

PORTLAND INTERNATIONAL JETPORT

(An Enterprise Fund of the City of Portland, Maine)

Reports Required by the *Passenger Facility Charge*
Audit Guide for Public Agencies

For the Year Ended June 30, 2021

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**REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO THE PASSENGER FACILITY CHARGE PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH THE
PASSENGER FACILITY CHARGE AUDIT GUIDE FOR PUBLIC AGENCIES**

Independent Auditors' Report

To the City Council and
the Jetport Management
City of Portland, Maine

Report on Compliance for the Passenger Facility Charge Program

We have audited the Portland International Jetport, an enterprise fund of the City of Portland, Maine (the Jetport), for compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the Guide), that could have a direct and material effect on the Jetport's Passenger Facility Charge Program for the year ended June 30, 2021.

Management's Responsibility

Management is responsible for compliance with the requirements of laws and regulations applicable to the Passenger Facility Charge Program.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for the Jetport's Passenger Facility Charge Program based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the Passenger Facility Charge Program occurred. An audit includes examining, on a test basis, evidence about the Jetport'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 with the Jetport's Passenger Facility Charge Program. However, our audit does not provide a legal determination of the Jetport's compliance.

Merrimack, New Hampshire
Andover, Massachusetts
Greenfield, Massachusetts
Ellsworth, Maine



Opinion on Passenger Facility Charge Program

In our opinion, the Portland International Jetport complied, in all material respects, with the requirements referred to above that are applicable to its passenger facility charge program for the year ended June 30, 2021.

Report on Internal Control Over Compliance

Management of the Jetport is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Jetport's internal control over compliance with the types of requirements that could have a direct and material effect on the Passenger Facility Charge program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the Passenger Facility Charge program and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Jetport'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 the *Passenger Facility Charge Audit Guide for Public Agencies*. Accordingly, this report is not suitable for any other purpose.



Report on Schedule of Expenditures of Passenger Facility Charges

We have audited the financial statements of the Portland International Jetport, an enterprise fund of the City of Portland, Maine (the Jetport) as of and for the year ended June 30, 2021, and have issued our report thereon dated March 18, 2022, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Jetport's basic financial statements. The accompanying Schedule of Expenditures of Passenger Facility Charges is presented for purposes of additional analysis as required by the *Passenger Facility Charge Audit Guide for Public Agencies* and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Passenger Facility Charges is fairly stated in all material respects in relation to the basic financial statements as a whole.

A handwritten signature in black ink that reads "Melanson".

Merrimack, New Hampshire
March 18, 2022

PORTLAND INTERNATIONAL JETPORT
SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES
For the Year and Each Quarter Within the Year Ended June 30, 2021

	Approved Amounts Impose and Use	Memorandum Only Cumulative Totals June 30, 2020	Quarter Ended September 30, 2020	Quarter Ended December 31, 2020	Quarter Ended March 31, 2021	Quarter Ended June 30, 2021	Year Ended June 30, 2021	Memorandum Only Cumulative Totals June 30, 2021
02-03-C-00-PWM								
02-03-C-01-PWM (amended)								
02-03-C-03-PWM (amended)								
Passenger facility charge revenue and interest	\$ 18,945,754	\$ 18,307,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,307,785
Expenditures:								
Passenger boarding bridge acquisition	1,575,433	1,524,470	-	-	-	-	-	1,524,470
Terminal canopy completion	2,317,153	2,242,671	-	-	-	-	-	2,242,671
Baggage claim expansion and improvements	8,446,307	8,166,295	-	-	-	-	-	8,166,295
Passenger boarding bridge regional jet modifications	186,128	180,065	-	-	-	-	-	180,065
Runway 11/29 upgrade and relocation	1,545,899	1,480,483	-	-	-	-	-	1,480,483
Taxiway improvements	176,359	170,264	-	-	-	-	-	170,264
Terminal roadway system expansion	2,876,979	2,784,031	-	-	-	-	-	2,784,031
Snow removal equipment acquisition	1,755,041	1,694,362	-	-	-	-	-	1,694,362
PFC application costs and program administration	66,455	65,144	-	-	-	-	-	65,144
Total Expenditures	\$ 18,945,754	\$ 18,307,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,307,785
10-05-C-00-PWM								
Passenger facility charge revenue and interest	\$ 132,206,104	\$ 35,564,421	\$ 345,472	\$ 252,049	\$ 280,710	\$ 1,211,809	\$ 2,090,040	\$ 37,654,461
Expenditures:								
Terminal building expansion	120,717,387	31,929,516	1,173,563	-	1,025,444	-	2,199,007	34,128,523
Passenger boarding bridges	3,279,957	844,139	31,026	-	27,110	-	58,136	902,275
Roadway realignment project	8,208,760	2,241,758	82,395	-	71,995	-	154,390	2,396,148
Total Expenditures	\$ 132,206,104	\$ 35,015,413	\$ 1,286,984	\$ -	\$ 1,124,549	\$ -	\$ 2,411,533	\$ 37,426,946

PORTLAND INTERNATIONAL JETPORT

**Schedule of Findings and Questioned Costs
For the Year Ended June 30, 2021**

I. Summary of Auditors' Results

Financial Statements

Type of auditors' report issued: unmodified

Internal Control Over Financial Reporting:

- Material weaknesses identified? Yes No
- Significant deficiencies identified that are not considered to be material weaknesses? Yes None reported

Noncompliance material to financial statements noted? Yes No

Passenger Facility Charge Program (the Program)

Internal Control over the Program:

- Material weaknesses identified? Yes No
- Significant deficiencies identified that are not considered to be material weaknesses? Yes None reported

Type of auditors' report issued on compliance for the Program: Unmodified

- Any audit findings disclosed that are required to be reported in accordance with *Passenger Facility Charge Audit Guide for Public Agencies*? Yes No

II. Financial Statement Findings

None reported.

III. Findings and Questioned Costs for the Program

None reported.