

**CONNECTICUT AIRPORT AUTHORITY
(A COMPONENT UNIT OF THE STATE OF CONNECTICUT)
PASSENGER FACILITY CHARGE PROGRAM REPORT
YEAR ENDED JUNE 30, 2024**



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**CONNECTICUT AIRPORT AUTHORITY
(A COMPONENT UNIT OF THE STATE OF CONNECTICUT)
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INDEPENDENT AUDITORS' REPORT ON SUPPLEMENTARY INFORMATION

Board of Directors
Connecticut Airport Authority
Windsor Locks, Connecticut

We have audited the financial statements of the business-type activities and 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, 2024, and have issued our report thereon dated October 18, 2024, which contained unmodified opinions on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements.

The accompanying schedule of passenger facility charges of the Authority is presented for the purpose of additional analysis, as required by the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, 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 basic 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 passenger facility charges is fairly stated in all material respects in relation to the financial statements as a whole.

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP

West Hartford, Connecticut
October 18, 2024



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH REQUIREMENTS APPLICABLE TO
THE PASSENGER FACILITY CHARGE PROGRAM AND INTERNAL CONTROL OVER
COMPLIANCE IN ACCORDANCE WITH THE PASSENGER FACILITY CHARGE AUDIT GUIDE,
REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION**

Board of Directors
Connecticut Airport Authority
Windsor Locks, Connecticut

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited the Connecticut Airport Authority's (the Authority) compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and the requirements in 14 CFR 158.63 (collectively, the Guide), that could have a direct and material effect on the Authority's passenger facility charge program for the year ended June 30, 2024.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended June 30, 2024.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); 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. Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or agreements applicable to the Authority's passenger facility charge program.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances 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 the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

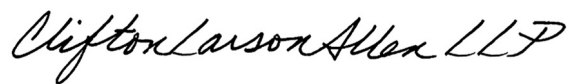
A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a 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 a 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 a 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.

Board of Directors
Connecticut Airport Authority

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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 Guide. Accordingly, this report is not suitable for any other purpose.



CliftonLarsonAllen LLP

West Hartford, Connecticut
October 18, 2024

**CONNECTICUT AIRPORT AUTHORITY
(A COMPONENT UNIT OF THE STATE OF CONNECTICUT)
SCHEDULE OF PASSENGER FACILITY CHARGES
JUNE 30, 2024**

Collections	Date Approved	Amount Approved for Use	Cumulative Total June 30, 2023	Quarter 1 July - September	Quarter 2 October - December	Quarter 3 January - March	Quarter 4 April - June	Cumulative Total June 30, 2024
Passenger Facility Charge Collections			\$ 308,689,957	\$ 2,417,197	\$ 3,199,249	\$ 2,862,829	\$ 3,612,464	\$ 320,781,696
Interest Earned			23,526,535	826,922	804,973	805,283	841,786	26,805,499
Total Passenger Facility Charge Collections Received			<u>\$ 332,216,492</u>	<u>\$ 3,244,119</u>	<u>\$ 4,004,222</u>	<u>\$ 3,668,112</u>	<u>\$ 4,454,250</u>	<u>\$ 347,587,195</u>
Application No. 94-03-U-00-BDL; 94-03-U-01-BDL; 94-03-U-02-BDL	2/22/1994	\$ 6,787,209	\$ 6,787,208	\$ -	\$ -	\$ -	\$ -	\$ 6,787,208
Application No. 96-05-U-00-BDL; 96-05-U-01-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; 96-04-C-02-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; 99-08-U-02-BDL	3/26/1999	15,038,863	15,038,863	-	-	-	-	15,038,863
Application No. 00-10-C-00-BDL; 00-10-C-03-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	152,839,180	-	8,216,049	-	1,110,211	162,165,440
Application No. 01-13-U-00-BDL; 01-13-U-01-BDL	4/2/2001	4,557,854	4,557,853	-	-	-	-	4,557,853
Application No. 01-14-U-00-BDL; 02-14-C-01-BDL	9/3/2002	1,102,000	1,049,896	-	-	-	-	1,049,896
Application No. 01-15-C-00-BDL; 02-15-C-01-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; 08-17-C-03-BDL	11/3/2008	12,135,277	11,292,118	-	-	-	-	11,292,118
Application No. 10-18-C-00-BDL	7/26/2010	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; 12-20-C-01-BDL	11/26/2013	4,025,227	3,521,929	-	-	-	-	3,521,929
Application No. 14-21-C-00/01-BDL; 14-21-C-02-BDL	7/18/2014	23,308,807	18,910,720	-	-	-	-	18,910,720
Application No. 15-22-C-00-BDL; 15-22-C-01-BDL; 15-22-C-02-BDL	4/2/2018	15,000,784	13,029,514	-	-	-	-	13,029,514
Application No. 16-23-C-00-BDL; 16-23-C-01-BDL	11/21/2016	8,174,744	5,426,956	-	-	-	-	5,426,956
Application No. 18-24-C-00 and 18-24-C-01-BDL	7/6/2018	14,844,423	11,235,902	34,525	21,161	-	845,812	12,137,400
Application No. 19-25-C-00 and 19-25-C-01-BDL	3/17/2020	26,600,000	389,169	2,472,264	919,839	-	29,179	3,810,451
Total Passenger Facility Charge Collections Expended		<u>\$ 415,649,392</u>	<u>\$ 269,321,855</u>	<u>\$ 2,506,789</u>	<u>\$ 9,157,049</u>	<u>\$ -</u>	<u>\$ 1,985,202</u>	<u>\$ 282,970,895</u>

See accompanying Notes to Schedule of Passenger Facility Charges.

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NOTES TO SCHEDULE OF PASSENGER FACILITY CHARGES
JUNE 30, 2024**

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 Authority). The Authority is 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 accounting principles generally accepted in the United States of America (GAAP).



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