</b>	<b>\$ 303,472</b>	<b>184,127</b>	<b>-</b>	<b>487,599</b>

<b>Summary Schedule</b>	Balance Beginning of Year	Increases	Decreases	Balance End of Year
<b>Business type activities:</b>				
Capital assets not being depreciated/amortized:				
Land	\$ -	-	-	-
Construction in progress	303,472	184,127	-	487,599
<b>Total capital assets not being depreciated/amortized</b>	<b>303,472</b>	<b>184,127</b>	<b>-</b>	<b>487,599</b>
Capital assets being depreciated/amortized:				
Total capital assets being depreciated/amortized	-	-	-	-
Total accumulated depreciation/amortization	-	-	-	-
<b>Total capital assets being depreciated/amortized (net)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Business type activities capital assets, net</b>	<b>\$ 303,472</b>	<b>184,127</b>	<b>-</b>	<b>487,599</b>

**(4) Short Term Debt**

The Agency has received \$10,959 in advances from the City of Pella during the year ended June 30, 2016.

The following is a summary of changes in short-term debt for the years ended June 30, 2016.

Balance, July 1, 2015	\$	35,657
Increases		10,959
Decreases		-
Balance, June 30, 2016	<u>\$</u>	<u>46,616</u>

**(5) Risk Management**

The Agency is subjected to various risks of loss related to general liability and property insurance. The Agency has purchased commercially available indemnity insurance to cover these risks. The deductible amounts for this insurance would be immaterial to the Agency. There have been no settlement claims to date.

**(6) Contingencies and Commitments**

The Agency has received financial assistance from federal, state and local governmental agencies in the form of grants. The disbursements of funds received under these programs generally require compliance with terms and conditions specified in the grant agreements and the Single Audit Act, and are subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the Cities, however, such disallowed claims, if any, are not expected to have any materially adverse effect on the Agency's financial position as June 30, 2016.

The Agency has entered into the following contract. At June 30, 2016, \$485,700 has been paid toward the contract. The remaining amount will be paid as work progresses.

Contracts	Contract Amount	Amount Paid	% Complete
Airport Planning Studies Snyder & Associates	\$ 511,791	485,700	95%

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**Van Maanen, Sietstra, Meyer & Nikkel, PC**  
CERTIFIED PUBLIC ACCOUNTANTS

**Independent Auditor's 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 Members of the South Central Regional Airport Agency:

We have audited in accordance with U.S. generally accepted auditing standards and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the business type activities of the South Central Regional Airport Agency, as of and for the year ended June 30, 2016, and the related Notes to Financial Statements, which collectively comprise the Agency's basic financial statements, and have issued our report thereon dated April 10, 2017.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the South Central Regional Airport Agency's internal control over financial reporting to determine auditing procedures appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the South Central Regional Airport Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the South Central Regional Airport Agency'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 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 over financial reporting we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the South Central Regional Airport Agency's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, non-compliance 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 non-compliance or other matters that are required to be reported under *Government Auditing Standards*.

Comments involving statutory and other legal matters about the Agency's operations for the year ended June 30, 2016 are based exclusively on knowledge obtained from procedures performed during our audit of the financial statements of the Agency. Since our audit was based on tests and samples, not all transactions that might have had an impact on the comments were necessarily audited. The comments involving statutory and other legal matters are not intended to constitute legal interpretations of those statutes.

Purpose of this Report

This report, a public record by law, is intended solely for the information and use of the officials, employees and customers of the South Central Regional Airport Agency and other parties to whom the Agency may report, including federal awarding agencies and pass-through entities. This report is not intended to be and should not be used by anyone other than these specified parties.

We would like to acknowledge the many courtesies and assistance extended to us by personnel of the South Central Regional Airport Agency during the course of our audit. Should you have any questions concerning any of the above matters, we shall be pleased to discuss them with you at your convenience.

*Van Maanen, Sietstra, Meyer & Nikkel PC*

Van Maanen, Sietstra, Meyer & Nikkel, PC  
Certified Public Accountants

April 10, 2017

**Part I: Findings Related to the Financial Statements:**

**INSTANCES OF NON-COMPLIANCE:**

No matters were noted.

**INTERNAL CONTROL DEFICIENCIES:**

No matters were noted.

**Part IV: Other Findings Related to Required Statutory Reporting:**

- (1) Questionable Expenses – No expenditures that would not meet the requirements of public purpose as defined in an Attorney General's opinion dated April 25, 1979 were noted.
- (2) Travel Expense - No expenditures of Agency money for travel expenses of spouses of Agency officials or employees were noted.
- (3) Agency Minutes – No transactions were found that we believe should have been approved in the Agency minutes but were not.
- (4) Business Transactions – No transactions between the Agency and Agency officials and employees were noted.
- (5) Deposits and Investments - No instances of noncompliance with the deposit and investment provisions of Chapter 12B and 12C of the Code of Iowa and the Agency's investment policy were noted.