SPRINGFIELD-ROBERTSON COUNTY

AIRPORT BOARD

Annual Financial Report

For the Year Ended June 30, 2015

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

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INTRODUCTORY SECTION

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Schedule of Officers

June 30, 2015

Official	Title	Term expires
Sam Chitty	Chairman	2018
Chris Simpkins	Vice Chairman	2016
Mel Carr	Secretary'Treasurer	2017
Marvin Smith, Jr.	Member	2019
Glen Roberts	Member	2015
Neil Petersen	Member	2018
Henry Ruth	Member	2013
Paul Nutting	Ex-Officio Member	N/A
Howard Bradley	Ex-Officio Member	N/A
Margot Fosnes	Ex-Officio Member	N/A

FINANCIAL SECTION

JOHN R. POOLE, CPA
CERTIFIED PUBLIC ACCOUNTANT

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Independent Auditor's Report

Springfield-Robertson County Airport Board
Springfield, Tennessee

Report on the Financial Statements
I have audited the accompanying financial statements of the governmental activities and the major fund of the Springfield-Robertson County Airport Board as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as 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 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.

Auditor's Responsibility
My responsibility is to express opinions on these financial statements based on my audit. I conducted the audit in accordance with auditing standards generally accepted in the United States of America and standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that I 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 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, I 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.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for the audit opinions.

Opinions
In my opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the governmental activities, the major fund of the Springfield-Robertson County Airport Board as of June 30, 2015, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters -Required Supplementary Information

Management has omitted the Management's Discussion and Analysis that accounting principles generally accepted in the United States of America requires to be presented to supplement the basic financial statements. Such missing 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 the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historic context. My opinion on the basic financial statements is not affected by this missing information.

Other Matters -Other Information

The audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Airport's basic financial statements. The Introductory Section and the Supplementary Information, are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by U. S. Office of Management and Budget Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, 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 Introductory Section and the Supplementary Information have 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 Introductory Section and the Supplementary Information are fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, I have also issued my report dated November 30, 2015 on the consideration of the Airport's internal control over financial reporting and the tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of the 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 entity's internal control over financial reporting and compliance.

John R Poole, CPA

November 30, 2015

BASIC FINANCIAL STATEMENTS

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Statement of Net Position

June 30, 2015

Assets	Governmental Activities	Total
Cash and cash equivalents	$366,071	$366,071
Grant receivables	30,908	30,908
Capital assets, not depreciated	477,737	477,737
Capital assets, net of accumulated depreciation	8,646,630	8,646,630
Total Assets	$9,521,346	$9,521,346
Liabilities		
Accounts payable	140,479	140,479
Deposits	16,500	16,500
Total Liabilities	156,979	156,979
Net Position		
Investment in capital assets	9,124,367	9,124,367
Unrestricted	240,000	240,000
Total Net Position	$9,364,367	$9,364,367

See accompanying notes to financial statements.

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Statement of Activities

For the Year Ended June 30, 2015

Function/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expenses) Revenue and Changes in Net Position: Governmental Activities	Net (Expenses) Revenue and Changes in Net Position: Total
General government - Airport operations	268,722	90,027	0	2,537,025	2,358,330	2,358,330
Total Governmental Activities	268,722	90,027	0	2,537,025	2,358,330	2,358,330
General Revenues:						
Interest income					954	954
Total general revenues					954	954
Changes in net position					2,359,284	2,359,284
Net position - beginning of year					7,005,083	7,005,083
Net position - ending of year					9,364,367	9,364,367

See accompanying notes to financial statements.

FUND FINANCIAL STATEMENTS

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Balance Sheet

Governmental Fund

June 30, 2015

	General Fund
Assets	
Cash and cash equivalents	$366,071
Grants receivable	30,908
Total Assets	$396,979
Liabilities and Fund Balance	
Liabilities:	
Accounts payable	$140,479
Deposits	16,500
Total Liabilities	156,979
Fund balance:	
Unassigned	240,000
Total Fund Balance	240,000
Total Liabilities and Fund Balance	$396,979

The notes accompanying the financial statements are an integral part of these financial statements.

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Reconciliation of the Balance Sheet to the Statement of Net Position of Government Activities

June 30, 2015

Amounts reported for fund balance - total governmental funds	$	240,000
Amounts reported for governmental activities in the statement of net position are different because:		
Investment in capital assets		9,124,367
Net position of governmental activities	$	9,364,367

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Governmental Funds
Statement of Revenues, Expenditures and Changes in Fund Balances

For the Year Ended June 30, 2015

	General Fund
Revenues:	
Intergovernmental- State of Tennessee	2,537,025
Rent income	69,648
Flowage fees	4,559
Land lease	15,820
Interest income	954
Total Revenues	2,628,006
Expenditures:	
Current:	
Utilities	14,880
Repair and maintenance	12,308
Professional fees	13,381
Supplies	566
Miscellaneous	1,116
Capital Outlay	2,617,559
Total Expenditures	2,659,810
Excess (deficiency) of revenues over expenditures	(31,804)
Fund Balance, Beginning of year	271,804
Fund Balance, End of year	240,000

See accompanying notes to financial statements.

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balance of Governmental Funds to the Statement of Activities

For the Year Ended June 30, 2015

Net change in fund balances - total governmental funds:	$	(31,804)
Amounts reported for governmental activities in the statement of net position are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense.		
Acquisition of capital assets		2,617,559
Depreciation expense		(226,471)
Change in net position of governmental activities	$	2,359,284

NOTES TO THE FINANCIAL STATEMENTS

Springfield-Robertson County Airport Board

Notes to Financial Statements

June 30, 2015

(1) Summary of Significant Accounting Policies

The Springfield-Robertson County Airport Board, (Airport) is a joint venture between the City of Springfield and Robertson County, created in 1990 to oversee the operation, maintenance, and improvement of the Springfield-Robertson County Airport. The Airport Board of Springfield and Robertson County, Tennessee share equally in the responsibilities of the Airport. The Board is governed by a Board of Directors. As an City/County joint undertaking, the Board is exempt from Federal income tax. The Board has been delegated all the powers given by Tennessee Code Annotated 42-5-201 et seq. The Board consists of seven members, two of whom are appointed by the County; and two of whom are appointed by the City of Springfield. The other three members are appointed by both the City of Springfield and Robertson County. Each member serves a five-year term with staggered termination dates. The City of Springfield and the County assist the Board with such items as insurance coverage and bidding and contracting for various projects.

The City of Springfield and Robertson County are presented with estimates of project costs and matching share requirements. Each is asked to contribute one-half of any costs not covered by State or Federal funds; although the Aldermen of the City of Springfield and the Commissioners of Robertson County have the authority to approve contributions in whatever amount they deem appropriate. Although the assets are constructed and acquired through the City of Springfield and Robertson County funds, the Board retains the legal authority to significantly influence operations including, but not limited to, control over assets, including facilities and properties, short term borrowing and signing contracts.

All significant activities and organizations on which the Board exercises financial accountability have been included in the financial statements for the year ended. The responsibility and accountability over all funds is vested in the Board and Fixed Base Operator, who is appointed by the Board to assist in maintaining and operating the airport facility. There are no component units of the Board.

The accounting policies of the Springfield-Robertson County Airport Board conform to generally accepted accounting principles as applicable to governments. The following is a summary of the more significant policies.

Reporting Entity:
In evaluating the Airport as a reporting entity, management has addressed all potential component units (traditionally separate reporting entities) for which the Airport may be financially accountable and, as such, should be included within the Airport's financial statements. The Airport (the primary government) is financially accountable if it appoints a voting majority of the organization's governing board and (1) it is able to impose its will on the organization or (2) there is a potential for the organization to provide specific financial benefit or to impose specific financial burden on the Airport. Additionally, the primary government is required to consider other organizations for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete. The Airport has no component units at yearend.

(1) Summary of Significant Accounting Policies, Continued

Government -Wide and Fund Financial Statements

The Government-wide financial statements, the statement of Net Position and the statement of changes in Net Position, report information on all of the nonfiduciary activities of the primary government.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include (I) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and (ii) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide 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.

Governmental fund revenues are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they become both measurable and collectable within the current period or soon enough (45 days) thereafter to be used to pay liabilities of the current period. Expenditures are recorded generally when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments are recorded only when payment is due.

The Airport reports the following major fund:

General Fund - The General Fund is the general operating fund of the Airport. It is used to account for all financial resources of the general government except those required to be accounted for in another fund.

Cash and Cash Equivalents

Cash and cash equivalents consist primarily of checking accounts and a money market account. When both restricted and unrestricted resources are available for use, it is the Airport's policy to use restricted resources first, then unrestricted resources as they are needed. When unrestricted funds are used the Airport uses committed, assigned then unassigned funds.

(1) Summary of Significant Accounting Policies, Continued

Capital Assets

Capital assets, which include property, plant and equipment, and infrastructure assets consisting of certain improvements other than buildings are reported in the applicable governmental activities columns in the government-wide financial statements. Capital assets are defined by the Airport as assets with an individual cost of $5,000 and an estimated useful life in excess of three years. All fixed assets are valued at historical cost or estimated useful life in excess of three years. Donated fixed assets are valued at their estimated fair value on the date donated. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Depreciation is provided over the estimated useful lives using the straight line method.

The estimated useful lives are as follows:

Infrastructure	20-50 years
Land improvements	20 years
Buildings	40 years
Machinery and Equipment	20 years

Budget and Budgetary Accounting

The Board informally adopts an annual budget for the General Fund. The informal annual budget for the General Fund sets forth total program expenditures (not annual) with estimated grant revenues from intergovernmental sources. The Board is not legally required to adopt a budget; therefore, no budget comparison is presented in these financial statements.

Net Position Flow Assumption

Sometimes the government will fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted – net position and unrestricted – net position in the government-wide and proprietary fund financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the Airport's policy to consider restricted – net position to have been depleted before unrestricted – net position is applied.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

(1) Summary of Significant Accounting Policies, Continued

Credit Risk
Financial instruments that potentially subject the Airport to significant concentrations of credit risk consist principally of cash and cash equivalents. The Airport places its cash with federally-insured financial institutions or institutions participating in the State collateral pool.

Fund Balance
The Airport implemented GASB 54 which addresses issues related to how fund balances are reported. Fund balances are now reported in the following manner:

Nonspendable fund balances – amounts that are not in a spendable form, Restricted fund balance – amounts constrained to specific purposes by their providers, provisions, or by enabling legislation, Committed fund balance – amounts constrained to specific purposes by a government itself, using its highest level of decision-making authority; to be reported as committed, amounts cannot be used for any other purpose unless the government takes the same highest-level action to remove or change the constraint, Assigned fund balance – amounts a government intends to use for a specific purpose; intent can be expressed by the governing body or by an official or body to which the governing body delegates the authority, Unassigned fund balance – amounts that are available for any purpose; these amounts are reported only in the general fund.

Only by Board approval (via formal vote) can fund balance amounts be classified as committed or assigned.

(2) Cash and Cash Equivalents

The Airport is authorized to invest funds in Federal treasury bills and notes, State of Tennessee Local Government Investment Pool and financial institution demand deposit accounts and certificates of deposit. Deposits in financial institutions are required by State Statute to be secured and collateralized by the institutions. The Airport has deposit policies to minimize custodial credit risks. The collateral must meet certain requirements and be deposited in an escrow account in a second bank for the benefit of the Airport and must total a minimum 105% of the value of the deposits placed in the institutions less the amount protected by federal depository insurance. The Airport's deposits with financial institutions are fully insured or collateralized by securities held in the Airport's name.

(3) Capital Assets

A summary of changes in general capital assets as presented in the governmental activities column of the government-wide financial statements is as follows:

	Balance July 1, 2014	Additions	Deletions	Balance June 30, 2015
Land	477,737	-	-	477,737
Furniture and fixtures	6,797	-	-	6,797
Machinery and equipment	115,433	17,499	-	132,932
Other improvements	5,570,118	2,600,060	-	8,170,178
Parallel taxiway	501,723	-	-	501,723
Runway widening	591,907	-	-	591,907
Parallel localizer	1,107,558	-	-	1,107,558
Security project	99,010	-	-	99,010
Total	8,470,283	2,617,559	-	11,087,842
Accumulated depreciation	1,737,004			1,963,475
Capital assets - net	6,733,279			9,124,367

All assets of the Airport except land of $477,737 is being depreciated. Depreciation expense was $226,471 for the fiscal year end. Accumulated depreciation was $5,755 for furniture and fixtures, $52,045 for machinery and equipment, $1,166,694 for improvements, $152,189 for parallel taxiway, $198,569 for runway widening, $333,756 for parallel localizer and $54,467 for security project.

(4) Risk Management

The Board is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Board has elected to obtain an insurance policy to transfer risk to a commercial insurance company. Insurance settlements have not been in excess of insurance coverage in any of the prior three years.

(5) Commitments and Contingencies

Economic Dependency

The Airport obtains a substantial amount of funds from state and local governments. A significant reduction in the level of such support, if this were to occur, might affect the Airport's ability to carry out its programs and activities.

Litigation:

There are no pending lawsuits in which the Airport is involved that are material to the financial statements.

Grants:

Amounts received from Grantor agencies are subject to audit and adjustment by Grantor agencies, principally the Federal government. Any disallowed claims including amounts already collected, could become a liability of the applicable fund.

SUPPLEMENTAL INFORMATION

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Schedule of Cash and Cash Equivalents
All Funds

June 30, 2015

	Carrying Value
General Fund:	
Commerce Union Bank -Demand deposits	$366,071
Total General Fund	366,071
Total - All funds	$366,071

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Schedule of Federal and State Financial Assistance

For the Year Ended June 30, 2015

CFDA Number	State Grant Number	Program Name	Grantor Agency	Receivable (Deferred) Balance June 30, 2014	Grant Receipts	Other	Grant Expenditures	Receivable (Deferred) Balance June 30, 2015
State Program:								
20.106	TAD 74-555-0355-04	Ground Equipment	State of Tennessee Department Transportation	0	13,999	0	13,999	0
20.106	AERO 74-0754	Airport Runway Taxi	State of Tennessee Department Transportation	0	1,014,449	0	1,014,449	0
N/A	99-555-0742-04	Airport Maintenance	State of Tennessee Department Transportation	10,210	16,151	0	5,941	0
20.106	AERO 74-0156	Airport Unit Hangar	State of Tennessee Department Transportation	0	560,018	0	560,018	0
20.106	AERO 74-0751	Emergency Beacon	State of Tennessee Department Transportation	0	5,415	0	5,415	0
20.106	AERO - 0748	Airport - Layout	State of Tennessee Department Transportation	24,686	14,800	0	0	9,886
20.106	AERO 74-0153	Airport Unit Hangar	State of Tennessee Department Transportation	0	916,181	0	937,203	21,022
			Total State Program	34,896	2,541,013	0	2,537,025	30,908

This schedule prepared on the accrual basis of accounting.

COMPLIANCE AND INTERNAL CONTROL

JOHN R. POOLE, CPA
CERTIFIED PUBLIC ACCOUNTANT

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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*

Springfield-Robertson County Airport Board
Springfield, Tennessee

I have audited, in accordance with the 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 governmental activities and the major fund of the Springfield-Robertson County Airport Board as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise Springfield-Robertson County Airport Board's financial statements and have issued a report thereon dated November 30, 2015.

Internal Control Over Financial Reporting

In planning and performing my audit of the financial statements, I considered the Springfield-Robertson County Airport Board's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing an opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Springfield-Robertson County Airport Board's internal control. Accordingly, I do not express an opinion on the effectiveness of the Organization'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 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.

My consideration of the 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 the audit I did not identify any deficiencies in internal control that I 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 Springfield-Robertson County Airport Board's financial statements are free of material misstatement, I 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 the financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of the audit and, accordingly, I do not express such an opinion. The results of the 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 the testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

John R Poole, CPA

November 30, 2015

JOHN R. POOLE, CPA
CERTIFIED PUBLIC ACCOUNTANT

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE

Springfield-Robertson County Airport Board
Springfield, Tennessee

Report on Compliance for Each Major Federal Program
I have audited the Springfield-Robertson County Airport Board's compliance with the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement* that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2015. The Airport Board's major federal programs are identified in the summary of the auditor's 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.

Auditor's Responsibility
My responsibility is to express an opinion on the compliance for each of Springfield-Robertson County Airport Board's major federal programs based on my audit of the types of compliance requirements referred to above. I conducted the 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 I 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 the Airport Board's compliance with those requirements and performing such other procedures as I considered necessary in the circumstances.

I believe that my audit provides a reasonable basis for my opinion on compliance for each major federal program. However, the audit does not provide a legal determination on the Airport Board's compliance.

Opinion on Each Major Federal Program
In my opinion, Springfield-Robertson County Airport Board complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2015.

Other Matters
The results of the auditing procedures disclosed no instances of noncompliance, which are required to be reported in accordance with OMB Circular A-133.

Report on Internal Control Over Compliance
Management of the Airport Board is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing the audit of compliance, I considered the Springfield-Robertson County Airport Board '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 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, I do not express an opinion on the effectiveness of the Airport Board'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 the types of compliance requirements 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.

My consideration of the 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. I did not identify any deficiencies in internal control over compliance that I consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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

John R Poole, CPA

November 30, 2015

SPRINGFIELD-ROBERTSON COUNTY AIRPORT BOARD

Schedule of Findings and Questioned Costs

June 30, 2015

Section I - Summary of Auditor's Results

Financial Statements

The Auditor's Report on the Financial Statements was an unqualified opinion.

Internal control over financial reporting:

Material weakness identified ? No

Significant deficiencies identified ? None reported

Noncompliance material to financial statements noted ? No.

Federal Awards

Internal control over major programs:

Material weakness identified ? No.

Significant deficiencies identified ? None reported

The auditor's report on compliance for major programs was unqualified.

There were no audit findings disclosed that are required to be reported in accordance with section 510(a) of OMB Circular A-133.

The Major Program was:
CFDA 20.106, Airport Improvements

Type A programs have been distinguished as those programs with expenditures greater than $300,000. The CFDA 20.106 program met this threshold.

The Springfield- Robertson County Airport Board was not considered to be a low risk auditee.

Section II - Financial Statement Findings

There were no findings related to the financial statements which are required to be reported in accordance with Government Auditing Standards.

Section III - Federal Award Findings and Questioned Costs

There were no findings related to Federal Awards.

Springfield-Robertson County Airport Board

Schedule of Disposition of Prior Year Comments

June 30, 2015

There were no prior year comments.