
Connecticut Airport Authority

Passenger Facility Charge Program Report June 30, 2021

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Report on Schedule of Passenger Facility Charges

Independent Auditor's Report

To the Board of Directors
Connecticut Airport Authority

We have audited the financial statements of each major fund of the Connecticut Airport Authority (the "Authority") (a component unit of the State of Connecticut) as of and for the year ended June 30, 2021 and the related notes to the financial statements, which collectively comprise the Authority's financial statements. We issued our report thereon dated September 30, 2021, which contained an unmodified opinion on the financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that comprise the financial statements of the Authority. We have not performed any procedures with respect to the audited financial statements subsequent to September 30, 2021.

The schedule of passenger facility charges of the Authority is presented for the purpose of additional analysis 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 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.

Plante & Moran, PLLC

September 30, 2021

Report on Compliance for Passenger Facility Charge Program and Report on Internal Control Over Compliance

Independent Auditor's Report

To the Board of Directors
Connecticut Airport Authority

Report on Compliance for the Passenger Facility Charge Program

We have audited the Connecticut Airport Authority's (the "Authority") compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the "Guide"), as of and for the year ended June 30, 2021. The passenger facility charge program is identified in the schedule of passenger facility charges.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its passenger facility charge program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Authority's passenger facility charge program based on our audit of the types of compliance requirements referred to above.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements in the Guide. Those standards 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 passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the 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 each passenger facility charge program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on the Passenger Facility Charge Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program for the year ended June 30, 2021.

Report on Internal Control Over Compliance

Management of the Connecticut 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 the Authority'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 Authority's internal control over compliance.

To the Board of Directors
Connecticut Airport Authority

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the *Passenger Facility Charge Audit Guide for Public Agencies*. Accordingly, this report is not suitable for any other purpose.

Plante & Moran, PLLC

September 30, 2021

Connecticut Airport Authority

Schedule of Passenger Facility Charges

Year Ended June 30, 2021

Collections	Date Approved	Amount Approved For Use	Cumulative Total - June 30 2020	Quarter 1 July - September	Quarter 2 October - December	Quarter 3 January - March	Quarter 4 April - June	Cumulative Total - June 30, 2021
Passenger facility charge collections			\$ 279,794,359	\$ 449,131	\$ 837,116	\$ 790,946	\$ 2,400,083	\$ 284,271,635
Interest earned			21,027,628	32,469	9,647	15,641	13,000	21,098,385
Total passenger facility charge collections received			\$ 300,821,987	\$ 481,600	\$ 846,763	\$ 806,587	\$ 2,413,083	\$ 305,370,020
Application No. 94-03-U-00-BDL; 94-03-U-01-BDL	2/22/1994	\$ 6,787,209	\$ 6,786,120	\$ -	\$ -	\$ -	\$ -	\$ 6,786,120
Application No. 96-05-U-00-BDL	1/27/1997	1,820,622	1,820,622	-	-	-	-	1,820,622
Application No. 96-04-C-00-BDL; 96-04-C-01-BDL	4/12/1996	3,263,971	3,263,971	-	-	-	-	3,263,971
Application No. 99-08-U-00-BDL; 99-08-U-01-BDL	3/26/1999	15,038,863	15,038,863	-	-	-	-	15,038,863
Application No. 00-10-C-00-BDL	3/17/2000	1,894,805	1,894,805	-	-	-	-	1,894,805
Application No. 00-11-U-00-BDL	10/26/2000	6,257,923	6,257,923	-	-	-	-	6,257,923
Application No. 01-12-C-00-BDL and 01-12-C-01BDL	2/27/2001	257,534,407	128,639,923	4,823,551	-	1,159,018	-	134,622,492
Application No. 01-13-U-00-BDL	4/2/2001	4,557,854	4,557,853	-	-	-	-	4,557,853
Application No. 01-14-U-00-BDL	9/3/2002	1,102,000	1,049,896	-	-	-	-	1,049,896
Application No. 01-15-C-00-BDL	9/12/2002	3,050,000	3,027,775	-	-	-	-	3,027,775
Application No. 07-16-C-00-BDL	3/7/2007	2,374,574	2,365,170	-	-	-	-	2,365,170
Application No. 08-17-C-00-BDL	11/3/2008	12,135,277	11,292,118	-	-	-	-	11,292,118
Application No. 10-18-C-00-BDL	7/28/2010	5,243,181	4,518,573	-	-	-	-	4,518,573
Application No. 11-19-C-00-BDL	12/17/2012	2,634,721	2,093,708	-	-	-	-	2,093,708
Application No. 12-20-C-00-BDL	11/26/2013	4,025,227	3,521,645	-	-	-	-	3,521,645
Application No. 14-21-C-00-BDL	7/18/2014	23,308,807	18,908,463	1,639	-	-	-	18,910,102
Application No. 15-22-C-00-BDL	4/2/2018	15,000,784	12,646,778	235,090	10,310	137,335	-	13,029,513
Application No. 16-23-C-00-BDL	11/21/2016	8,174,744	5,426,956	-	-	-	-	5,426,956
Application No. 18-24-C-00-BDL	7/6/2018	14,844,423	9,293,649	664,006	838,497	197,436	75,893	11,069,481
Application No. 19-25-C-00-BDL	3/17/2020	26,600,000	-	-	-	-	-	-
Total passenger facility charge collections expended		\$ 415,649,392	\$ 242,404,811	\$ 5,724,286	\$ 848,807	\$ 1,493,789	\$ 75,893	\$ 250,547,586

See notes to schedule of passenger facility charges.

Notes to Schedule of Passenger Facility Charges

Year Ended June 30, 2021

Note 1 - General

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized domestic airports to impose a passenger facility charge (PFC) on enplaning passengers. PFCs may be used for airport projects that meet at least one of the following criteria:

- * Preserve or enhance safety, security, or capacity of the national air transportation system
- * Reduce noise or mitigate noise impacts resulting from an airport
- * Furnish opportunities for enhanced competition between or among carriers

Since 1994, the Federal Aviation Administration (FAA) has approved 20 PFC applications and amendments submitted by the Bradley International Airport Enterprise Fund and General Aviation Airports Enterprise Fund (collectively, the "Fund"). The Funds are currently authorized to collect PFCs in the amount of \$4.50 per enplaned passenger up to a total for approved collections of approximately \$415.6 million. Project expenditures may include amounts for the payment of principal, interest, and other financing costs on bonds for which the proceeds are used to pay PFC-eligible costs on approved projects.

Note 2 - Summary of Significant Accounting Policies

The accompanying schedule of passenger facility charges has been prepared on the cash basis of accounting, which is a comprehensive basis of accounting other than U.S. generally accepted accounting principles (GAAP).