

**PANAMA CITY - BAY COUNTY**

**AIRPORT AND INDUSTRIAL DISTRICT**

**PANAMA CITY, FLORIDA**

**FINANCIAL STATEMENTS**

**AND SUPPLEMENTARY INFORMATION**

**YEAR ENDED SEPTEMBER 30, 2022**



Tipton, Marler, Garner & Chastain  
*The CPA Group*

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
PANAMA CITY, FLORIDA  
FINANCIAL STATEMENTS  
AND SUPPLEMENTARY INFORMATION  
YEAR ENDED SEPTEMBER 30, 2022**

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
PANAMA CITY, FLORIDA  
FINANCIAL STATEMENTS  
AND SUPPLEMENTARY INFORMATION  
YEAR ENDED SEPTEMBER 30, 2022**

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Panama City - Bay County  
Airport and Industrial District  
Panama City, Florida

### Report on the Audit of the Financial Statements

#### *Opinions*

We have audited the accompanying financial statements of the business-type activities of Panama City - Bay County Airport and Industrial District, as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise Panama City - Bay County Airport and Industrial District's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of Panama City - Bay County Airport and Industrial District, as of September 30, 2022, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### *Basis for Opinions*

We conducted our audit in accordance with 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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Panama City - Bay County Airport and Industrial District and to meet our other ethical responsibilities, in accordance with the 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 audit opinions.

#### *Emphasis of Matter – Change in Accounting Principle*

As described in Note 7 to the financial statements, in 2022, the District adopted new accounting guidance, GASB Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events considered in the aggregate, that raise substantial doubt about Panama City -Bay County Airport and Industrial District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. 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 generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, 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 amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Panama City - Bay County Airport and Industrial District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Panama City - Bay County Airport and Industrial District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 5-14 and 32-34 be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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 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 auditing standards generally accepted in the United States of America, 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.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Panama City - Bay County Airport and Industrial District's basic financial statements. The accompanying schedule of expenditures of federal awards, state financial assistance, and passenger facility charges, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, Chapter 10.550, Rules of the Auditor General, and as specified in the Passenger Facility Charge Audit Guide for Public Agencies, issued by the Federal Aviation Administration, is presented for purposes 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 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 expenditures of federal awards, state financial assistance, and passenger facility charges is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Information***

Management is responsible for the other information included in the annual report. The other information comprises the other supplementary information but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and

the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 10, 2023 on our consideration of Panama City - Bay County Airport and Industrial District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely 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 effectiveness of Panama City - Bay County Airport and Industrial District's 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 Panama City - Bay County Airport and Industrial District's internal control over financial reporting and compliance.

*Lipton, Mauler, Garner & Chastain*

Panama City, Florida  
February 10, 2023



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**PANAMA CITY-BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

**Overview of the Financial Statements**

The following Management's Discussion and Analysis ("MD&A") of the Panama City-Bay County Airport and Industrial District (the "District") provides an introduction of the basic financial statements of the District for the year ended September 30, 2022. The District's basic financial statements consist of three components: 1) Management Discussion & Analysis; 2) Financial Statements; and 3) Notes to Financial Statements. Management prepared this unaudited MD&A, which should be read in conjunction with the information contained in the financial statements and the notes thereto, which are essential to a full understanding of the financial statement data.

The financial statements report information about the District using accounting methods similar to those used by private sector companies. These statements offer short and long-term financial information about its activities.

The *Statement of Net Position* include all of the District's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to District creditors (liabilities). They also provide the basis for evaluating the capital structure of the District and assessing the liquidity and financial flexibility of the District.

The *Statement of Revenues, Expenses, and Changes in Net Position* report total operating revenues, operating expenses, non-operating income and expenses, capital contributions and the changes in net position during the year ended September 30, 2022. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows.

The *Statement of Cash Flows* present information showing how the District's cash and cash equivalents position changed during the year ended September 30, 2022. The primary purpose of these statements is to provide information about the District's cash receipts and cash payments during the reporting period. These statements report cash receipts, cash payments, and net changes in cash resulting from operations, investing, and financing activities and provide answers to such questions as where did cash come from, what was cash used for, and what was the change in cash balance during the reporting period.

Since the District charges fees to tenants and concessionaires to cover the costs of the services it provides, the District records its activities in one proprietary fund. Proprietary funds are reported using the accrual basis of accounting, which is similar to the accounting used by most private-sector companies. Under this method of accounting, all of the current year's revenues and expenses are considered regardless of when cash is received or paid.

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**Notes to Financial Statements**

The Notes provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes to the financial statements follow the Financial Statements section of this report.

**District Background and History**

The District was established pursuant to a special act of the Florida Legislature in 1967, recodified and amended by Chapter 2005-311, Laws of Florida, and subsequently amended by Chapter 2010-274, Laws of Florida. It is a political subdivision of the state and is an independent special district pursuant to the constitution and laws of Florida. The District owns and operates the Northwest Florida Beaches International Airport (the "Airport"), which opened on May 23, 2010. The Federal Aviation Administration ("FAA") Airport identifier is ECP.

The District is governed by a seven-member Board of Directors who are appointed to four-year terms. The legislative act requires that two members of the Board be appointed by the City Commission of the City of Panama City, two members be appointed by the Board of County Commissioners of Bay County, two members be appointed by the City Council of Panama City Beach, and one member be appointed by the Board of County Commissioners of Walton County.

The Airport is situated on approximately 4,000 acres located in Bay County, Florida, 12 miles north of Panama City Beach. It is classified as a small hub airport by the FAA. Phase One of development of the Airport property includes approximately 1,200 acres.

The Airport has one concrete/grooved runway, Runway 16/34. It measures 10,000 feet in length and is used by both commercial, military, and general aviation aircraft.

ECP was the first commercial international airport designed and built after September 11, 2001. The terminal building measures approximately 129,000 square feet and houses seven gates.

The District is self-supporting, using aircraft landing fees, airline rentals and fees, terminal and airport property rentals, and revenues from concessions and parking to fund operating expenses. Operating expenses of the District are not taxpayer funded. Construction programs are funded by federal and state grants, Passenger Facility Charges ("PFCs"), and District revenues.

**Airport Activity**

In FY 2022, enplanements increased to 770,665 from 742,094 in 2021, while total passengers increased 3.4% to 1,535,591. Operations (a landing or takeoff) and landed weight decreased as airlines changed fleet mix with some airlines scaling back scheduled service.

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Airport activity during for the past three fiscal years are shown on the following table:

	<u>FY 2022</u>	<u>FY 2021</u>	<u>FY 2020</u>
Enplanements	770,665	742,094	436,547
Deplanements	764,926	742,524	441,566
Total Passengers	1,535,591	1,484,618	878,113

The following table below shows additional Airport indicators:

	<u>FY 2022</u>	<u>FY 2021</u>	<u>FY 2020</u>
Passenger Load Factor	85.2%	67.8%	61.8%
Aircraft Operations	78,312	82,496	65,561
Aircraft Landed Weight	830,559,830	1,003,929,917	659,746,789

**FINANCIAL HIGHLIGHTS**

*Net Position*

The changes in net position over time may serve as a useful indicator of the District’s financial position. In FY 2022:

- Total assets of the District exceeded total liabilities and deferred inflows by \$255,927,208 (net position). Of this amount, \$26,446,805 is unrestricted.
- The District’s outstanding long-term debt decreased by \$1,856,256, or 5.7%, from prior year.
- Total net position decreased by \$2,540,141, or 1.0%, from FY 2021.

Investments in capital assets (e.g., land, buildings, and equipment), net of any related outstanding debt used to acquire those assets, represents the District’s largest portion of net assets. These capital assets are utilized to provide services to the public; consequently, these assets are not available for future spending. Unrestricted net position, which represents assets available for future spending at the District’s discretion, increased by \$6,003,820, or 29.4% in FY 2022. Restricted net position represents asset that are subject to restrictions imposed by law or other agreements as to how they are used.

The current fiscal year financial statements include additional information based on the implementation of Governmental Accounting Standards Board (“GASB”) Statement No. 87 – Leases; therefore, this report does not show comparative results for prior years because the results would not be an “apples to apples” comparison. GASB No. 87 and deferred inflows of resources are discussed further in note 7 to the financial statements.

**PANAMA CITY-BAY COUNTY  
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MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

The following table provides a summary of the assets, liabilities, deferred inflows of resources and net position of the District for the year ended September 30, 2022:

**Condensed Statements of Net Position**

		2022
Current and Other Assets	\$	31,930,730
Non-Current Assets		11,617,520
Capital Assets		249,924,916
Total Assets		293,473,166
Long-Term Debt Outstanding		30,962,949
Other Liabilities		5,431,663
Total Liabilities		36,394,612
Deferred Inflows of Resources		1,151,346
Net Position:		
Net Investment in Capital Assets		218,961,967
Restricted		10,518,436
Unrestricted		26,446,805
Total Net Position	\$	255,927,208

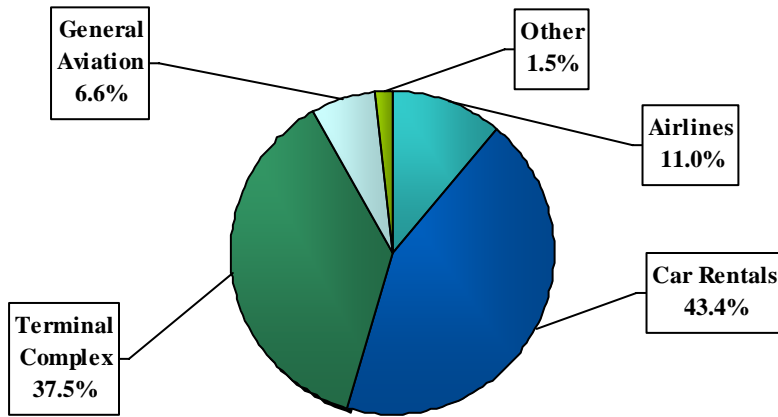
***Revenues, Expenses, and Changes in Net Position***

Operating revenues for the District are primarily generated from users of the Airport and include airline fees and charges, concessions, parking, car rentals, general aviation space rentals and building rentals. These collections of revenues are accounted for in the District's one proprietary fund. In FY 2022, highlights include:

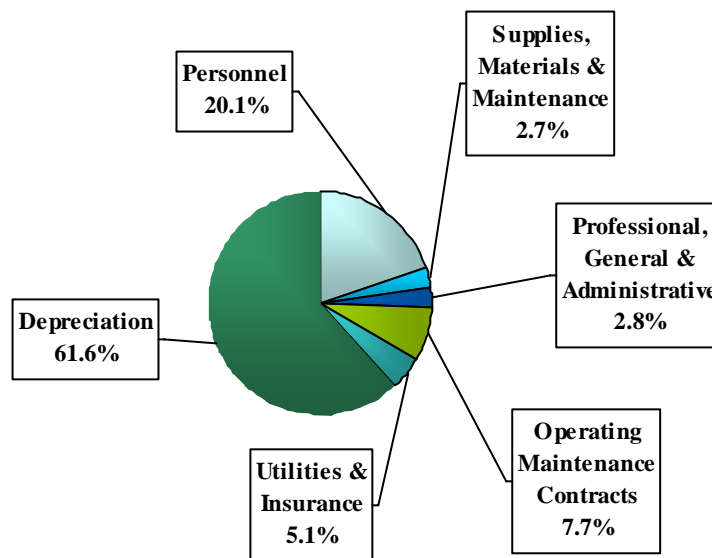
- Operating revenues increased by \$1,294,265, or 9.6%, over prior year operating revenues and totaled \$14,723,034 for the fiscal year.
- Operating expenses increased by \$1,551,827, or 6.5%, over prior year operating expenses and totaled \$25,370,269 for the fiscal year.

**PANAMA CITY-BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

The largest sources of operating revenues for the District are rental cars at \$6,391,449, the terminal complex, which includes parking and concessions, at \$5,515,564, and the airlines at \$1,619,702. The following chart shows the major sources of revenues for the year ended September 30, 2022:



Depreciation accounts for the largest portion of operating expenses at \$15,631,782. Depreciation is not budgeted, and it also represents a high percentage of the District's expenses compared to other airports. Since the facility is relatively new, having opened in 2010, other airports of similar size may have fully depreciated facilities, thus depreciation is not such a large portion of expenses. Other major operating expenses include personnel at \$5,092,262, utilities and insurance at \$1,305,023 and operating maintenance contracts totaling \$1,947,694. The following chart shows the major categories of expenses for the year:



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The following is a summary of revenues, expenses, and the changes in net position for the current year:

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

	2022
<b>Revenues</b>	
Operating Revenues	\$ 14,723,034
Grants and Entitlements	4,968,139
PFC Revenues	2,693,720
CFC Revenues	1,120,160
Interest	69,344
Total Revenues	23,574,397
<b>Expenses</b>	
Operating Expenses	25,370,269
Interest Expense	757,961
Total Expenses	26,128,230
Excess (Deficiency) Before Special Items	(2,553,833)
<b>Special Items</b>	
Net Insurance Proceeds	10,411
Disaster/COVID-19 Expense	(2,144)
Gain on Disposal of Assets	5,425
Total Special Items	13,692
Increase (Decrease) in Net Position	\$ (2,540,141)

**Cash Flows**

Cash equivalents represent cash on hand, bank deposits and liquid investments with a maturity of twelve months or less. The following shows a summary of the major sources and uses of cash and cash equivalents for the year ended September 30, 2022:

**Condensed Statement of Cash Flows**

	2022
Net Cash Provided by:	
Operating Activities	\$ 5,026,030
Capital and Related Activities	3,013,340
Interest Earned on Investments	31,164
Net increase	8,070,534
Cash and Cash Equivalents, Beginning of Year	27,869,768
Cash and Cash Equivalents, End of Year	\$ 35,940,302

**PANAMA CITY-BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
MANAGEMENT’S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

**Capital Assets**

At September 30, 2022, the District had \$414,852,478 invested in a broad range of capital assets including buildings, furniture and fixtures, police and fire equipment, maintenance equipment, vehicles, and capital improvement projects. This amount represents a net increase before depreciation (including additions and disposals of capital assets) of \$3,464,797, or 0.8%, compared to last year. Total Net Capital Assets, after depreciation, decreased \$11,393,352, or 4.4%, from FY 2021, with asset categories shown below:

<b>Capital Assets</b>	
	2022
Land	\$ 70,669,561
Buildings	191,190,512
Improvements Other than Buildings	141,630,402
Furniture & Equipment	10,529,766
Construction Work-in-Progress	832,237
Total Before Depreciation	414,852,478
Depreciation	(164,927,562)
Total Net Capital Assets	\$ 249,924,916

Capital asset notable changes during the current fiscal year include the following:

- Capital equipment additions totaled \$1,835,051 with disposals equaling \$283,503;
- Improvements additions totaled \$1,757,187 with disposals of \$490,130 included for the outdated master plan;
- Buildings increased by \$874,554 and included the design for the terminal buildout and baggage make-up projects;
- Mitigation site development was ongoing at a cost of \$505,403, of which \$293,062 was funded by FAA grants;
- Purchase of a new Aircraft Rescue and Firefighting vehicle at a cost of \$737,237, of which the FAA funded \$716,400;
- Completion of the Master Plan at a cost of \$785,442, of which FDOT funded \$38,187 and the FAA funded \$675,105; and
- Installation of a replacement car wash system at the rental car quick turnaround facility at a cost of \$540,311, all of which was funded by Consolidated Facility Charges (“CFC”), resulting in no use of the Airport’s unrestricted cash.

Total capital expenditures for FY 2022 were \$4,238,429 for grant and non-grant projects and equipment. Federal and state contributions to these expenditures totaled \$2,050,857 with the remaining \$2,187,572 being funded by the District.



**PANAMA CITY-BAY COUNTY  
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**Debt Activity**

At year-end, the District had long-term debt of \$30,962,949 with the State Infrastructure Bank of Florida (“SIB”) These loans mature in Fiscal Year 2036 and are collateralized by a pledge of net revenues and eligible Passenger Facility Charge revenues. The loan interest rates are 1.97% for Loan #1 and 2.71% for Loan #2. The outstanding balances are shown below:

**Outstanding Debt**

	<u>FY 2022</u>
SIB Loan #1	\$ 16,732,748
SIB Loan #2	14,230,201
Total Debt	<u>\$ 30,962,949</u>

**Budgetary Analysis**

As an Independent Special District, the District must adopt a budget each fiscal year. This adopted budget regulates expenditures of the District. It is unlawful for the District to expend or contract for expenditures in any fiscal year except in fulfillment of appropriations.

The FY 2022 budget projected operating revenues of \$15,210,132 and operating expenses in the amount of \$10,459,885. It also included funds for capital projects and purchases of \$5,935,548, while debt service was budgeted at \$2,614,217. No budget amendments were made during the course of the year.

The operating revenues for FY 2022 totaled \$14,723,034, which is under budget by \$487,098. The primary reason for the deficiency is the airline settlement payment, which is discussed below.

Without regard to depreciation, the District’s operating expenses were under budget by \$721,398, or 6.9%, due in large part to staff efforts to control costs and operate as efficiently as possible. Actual operating expenses, including unbudgeted depreciation expense of \$15,631,782, exceeded budget by \$14,910,384.

The annual budget process considers expenses and revenues to calculate the fees and charges that its tenants and users will pay for using the Airport. Costs and revenues are categorized by cost center, of which the Airport has four – Terminal, Airfield, Ground Transportation, and Other. The budgeted Airport Rates & Charges for FY 22 were as follows:

	<u>FY 2022</u>
Terminal Rental Rate	\$ 61.65
Landing Fee	\$ 3.39
Signatory Cost Per Enplanement	\$ 5.62

**PANAMA CITY-BAY COUNTY  
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The District’s agreement with the signatory airlines provides for a rent and fees rebate and revenue sharing based on the financial results of operations of the Airport (the “Settlement”). The agreement requires the Settlement calculation be done at the end of each fiscal year. This calculation takes into consideration all operating revenues and expenses and recalculates the terminal rental rate and landing fee. Any difference in the recalculated rate and the budgeted rate is either refunded or invoiced to the airlines. The agreement also provides for revenue sharing with the signatory partners, and this amount is calculated at the same time as the Settlement. The FY 2022 Settlement amount of \$3,938,614 includes rent rebates of \$111,438, landing fee rebates of \$587,757, and revenue sharing of \$3,239,419.

The Settlement rates and charges, as recalculated, for the airlines are as follows:

	FY 2022
Terminal Rental Rate	\$ 59.13
Landing Fee	\$ 2.68
Signatory Cost Per Enplanement	\$ 2.08

**Currently Known Facts, Decisions or Conditions**

Northwest Florida Beaches International Airport opened on May 23, 2010 and has shown significant growth since that time. Passenger volumes have consistently increased each fiscal year since 2014 with the exception of FY 2020, which was a result of the COVID-19 pandemic. However, FY 2021 proved to be a record-breaking year recognizing nearly 1.5 million passengers. FY 2022 was an even better year for the Airport, with total passengers exceeding 1.53 million.

As seen in the FY 2022 financial statements, the District continues the development of a sound monetary structure. In order to move forward and carry on this trend, the District’s goals for 2023 include working with the FAA and FDOT to further efforts in the development of the terminal facility and airfield, as well as working with the Bay County Economic Development Alliance to encourage aviation-related businesses to locate at the Airport. Currently, ECP is working with a number of prospective tenants on airfield development projects, and the District plans to continue to develop both additional air service and other airport related business opportunities for our region.

The Airport recently completed the designs for an addition to the baggage make-up facility and the buildout of a portion of the second floor of the terminal. Both projects will begin construction in FY 2023 and will provide much needed room for operational and public passenger use. Also completed was the design of an addition to the north aircraft ramp area as a “shelf-ready” project, with construction to begin when funding is available. Additionally, construction will begin in FY 2023 on parking expansion for employees, passengers, and the cell phone waiting area.

Other projects completed in FY 2022 included replacement of the front entrance doors, expansion of the ticket counters, replacement of escalator chain systems, continued environmental mitigation, and the replacement of the car washing system at the consolidated rental car facility.

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The District continues to work with the Florida National Guard to relocate the Panama City Armory to the Airport and will be working with the FAA and the U.S. Army Corp of Engineers on the basic Environmental Assessment on various parcels not included in the Phase One Permit.

Future construction projects currently in the design phase include the North Terminal Concourse Expansion, the components of which include the TSA Screening Checkpoint and Baggage Claim Relocations and Expansions, the Rental Car Customer Service Relocation and related new facility and continued Environmental Mitigation.

Additionally, the District completed negotiations in FY 2022 with a new fixed base operator ("FBO"), Southern Sky Aviation KECP, LLC, that will construct a new facility on Airport property. Planning and design have been completed with construction beginning in the Spring of 2023.

Our continued refinement of the business process, improved cost effectiveness and marketing initiatives, and other strategic initiatives will guide our vision for the upcoming fiscal year. The outlook for the Airport and it's growth is bright.

**Requests for Information**

This financial report is designed to provide our customers, investors and creditors with a general overview of the District's finances and to show the District's accountability for the money it receives. If you have questions about this report or need additional financial information, please contact the Director of Finance and Administration, Northwest Florida Beaches International Airport, 6300 West Bay Parkway, Box A, Panama City Beach, Florida 32409.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
STATEMENT OF NET POSITION  
SEPTEMBER 30, 2022**

**ASSETS**

**Current Assets**

Cash and cash equivalents	\$ 25,740,452
Accounts receivable - trade	1,671,212
Accounts receivable - grants	4,390,582
Prepaid items	128,484
<b>Total current assets</b>	<u>31,930,730</u>

**Noncurrent Assets**

Restricted assets	10,518,436
Lease receivable - long term	1,099,084
Capital assets:	
Land	70,669,561
Buildings and improvements	191,190,512
Improvements other than buildings	141,630,402
Furniture and equipment	10,529,766
Less accumulated depreciation	(164,927,562)
Construction work-in-process	832,237
Net capital assets	<u>249,924,916</u>
<b>Total noncurrent assets</b>	<u>261,542,436</u>

**Total assets** 293,473,166

**LIABILITIES**

**Current Liabilities**

Accounts payable	4,712,751
Accrued expenses	316,577
Current maturities of compensated absences	27,681
<b>Total current liabilities</b>	<u>5,057,009</u>

**Long-Term Liabilities**

Long-term debt, less current maturities	30,962,949
Compensated absences, less current maturities	374,654
<b>Total long-term liabilities</b>	<u>31,337,603</u>

**Total liabilities** 36,394,612

**DEFERRED INFLOWS OF RESOURCES**

Leases	<u>1,151,346</u>
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**NET POSITION**

Net investment in capital assets	218,961,967
Restricted	10,518,436
Unrestricted	26,446,805
<b>Total net position</b>	<u>\$ 255,927,208</u>

See accompanying notes to the financial statements.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
STATEMENT OF REVENUES, EXPENSES,  
AND CHANGES IN NET POSITION  
YEAR ENDED SEPTEMBER 30, 2022**

**Operating Revenues**

Airlines	\$ 1,619,702
Car rentals	6,391,449
Terminal complex	5,515,564
General aviation	969,794
Other tenants and miscellaneous	226,525
Total operating revenues	<u>14,723,034</u>

**Operating Expenses**

Personnel costs	5,092,262
Supplies, materials, and maintenance	680,741
General and administrative expenses	712,767
Operating maintenance contracts	1,947,694
Utilities and insurance	1,305,023
Depreciation	15,631,782
Total operating expenses	<u>25,370,269</u>

Loss from operations (10,647,235)

**Nonoperating Revenues (Expenses)**

COVID-19 expenses	(2,144)
Interest income	31,164
Interest income - leases	38,180
PFC revenues	2,693,720
CFC revenues	1,120,160
Interest expense	(757,961)
Grant revenues	4,968,139
Gain on disposal of assets	5,425
Net insurance proceeds	10,411
Total nonoperating revenues (expenses)	<u>8,107,094</u>

**Change in Net Position** (2,540,141)

**Total Net Position at Beginning of Year** 258,467,349

**Total Net Position at End of Year** \$ 255,927,208

See accompanying notes to the financial statements.

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**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
STATEMENT OF CASH FLOWS  
YEAR ENDED SEPTEMBER 30, 2022**

**Cash Flows From Operating Activities**

Cash received from customers	\$ 15,014,343
Cash paid to suppliers for goods and services	(5,782,459)
Cash paid to employees for services	(4,205,854)
Net cash provided by operating activities	<u>5,026,030</u>

**Cash Flows From Capital and Related Financing Activities**

Acquisition of capital assets	(4,238,430)
Proceeds from disposition of assets	5,425
PFC/CFC revenues	3,822,544
Interest income - leases	38,180
Lease receivable	(1,099,084)
Deferred inflows of resources - leases	1,151,346
Proceeds from insurance	10,411
SIB loan proceeds (principal paid)	(1,856,256)
Interest expense on debt	(757,961)
Grants received:	
FEMA/SERT	42,310
Florida Department of Transportation	933,395
Federal Aviation Administration	4,961,460
Net cash provided by capital and related financing activities	<u>3,013,340</u>

**Cash Flows From Investing Activities**

Interest earned on investments	<u>31,164</u>
--------------------------------	---------------

**Net Increase in Cash and Cash Equivalents** 8,070,534

**Cash and Cash Equivalents at Beginning of Year** 27,869,768

**Cash and Cash Equivalents at End of Year** \$ 35,940,302

**Reconciliation of Loss from Operations to Net Cash Provided  
By Operating Activities**

Loss from operations	\$ (10,647,235)
Adjustments to reconcile loss from operations to net cash provided by operating activities:	
Depreciation	15,631,782
COVID-19 expenses	(2,144)
Federal Aviation Administration TSA	739,409
	90,520
(Increase) decrease in assets:	
Accounts receivable	313,747
Prepaid items	(22,436)
Increase (decrease) in liabilities:	
Accounts payable	(1,177,241)
Accrued expenses	69,358
Compensated absences	30,270
Net cash provided by operating activities	<u>\$ 5,026,030</u>

**Supplemental Disclosure of Cash Flow Information**

Cash paid during the year for interest	<u>\$ 757,961</u>
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**Reconciliation of Cash and Cash Equivalents per Statement  
of Cash Flows to the Statement of Net Position**

Cash and cash equivalents	\$ 25,740,452
Restricted cash and cash equivalents	<u>10,199,850</u>
	<u>\$ 35,940,302</u>

See accompanying notes to the financial statements.



**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

*Reporting Entity:*

The Panama City - Bay County Airport and Industrial District (“the District”) is an independent special district created by an act of the Legislature of the State of Florida and is not considered a component unit of any other local governmental unit. The special act which created the District was Chapter 67-1099 of House Bill 1608 filed June 19, 1967, which was later repealed and replaced by Chapter 98-527 of House Bill 4545 filed May 22, 1998, Chapter 2005-311 of House Bill 939 filed June 14, 2005, and Chapter 2005-311 of House Bill 1635 filed July 1, 2010. The District operates the Northwest Florida Beaches International Airport.

*Measurement Focus, Basis of Accounting, and Financial Statement Presentation:*

The financial statements are reported using the economic resources measurement focus (accrual basis of accounting). This means that all assets and liabilities (whether current or noncurrent) associated with this activity are included on the statement of net position. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. The annual budget is adopted on a basis consistent with generally accepted accounting principles.

The District is accounted for as an enterprise fund. Enterprise funds are used to account for operations (a) that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that 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; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

The District operates as a proprietary (enterprise) fund and applies Financial Accounting Standards Board (FASB) Codification pronouncements and Accounting Principles Board (APB) opinions issued on or before November 30, 1989, unless those pronouncements conflict with or contradict Governmental Accounting Standards Board (GASB) pronouncements, in which case, GASB prevails.

Enterprise funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with an enterprise fund’s principal ongoing operations. The principal operating revenues of the District are lease fees and related charges. Operating expenses of the District include personnel costs, supplies, materials, maintenance, general and administrative expenses, operating maintenance contracts, utilities and insurance, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues (expenses). Capital grants are reported as nonoperating revenues in compliance with GASB Statement No. 33.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

When both restricted and unrestricted resources are available for use, it is the District’s policy to use restricted resources first, then unrestricted resources as they are needed.

*Advertising:*

Advertising costs are generally charged to operations in the year incurred. Advertising expense was \$230,231 for the year ended September 30, 2022.

*Prepaid Items:*

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

*Net Position:*

Net position is categorized as net investment in capital assets, restricted and unrestricted.

Net investment in capital assets is intended to reflect the portion of net position, which is associated with non-liquid, capital assets less outstanding capital asset related debt.

Restricted net position is liquid assets which are not accessible for general use because of third party limitations.

Unrestricted net position represents unrestricted liquid assets.

*Capital Assets:*

Capital assets are recorded at cost and are depreciated principally by the straight-line method over the estimated useful lives of individual assets. Donated capital assets are recorded at estimated fair market value at the date of donation.

Estimated useful lives are generally as follows:

Buildings and improvements	10-39 years
Improvements other than buildings	5-39 years
Furniture and equipment	3-15 years

*Cash Equivalents:*

For purposes of the statement of cash flows, the District considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

*Accounts Receivable:*

Accounts are charged to bad debt expense as they are deemed uncollectible. At September 30, 2022, no allowance for uncollectible accounts was considered necessary.

*Lease Receivable:*

The District's lease receivable is measured at the present value of the lease payments expected to be received during the lease term. Under the lease agreements, the District may receive variable lease payments that are dependent upon the lessor's revenue. The variable payments are recorded as an inflow of resources in the period the payment is received. A deferred inflow of resources is recorded for the lease. The deferred inflow of resources is recorded at the initiation of the lease in an amount equal to the initial recording of the lease receivable. The deferred inflow of resources is amortized on a straight-line basis over the term of the lease.

*Deferred Inflows of Resources:*

In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The District has one item that qualifies for reporting in this category which is related to leases as discussed in Note 7.

*Estimates:*

Management uses estimates and assumptions in preparing these financial statements in accordance with generally accepted accounting principles. Those estimates and assumptions affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities, and the reported revenues and expenses. Actual results could vary from the estimates that were used.

*Recently Issued Accounting Pronouncements:*

In June 2017, the GASB issued Statement No. 87, *Leases*. This statement increased the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. The requirements of this statement are effective for financial statements for periods beginning after June 15, 2021. The District has implemented GASB Statement No. 87 in this annual report.

In June 2018, the GASB issued Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*. This statement will enhance the relevance and comparability

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

of information about capital assets and the cost of borrowing for a reporting period and will simplify accounting for interest cost incurred before the end of a construction period. The requirements of this statement are effective for reporting periods beginning after December 15, 2020. The District has implemented GASB Statement No. 89 in this annual report, however, it does not have any current impact on the District.

In May 2019, the GASB issued Statement No. 91, *Conduit Debt Obligations*. This statement is to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with 1) commitments extended by issuers, 2) arrangements associated with conduit debt obligations, and 3) related note disclosures. The requirements of this statement are effective for reporting periods beginning after December 15, 2021. The District is evaluating the impact, if any, upon its financial position, results of operations, or cash flows upon adoption.

In January 2020, the GASB issued Statement No. 92, *Omnibus 2020*. This statement will enhance the comparability in accounting and financial reporting and improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB statements. The requirements of this statement are effective for reporting periods beginning after June 15, 2021. The District has implemented GASB Statement No. 92 in this annual report, however, it does not have any current impact on the District.

In March 2020, the GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. This statement is to better meet the information needs of financial statement users by improving the comparability of financial statements among governments that enter into public-public partnership arrangements (PPPS) and availability payment arrangements (APAs) and by enhancing the understanding, relevance, and consistency of information about PPPS and APAs. The requirements of this statement are effective for reporting periods beginning after June 15, 2022. The District is evaluating the impact, if any, upon its financial position, results of operations, or cash flows upon adoption.

In May 2020, the GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. This statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements for government end users. The requirements of this statement are effective for reporting periods beginning after June 15, 2022. The District is evaluating the impact, if any, upon its financial position, results of operations, or cash flows upon adoption.

In June 2020, the GASB issued Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans-An Amendment of GASB Statements No. 14 and No. 84, and a Supersession of GASB Statement No. 32*. The primary objectives of this statement are to 1) increase

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; 2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units in fiduciary fund financial statements; and 3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. The requirements of this statement are effective for reporting periods beginning after June 15, 2021. The District has implemented GASB Statement No. 97 in this annual report, however, it does not have any current impact on the District.

In April 2022, the GASB issued Statement No. 99, *Omnibus 2022*. The objectives of this statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing 1) practice issues that have been identified during implementation and application of certain GASB Statements and 2) accounting and financial reporting for financial guarantees. Certain provisions of Statement No. 99 are effective upon issuance, while other provisions of Statement No. 99 are effective for fiscal years beginning after June 15, 2022 and 2023. The District has implemented the provisions of GASB Statement No. 99 that are effective upon issuance. The District is evaluating the impact, if any, upon its financial position, results of operation, or cash flows upon adoption of all other provisions.

In June 2022, the GASB issued Statement No. 100, *Accounting Changes and Error Corrections –an Amendment of GASB Statement No. 62*. This statement prescribes the accounting and financial reporting for 1) each type of accounting change and 2) error corrections. This statement requires that a) changes in accounting principles and error corrections be reported retroactively by restating prior period, b) changes to or within the financial reporting entity be reported by adjusting beginning balances of the current period, and c) changes in accounting estimates be reported prospectively by recognizing the change in the current period. The requirements of this statement are effective for financial statement for reporting period beginning after June 15, 2023. The District is evaluating the impact, if any, upon its financial position, results of operation, or cash flows upon adoption.

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. This statement clarifies the recognition and measurement guidance for compensated absences. This statement requires that liabilities for compensated absences be recognized for 1) leave that has not been used and 2) leave that has been used but not yet paid in cash or settled through noncash means. The requirements of this statement are effective for financial statements for reporting periods beginning after December 15, 2023. The District is evaluating the impact, if any, upon its financial position, results of operation, or cash flows upon adoption.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 2 – RISK MANAGEMENT**

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; business interruption; job-related illnesses or injuries to employees; and natural disasters for which the District carries commercial insurance.

There have been no significant reductions in insurance coverage from coverage in the prior year. The amounts of settlements have not exceeded insurance coverage for any of the past three fiscal years.

**NOTE 3 – RESTRICTED ASSETS**

The restricted assets primarily represent cash and investments reserved in accordance with the loan ordinances and with requirements of the Passenger Facility Charge program.

At September 30, 2022, restricted assets consisted of the following:

Cash and Cash Equivalents:	
CFC account	\$ 6,972,573
PFC excess cash	3,127,593
Forfeiture funds	3,820
Law Enforcement Trust	606
Escrow fund	12,000
Treasury funds	83,258
Accounts Receivable - PFC	<u>318,586</u>
	<u>\$ 10,518,436</u>

**NOTE 4 – COMPENSATED ABSENCES**

All full-time employees of the District earn vacation pay based on years of service.

Employees are not paid in lieu of vacation except in the event of resignation or termination, in which case unused vacation pay is paid up to the amount earned. Vacation benefits are accrued in the period they are earned. The liability for accumulated annual leave (excluding payroll taxes) at September 30, 2022 is \$299,854.

All full-time employees, excluding firefighters, of the District earn or accumulate sick leave with pay at the rate of one day per month and may accumulate a maximum of 60 days. Firefighters earn or accumulate sick leave with pay at 4.89 hours per pay period or 127 hours annually and may accumulate a maximum of 636 hours. Employees accumulating the maximum sick leave may be paid annually for one-third of the excess sick leave earned over the maximum, provided the maximum accumulation is maintained. A percentage of accumulated sick leave may be paid upon termination. The liability for accumulated annual sick leave at September 30, 2022 is \$36,092.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 5 – RETIREMENT PLAN**

The District provides pension benefits for all of its full-time employees through the Panama City - Bay County Airport and Industrial District Money Purchase Plan, a defined contribution plan. The plan is administered by the District with Regions Morgan Keegan Trust serving as trustee and can only be amended by an action of the Board. In a defined contribution plan, benefits depend solely on amounts contributed to the plan plus investment earnings. Employees are eligible to participate one month after the date of employment. Benefits fully vest after six years of employment. Plan forfeitures are used to pay Plan administrative fees. Contributions in the amount of 10% of the preceding month's compensation are made each month by the District, as outlined in the adoption agreement which was approved by the Board on November 2, 1982. The Plan is noncontributory. Plan assets are invested in annuity contracts. Contributions made equaled required contributions for the current and two preceding years. The plan had 79 active participants at September 30, 2022.

The District's total personnel costs for the year ended September 30, 2022 was \$5,092,262. The District's contributions were calculated using the salary amount of approximately \$3,546,615 for September 30, 2022. The retirement expense of the District was \$393,408 and the amount contributed was \$393,408 for the year ended September 30, 2022.

**NOTE 6 – LONG-TERM LIABILITIES**

Changes in long-term liabilities are summarized as follows:

	<u>Balance</u> <u>10/1/2021</u>	<u>Increases</u>	<u>Decreases</u>	<u>Balance</u> <u>9/30/2022</u>	<u>Due in</u> <u>One Year</u>
State Infrastructure Bank Loan: Agreement dated December 21, 2007 authorized a total principal of \$25,000,000; interest payable at 4.60% beginning October 1, 2011 with principal and interest payments of \$1,668,074 due annually beginning October 1, 2011. The agreement was amended August 1, 2021, interest payable at 1.97% with principal and interest payments of \$1,379,241 beginning August 1, 2021 and maturing in 2036; the loan is collateralized by a pledge of net revenues and eligible PFC revenues.	\$ 17,762,076	\$	-	\$ 1,029,328	\$ 16,732,748
					\$ -

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 6 – LONG-TERM LIABILITIES (Continued)**

State Infrastructure Bank Loan:

Agreement dated April 27, 2009 authorized a total principal of \$20,000,000; interest payable at 4.60% beginning October 1, 2011 with principal and interest payments of \$1,421,500 due annually beginning October 1, 2012. The agreement was amended August 1, 2021, interest payable at 2.71% with principal and interest payments of \$1,234,976 beginning August 1, 2021 and maturing in 2036; the loan is collateralized by a pledge of net revenues and eligible PFC revenues.

	15,057,129	-	826,928	14,230,201	-
Total Long-Term Debt	32,819,205	-	1,856,256	30,962,949	-
Total Compensated Absences	364,236	86,214	48,115	402,335	27,681
Total Long-Term Debt and Compensated Absences	<u>\$33,183,441</u>	<u>\$ 86,214</u>	<u>\$ 1,904,371</u>	<u>\$ 31,365,284</u>	<u>\$ 27,681</u>

Debt service requirements to maturity for long-term debt subsequent to September 30, 2022, are as follows:

<u>Fiscal Year Ended</u>	<u>State Infrastructure Bank Loan Agreement</u>		<u>State Infrastructure Bank Loan Agreement</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2024	\$ 1,049,606	\$ 329,635	\$ 849,337	\$ 385,638
2025	1,070,284	308,958	872,355	362,621
2026	1,091,368	287,873	895,995	338,981
2027	1,112,868	266,373	920,277	314,699
2028	1,134,792	244,450	945,216	289,760
2029-2033	6,018,228	877,979	5,124,481	1,050,368
2034-2037	5,255,602	261,362	4,622,540	317,364
	<u>\$ 16,732,748</u>	<u>\$ 2,576,630</u>	<u>\$ 14,230,201</u>	<u>\$ 3,059,431</u>



**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 6 – LONG-TERM LIABILITIES (Continued)**

The Florida Department of Environmental Protection (“DEP”) required the District to establish a management endowment to earn interest, which would be used to pay mitigation costs. In lieu of an endowment, the District established a \$6,000,000 letter of credit as agreed upon with the DEP. The DEP is authorized to draw down on the letter of credit. As of September 30, 2022, there were no draws on the letter of credit.

**NOTE 7 – LEASES**

The District, as a Lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with exceptions for certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. As lessor, the asset underlying the lease is not unrecognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

For the purposes of GASB No. 87 implementation, the District leases have been categorized as follows:

1. GASB No. 87 Leases – Included
2. GASB No. 87 Leases – Excluded Leases – Regulated
3. GASB No. 87 Leases – Excluded Leases – Short Term

**GASB No. 87 Leases – Included**

In accordance with GASB No. 87, the District recognizes a lease receivable and a deferred inflow of resources for leases the District categories as GASB No. 87 – Included. For these leases, the District is reporting lessor lease receivables of \$1,099,084 for the year ending September 30, 2022. For fiscal year ending September 30, 2022, the District reported lease revenue of \$366,265 and interest revenue of \$38,180 related to lease payments received.

The leases held by the District do not have an implicit rate of return, therefore, the District used their incremental borrowing rate of 3.25% to discount the lease revenue to the net present value, recently agreed upon by the State Infrastructure Bank of Florida. In some cases the leases reported under GASB No. 87 contain termination clauses. In these cases the clause required the lessee or lessor to show cause to terminate the lease.

GASB No. 87 included leases are summarized as follows:

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 7 – LEASES (Continued)**

*Concessionaire Lease:*

The District has a five-year concessionaire agreement for the use of the exclusive food and beverage in the terminals. The terms of the concession lease agreements include a fixed revenue component or Minimum Annual Guarantee (MAG). Fixed revenue received totaled \$119,857 for the fiscal year ended September 30, 2022.

The terms of the concessionaire lease agreements include a variable revenue component based on a percentage of gross sales. The variable revenue received was not included in the measurement of lease receivable.

*Property Lease:*

The District leases land for terms that range from one to five years. The terms of the property lease include a fixed revenue component based on square footage. Property revenue received a total of \$284,587 for fiscal year ending September 30, 2022. The terms of these lease agreements do not include a variable revenue component.

Minimum future lease receipts to be received under lease agreements are as follows:

Fiscal Year	Principal	Interest	Total
October 1, 2022- September 30, 2023	\$ 376,385	\$ 30,154	\$ 406,539
October 1, 2023- September 30, 2024	390,951	17,706	408,657
October 1, 2024- September 30, 2025	312,978	5,272	318,250
October 1, 2025- September 30, 2026	18,770	170	18,940
	<u>\$ 1,099,084</u>	<u>\$ 53,302</u>	<u>\$ 1,152,386</u>

**GASB No. 87 Excluded Leases – Short Term Leases**

In accordance with GASB No. 87, the District does not recognize a lease receivable and a deferred inflow of resources for short-term leases. Short-term leases are certain leases that have a minimum possible term under the lease contract of 12 months (or less), including an option to extend, regardless of their probability of being exercised.

**GASB No. 87 Excluded Leases – Regulated**

In accordance with GASB No. 87, the District does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 7 – LEASES** (Continued)

external laws, regulations, or legal rulings, such as requirements from the U.S. Department of Transportation and Federal Aviation Administration. All regulated leases between the District and air carriers or other aeronautical users are month-to-month agreements, therefore, they are treated as short term leases.

Leased assets in the other air service leases included land, airfield, and office space. The expiration date of the other air service leases varies between 1 and 22 years.

The District leases certain assets to various third parties, including ticket counters, terminal operations space, terminal office space, baggage service office space, hangars, grounds and land, and are regulated leases under the FAA Rates and Charges Policy and Grant Assurance 22. Land leases and hangars are considered exclusive use, while several of the terminal locations are considered preferential or joint use.

Four airlines have preferential use of seven gates. All four airlines have preferential use of their own counters. And the four airlines have exclusive use of their own respective office space(s) and preferential use of the baggage room.

Future expected minimum payments related to the District’s regulated leases at September 30, 2022 are as follows:

Fiscal Year Ended 9/30	Amount
2023	\$ 6,384,493
2024	6,313,027
2025	741,224
2026	481,971
2027	481,971
2028-2032	2,409,856
2033-2037	2,409,856
2038-2042	2,409,856
2043-2045	1,445,914
Total	<u>\$ 23,078,168</u>

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 – PASSENGER FACILITY CHARGES**

The District imposes a passenger facility charge (“PFC”) of \$4.50 per enplaned passenger (except for those passengers exempt under the application or the regulation) at the District. The air carriers receive a \$0.11 handling fee per passenger, so the District nets \$4.39 per enplaned passenger. The PFC application allows PFC funds to be collected up to five years in advance of an anticipated project or an alternative project in the event the anticipated project is not undertaken.

**NOTE 9 – COMMITMENTS, CONTINGENCIES, AND SUBSEQUENT EVENTS**

*Litigation:*

There is no pending or, to the knowledge of the District, threatened litigation.

*Contract Commitments:*

At September 30, 2022, the District had contractual commitments of approximately \$3,508,117 for construction of airport projects. Funding of these future expenditures is expected to be received from federal grants, state grants, and current operations.

*Subsequent Events:*

The District did not have any other subsequent events requiring disclosure or recording in these financial statements through February 10, 2023, which is the date these financial statements were available to be issued.

**NOTE 10 – DEPOSITS AND INVESTMENTS**

The District has elected to proceed under the Alternative Investment Guidelines as set forth in Section 218.415, Florida Statutes. The District may invest any surplus public funds in the following:

- a) The Local Government Surplus Trust Funds, or any intergovernmental investment pool authorized pursuant to the Florida Interlocal Cooperation Act;
- b) Securities and Exchange Commission registered money market funds with the highest credit quality rating from a nationally recognized rating agency;
- c) Interest-bearing time deposits or savings accounts in qualified public depositories;
- d) Direct Obligations of the U.S. Treasury.

Securities listed in c) and d) shall be invested to provide sufficient liquidity to pay obligations as they come due. In addition, surplus funds may be deposited into certificates of deposit which are insured.

The District records all interest income related to investment activities in the respective funds and reports investments at fair value.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 10 – DEPOSITS AND INVESTMENTS (Continued)**

Included in the District's cash balances are amounts deposited with banks in interest-bearing accounts, non-interest-bearing demand accounts, and interest-bearing time deposit accounts. The bank balances are entirely insured by federal depository insurance or by collateral pursuant to the Florida Security for Public Deposits Act of the State of Florida.

**NOTE 11 – BUDGET TO ACTUAL - REVENUES AND EXPENSES**

The annual budget is adopted on a basis consistent with generally accepted accounting principles. Management may not increase a department's total expenditures without seeking the approval of the Board of Directors, who may amend the budget at any time during the fiscal year. Amounts shown in the financial statements represent the original budgeted amounts and all supplemental amendments.

For the year ended September 30, 2022, the District's actual operating revenues were less than budgeted operating revenues by \$487,098, due to revenue sharing with the airlines of \$3,239,419, and actual operating expenses exceeded budgeted operating expenses by \$14,910,384. The actual operating expenses increase over budgeted operating expenses was due to the following:

- \$15,631,782 in depreciation expense that was not budgeted by the District in 2022.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
YEAR ENDED SEPTEMBER 30, 2022**

**NOTE 13 – CAPITAL ASSETS**

Changes in capital assets were as follows:

	Balance 10/1/2021	Increases	Decreases	Balance 9/30/2022
Capital assets, not being depreciated:				
Land	\$ 70,669,561	\$ -	\$ -	\$ 70,669,561
Construction work-in-process	1,060,599	3,323,450	(3,551,812)	832,237
Total capital assets, not being depreciated	<u>71,730,160</u>	<u>3,323,450</u>	<u>(3,551,812)</u>	<u>71,501,798</u>
Capital assets, being depreciated:				
Buildings and improvements	190,315,958	874,554	-	191,190,512
Improvements other than buildings	140,363,345	1,757,187	(490,130)	141,630,402
Furniture and equipment	8,978,218	1,835,051	(283,503)	10,529,766
Total capital assets, being depreciated	<u>339,657,521</u>	<u>4,466,792</u>	<u>(773,633)</u>	<u>343,350,680</u>
Less accumulated depreciation for:				
Buildings and improvements	54,118,915	5,181,530	-	59,300,445
Improvements other than buildings	88,820,152	9,812,280	(490,130)	98,142,302
Furniture and equipment	7,130,346	637,972	(283,503)	7,484,815
Total accumulated depreciation	<u>150,069,413</u>	<u>15,631,782</u>	<u>(773,633)</u>	<u>164,927,562</u>
Total capital assets being depreciated, net	<u>189,588,108</u>	<u>(11,164,990)</u>	<u>-</u>	<u>178,423,118</u>
Capital assets, net	<u>\$ 261,318,268</u>	<u>\$ (7,841,540)</u>	<u>\$ (3,551,812)</u>	<u>\$ 249,924,916</u>

**REQUIRED SUPPLEMENTARY  
INFORMATION OTHER THAN  
MANAGEMENT'S DISCUSSION  
AND ANALYSIS – ENTERPRISE FUND**

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF BUDGETED AND ACTUAL RECEIPTS AND EXPENSES  
YEAR ENDED SEPTEMBER 30, 2022**

	<u>Budget</u>	<u>Actual</u>
<b>Operating Revenues</b>		
Airlines -		
Airline landing fees	\$ 2,627,752	\$ 2,227,844
Cargo airline landing fees	14,500	12,155
Airline terminal rent	2,742,557	2,614,965
Airline per use fees	-	4,157
Signatory airline revenue sharing	-	(3,239,419)
Total airlines	<u>5,384,809</u>	<u>1,619,702</u>
Car rentals -		
Rental cars concession fees	3,200,000	4,864,568
Rental cars customer facility charges	1,526,881	1,526,881
Total car rentals	<u>4,726,881</u>	<u>6,391,449</u>
Terminal complex -		
Public and employee parking	2,995,000	4,310,029
Ground transportation fees	94,500	249,021
Advertising concessions	75,000	59,994
Retail merchandise concessions	115,000	186,727
Food and beverage concessions	483,750	561,113
Other terminal revenue	192,263	148,680
Total terminal complex	<u>3,955,513</u>	<u>5,515,564</u>
General aviation -		
Fixed base operator rents	433,065	448,784
Fuel flowage fees	75,000	105,506
Hangar/land rentals	406,480	415,504
Total general aviation	<u>914,545</u>	<u>969,794</u>
Other tenants and miscellaneous -		
Other tenants and miscellaneous	60,386	65,163
Fuel farm	139,714	139,714
Cargo building rental	28,284	21,648
Total other tenants and miscellaneous	<u>228,384</u>	<u>226,525</u>
Total operating revenues	<u>15,210,132</u>	<u>14,723,034</u>

See independent auditor's report.



**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF BUDGETED AND ACTUAL RECEIPTS AND EXPENSES  
YEAR ENDED SEPTEMBER 30, 2022**

	<u>Budget</u>	<u>Actual</u>
<b>Operating Expenses</b>		
Personnel costs -		
Salary and wages	3,856,143	3,628,710
Overtime	106,346	102,227
FICA contributions	298,717	269,871
Group insurance	764,874	605,840
Retirement	393,408	359,564
Workers compensation insurance	130,000	108,277
Other personnel costs	37,500	17,773
Total personnel costs	<u>5,586,988</u>	<u>5,092,262</u>
Supplies, materials, and maintenance -		
Airfield and grounds	133,200	130,571
Computer supplies and software	42,950	33,537
Machinery and equipment	28,500	37,663
Miscellaneous supplies	5,850	6,718
Radio equipment	12,204	10,109
Safety and security	32,500	25,951
Small tools and equipment	11,600	5,934
Fuel farm	500	191
Terminal facility services and supplies	332,250	339,807
Uniforms, clothing, and boots	18,100	17,563
Vehicles, oil, tires, and fuel	73,000	72,697
Total supplies, materials, and maintenance	<u>690,654</u>	<u>680,741</u>
General and administrative expenses -		
Bank charges	60,500	65,929
Bad debt expense	2,000	-
Business meetings and events	7,000	4,008
Dues, licenses, publications, and training	83,985	66,025
Marketing and advertising	300,000	230,231
Office services and supplies	29,000	28,523
Financial consulting services	65,285	55,018
Legal services	60,000	39,183
Professional services	269,000	204,480
Travel and conferences	28,210	19,370
Total general and administrative expenses	<u>904,980</u>	<u>712,767</u>

See independent auditor's report.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF BUDGETED AND ACTUAL RECEIPTS AND EXPENSES  
YEAR ENDED SEPTEMBER 30, 2022**

	<u>Budget</u>	<u>Actual</u>
<b>Operating Expenses</b> (continued)		
Operating maintenance contracts		
Computer services	190,752	152,575
Janitorial service and supplies	870,578	862,519
Elevator and escalator services	55,000	41,397
Loading bridges contract and parts	375,000	286,855
Parking lot management	570,212	604,348
Total operating maintenance contracts	<u>2,061,542</u>	<u>1,947,694</u>
Utilities and insurance		
Electricity	707,429	786,976
Telephone	40,593	45,066
Water and sewer	212,657	220,228
Building and contents insurance	144,292	140,795
Liability insurance	110,750	111,958
Total utilities and insurance	<u>1,215,721</u>	<u>1,305,023</u>
Total	10,459,885	9,738,487
Depreciation	-	<u>15,631,782</u>
Total operating expenses	<u>10,459,885</u>	<u>25,370,269</u>
Operating income (loss)	<u>4,750,247</u>	<u>(10,647,235)</u>
<b>Nonoperating Revenues (Expenses)</b>		
COVID-19 expenses	-	(2,144)
Interest income	4,869	31,164
Interest income - leases	-	38,180
PFC revenues	2,471,461	2,693,720
CFC revenues	1,274,119	1,120,160
Interest expense	(757,961)	(757,961)
Grant revenues	20,719,318	4,968,139
Gain on disposal of assets	-	5,425
Net insurance proceeds	-	10,411
Total nonoperating revenues (expenses)	<u>23,711,806</u>	<u>8,107,094</u>
<b>Income (Loss)</b>	<u>\$ 28,462,053</u>	<u>\$ (2,540,141)</u>

See independent auditor's report.

**OTHER SUPPLEMENTARY  
INFORMATION – ENTERPRISE FUND**

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF CONSTRUCTION WORK-IN-PROGRESS  
SEPTEMBER 30, 2022**

<u>Funding Source</u>		
Airport Funding	Parking expansion	\$ 152,684
Airport Funding	Terminal expansion design	190,010
FDOT JPA 450393-1-94-01	Gate apron repair	391,106
FDOT JPA 423599-2-94-01	Terminal concourse buildout	28,988
FDOT JPA 423599-2-94-01	North apron expansion	23,392
Airport Funding	Baggage make-up expansion	36,943
Airport Funding	Escalator addition	9,114
		<u>\$ 832,237</u>

See independent auditor's report.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF NON-GRANT FUNDED CAPITAL ITEMS  
ACQUIRED DURING THE YEAR ENDED SEPTEMBER 30, 2022**

Entrance road well	\$	13,400
Runway surface signage		56,961
North ticket counter bag belt extension		34,704
Electric vehicle - Police		9,120
ARFF equipment		20,837
Ice maker - PSB		2,969
Shuttle bus		5,000
Shuttle bus		5,000
Ticket counter shell		31,169
Ticket counter shell		31,169
SCBA cylinder		1,050
SCBA cylinder		1,050
SCBA cylinder		1,050
SCBA cylinder		1,050
SCBA unit		6,126
SCBA unit		6,126
AXIS Q6075E camera		3,099
AXIS Q6075E camera		3,099
Hand held speed radar gun		2,445
Car wash system - QTA		540,311
ARFF turnout gear		1,649
ARFF turnout gear		1,649
Baggage scales north ticket counter 1		1,657
Baggage scales north ticket counter 2		1,657
Desk - planner's office		1,226
Solar flashing crosswalk sign set		7,632
Speed sign with trailer		8,580
Ford 2022 W1P police vehicle		37,900
Dell Optiplex 5000		1,255
Humid weather live long range IP camera package		1,714
Humid weather live long range IP camera package		1,714
AXIS PTZ Q6075-E outdoor camera		2,572
Mitigation		207,904
Dell Optiplex 7090		1,101
		<hr/>
	\$	<u><u>1,053,945</u></u>

See independent auditor's report.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF GRANT FUNDED CAPITAL ITEMS  
EXPENDED DURING THE YEAR ENDED SEPTEMBER 30, 2022**

Project Number	Description	Airport Funding	FAA Funding	FEMA Funding	FDOT Funding	SERT Funding	Other Funding	Total
<b>Capital Projects:</b>								
AIP 3-12-0159-012-2018	Master plan update	\$ 4,481	\$ 40,330	\$ -	\$ -	\$ -	\$ -	\$ 44,811
AIP 3-12-0159-014-2019	Mitigation site development	4,437	39,935	-	-	-	-	44,372
AIP 3-12-0159-016-2020	Mitigation site development	-	138,604	-	-	-	-	138,604
AIP 3-12-0159-019-2021	Mitigation site development	-	114,522	-	-	-	-	114,522
	Total mitigation site development	<u>4,437</u>	<u>293,061</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>297,498</u>
CARES Act 3-12-0159-018-2020	Transient apron expansion phase 1		800,180					800,180
JPA 423599-2-94-01	North terminal buildout design	152,324	-	-	152,324	-	-	304,648
JPA 423599-2-94-01	North concourse expansion apron design	152,311	-	-	152,311	-	-	304,622
JPA 423599-2-94-01	TSA checkpoint relocation design	43,322	-	-	35,944	-	-	79,266
JPA 423599-3-94-01	Outbound baggage system design	192,336	-	-	192,336	-	-	384,672
JPA 450393-1-94-01	Gate 7 apron repairs	209,428	-	-	181,678	-	-	391,106
FEMA/SERT	Emergency fuel repair	5,569	-	33,413	-	5,569	-	44,551
	Total capital projects	<u>764,208</u>	<u>1,133,571</u>	<u>33,413</u>	<u>714,593</u>	<u>5,569</u>	<u>-</u>	<u>2,651,354</u>
<b>Capital Equipment:</b>								
AIP 3-12-0159-017-2020	ARFF vehicle	-	716,400	-	-	-	-	716,400
JPA 423364-7-94-01	Doors and equipment	16,691	-	-	49,406	-	-	66,097
JPA 423364-7-94-01	Escalator step chain replacement	37,223	-	-	37,223	-	-	74,446
CARES Act 3-12-0159-018-2020	Terminal entry door replacement	-	32,715	-	-	-	-	32,715
CARES Act 3-12-0159-018-2020	ATCT radio system	-	(68,155)	-	-	-	-	(68,155)
ARPA 3-12-0159-023-2022	ATCT radio system	-	68,155	-	-	-	-	68,155
ARPA 3-12-0159-023-2022	UV escalator handrails	-	18,000	-	-	-	-	18,000
ARPA 3-12-0159-023-2022	UV escalator handrails	-	18,000	-	-	-	-	18,000
ARPA 3-12-0159-023-2022	Airport operations center console systems	-	86,674	-	-	-	-	86,674
FL Dept of Financial Services	Fire decontamination equipment	1,825	-	-	-	-	5,475	7,300
	Total capital equipment	<u>55,739</u>	<u>871,789</u>	<u>-</u>	<u>86,629</u>	<u>-</u>	<u>5,475</u>	<u>1,019,632</u>
Total Grant Funded Capital Items		<u>\$ 819,947</u>	<u>\$ 2,005,360</u>	<u>\$ 33,413</u>	<u>\$ 801,222</u>	<u>\$ 5,569</u>	<u>\$ 5,475</u>	<u>\$ 3,670,986</u>

See independent auditor's report.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULES OF OPERATIONS, GRANTS, AND CAPITAL EXPENDITURES  
LAST TEN FISCAL YEARS**

Year Ended 9/30	Percentage Increase (Decrease) of Operating Revenues Over Prior Year	Operating Revenues	Operating Expenses	Net Operating Income (Loss)	PFC Revenues	Contributions/ Grants for Capital Outlay	Net Operating Income, PFC Revenues, and Contributions	Capital/ Grant Expenditures
2022	10%	\$ 14,723,034	\$ 25,370,269	\$ (10,647,235)	\$ 2,693,720	\$ 4,968,139	\$ (2,985,376)	\$ 4,238,430
2021	11%	13,428,769	23,815,442	(10,386,673)	2,714,234	7,208,155	(464,284)	6,993,749
2020	-5%	12,147,202	22,436,981	(10,289,779)	1,619,871	8,798,424	128,516	10,868,908
2019	8%	12,769,223	21,295,226	(8,526,003)	2,169,008	3,199,856	(3,157,139)	3,855,724
2018	3%	11,845,657	20,907,556	(9,061,899)	1,795,951	4,070,819	(3,195,129)	5,356,885
2017	3%	11,504,891	20,696,329	(9,191,438)	1,579,988	2,794,938	(4,816,512)	3,141,260
2016	8%	11,152,922	21,281,096	(10,128,174)	1,530,157	1,279,147	(7,318,870)	1,402,366
2015	3%	10,320,416	20,300,887	(9,980,471)	1,503,418	823,494	(7,653,559)	2,002,064
2014	2%	9,973,071	19,950,890	(9,977,819)	1,435,586	2,793,047	(5,749,186)	3,680,103
2013	-6%	9,737,443	20,800,222	(11,062,779)	1,482,204	4,000,105	(5,580,470)	5,773,800

The following are omitted from the above data:

- (1) Interest income
- (2) Interest expense
- (3) Gain on disposal of assets
- (4) Miscellaneous nonoperating revenues (expenses)
- (5) CFC revenues

See independent auditor's report.

# **SINGLE AUDIT SECTION**



**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS, STATE FINANCIAL  
ASSISTANCE, AND PASSENGER FACILITY CHARGES  
YEAR ENDED SEPTEMBER 30, 2022**

	CFDA/ CSFA Number	Balance 10/01/2021	Adjustments (1)	Cash Receipts	Expenditures	Balance 09/30/2022
<b>Federal Aviation Administration</b>						
3-12-0159-012-2018	20.106	\$ 88,450	\$ -	\$ 128,780	\$ (40,330)	\$ -
3-12-0159-014-2019	20.106	-	-	39,935	(39,935)	-
3-12-0159-015-2019	20.106	1,167,758	-	1,167,758	-	-
3-12-0159-016-2020	20.106	5,071	-	125,543	(138,604)	18,132
3-12-0159-017-2020	20.106	-	-	716,400	(716,400)	-
3-12-0159-018-2020	20.106	530,229	(732,025)	1,294,969	(32,715)	-
3-12-0159-019-2021	20.106	-	-	-	(114,522)	114,522
3-12-0159-021-2021	20.106	1,419,920	-	1,419,920	-	-
3-12-0159-023-2022	20.106	-	(86,155)	807,564	(2,098,907)	1,377,498
<b>Total Federal Aviation Administration</b>		<b>3,211,428</b>	<b>(818,180)</b>	<b>5,700,869</b>	<b>(3,181,413)</b>	<b>1,510,152</b>
<b>Department of Homeland Security</b>						
70T02021-T6114N098	NA	8,700	-	90,520	(111,160)	29,340
<b>FEMA</b>						
15-SP-8Z-01-13-13-557	97.036	1,940,063	-	-	-	1,940,063
Z2671	97.036	-	-	33,413	(33,413)	-
<b>Total FEMA</b>		<b>1,940,063</b>	<b>-</b>	<b>33,413</b>	<b>(33,413)</b>	<b>1,940,063</b>
<b>Total Federal Awards</b>		<b>\$ 5,160,191</b>	<b>\$ (818,180)</b>	<b>\$ 5,824,802</b>	<b>\$ (3,325,986)</b>	<b>\$ 3,479,555</b>
<b>Florida Department of Transportation</b>						
423599-2-94-01	55.004	\$ 31,375	\$ -	\$ 167,965	\$ (340,578)	\$ 203,988
423599-3-94-01	55.004	21,164	-	138,067	(192,336)	75,433
423364-6-94-01	55.004	621,886	-	621,886	-	-
423364-7-94-01	55.004	37,223	-	-	(95,007)	132,230
450393-1-94-01	55.004	-	-	-	(181,678)	181,678
<b>Total Florida Department of Transportation</b>		<b>711,648</b>	<b>-</b>	<b>927,918</b>	<b>(809,599)</b>	<b>593,329</b>
<b>SERT</b>						
SERT		317,701	-	-	-	317,701
SERT - Z2671		-	-	5,569	(5,569)	-
<b>Total SERT</b>		<b>317,701</b>	<b>-</b>	<b>5,569</b>	<b>(5,569)</b>	<b>317,701</b>
<b>Florida Department of Financial Services</b>						
Fire Decontamination Equipment	43.013	-	-	5,475	(5,475)	-
<b>Total State Financial Assistance</b>		<b>\$ 1,029,349</b>	<b>\$ -</b>	<b>\$ 938,962</b>	<b>\$ (820,643)</b>	<b>\$ 911,030</b>
		Cash/Investments/ Receivables 10/01/2021	Adjustments	Revenue (2)	Expenditures	Cash/Investments/ Receivables 09/30/2022
Passenger Facility Charges		<b>\$ 2,111,851</b>	<b>\$ -</b>	<b>\$ 2,693,720</b>	<b>\$ (1,359,393)</b>	<b>\$ 3,446,178</b>

(1) Prior period expenses that were deemed eligible by the FAA/FDOT.

(2) Including interest earnings

See independent auditor's report and accompanying notes to the schedule of expenditures of federal awards, state financial assistance, and passenger facility charges.

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS, STATE  
FINANCIAL ASSISTANCE, AND PASSENGER FACILITY CHARGES  
YEAR ENDED SEPTEMBER 30, 2022**

**NOTE A – BASIS OF PRESENTATION**

The accompanying schedule of expenditures of federal awards, state financial assistance, and passenger facility charges (the Schedule), includes the grant activity of the District and is presented on the accrual basis of accounting.

The accompanying Schedule summarizes the federal, state, and passenger facility charge expenditures of the District under programs of the federal government, state departments, and Passenger Facility Charge Audit Guide for Public Agencies, for the year ended September 30, 2022. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), Chapter 10.550, Rules of the Auditor General, and as specified in the Passenger Facility Charge Audit Guide for Public Agencies, issued by the FAA. The amounts reported as federal awards, state projects, and passenger facility charge expenditures were obtained from the District's general ledger. Because the Schedule presents only a selected portion of the operations of the District, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the District.

For purposes of the Schedule, federal awards, state projects, and passenger facility charges include all grants, contracts, and similar agreements entered into directly with the federal government, state departments, and passenger facility charge programs. The District has obtained Catalog of Federal Domestic Assistance (CFDA) and Catalog of State Financial Assistance (CSFA) numbers to ensure that all programs and projects have been identified in the Schedule.



**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 Board of Directors  
Panama City - Bay County  
Airport and Industrial District  
Panama City, Florida

We 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 the business-type activities of Panama City - Bay County Airport and Industrial District, as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise Panama City - Bay County Airport and Industrial District's basic financial statements, and have issued our report thereon dated February 10, 2023.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Panama City - Bay County Airport and Industrial District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are 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 Panama City - Bay County Airport and Industrial District's internal control. Accordingly, we do not express an opinion on the effectiveness of Panama City - Bay County Airport and Industrial District'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 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.

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 that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not been identified.

### **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether Panama City - Bay County Airport and Industrial District's financial statements are free from material misstatement, we 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 financial statements. 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 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 our testing of internal control and compliance and the results 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.

*Lipton, Mauler, Garner & Chastain*

Panama City, Florida  
February 10, 2023



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM, STATE PROJECT, AND PASSENGER FACILITY CHARGE PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE, CHAPTER 10.550, RULES OF THE AUDITOR GENERAL, AND PASSENGER FACILITY CHARGE AUDIT GUIDE FOR PUBLIC AGENCIES**

To the Board of Directors  
Panama City - Bay County  
Airport and Industrial District  
Panama City, Florida

**Report on Compliance for Each Major Federal Program, State Project, and Passenger Facility Charge Program**

***Opinion on Each Major Federal Program, State Project, and Passenger Facility Charge Program***

We have audited Panama City - Bay County Airport and Industrial District's compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement*, the requirements described in the Department of Financial Services' *State Projects Compliance Supplement*, and the requirements described in the Passenger Facility Audit Guide for Public Agencies, issued by the Federal Aviation Administration that could have a direct and material effect on each of Panama City - Bay County Airport and Industrial District's major federal programs, state projects, and Passenger Facility Charge programs for the year ended September 30, 2022. Panama City - Bay County Airport and Industrial District's major federal programs, state projects, and Passenger Facility Charge programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Panama City - Bay County Airport and Industrial District 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, state projects, and Passenger Facility Charge programs for the year ended September 30, 2022.

***Basis for Opinion on Each Major Federal Program, State Project, and Passenger Facility Charge Program***

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; the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and*

*Audit Requirements for Federal Awards* (Uniform Guidance); Chapter 10.500, Rules of the Auditor General; and the requirements described in the Passenger Facility Audit Guide for Public Agencies, issued by the Federal Aviation Administration. Our responsibilities under those standards, the Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and the Passenger Facility Audit Guide for Public Agencies, are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Panama City - Bay County Airport and Industrial District 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 each major federal program, state project, and Passenger Facility Charge program. Our audit does not provide a legal determination of Panama City - Bay County Airport and Industrial District'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 grant agreements applicable to Panama City - Bay County Airport and Industrial District's federal programs, state projects, and Passenger Facility Charge programs.

### ***Auditor's 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 Panama City - Bay County Airport and Industrial District's compliance based on our audit. Reasonable assurance is a high level of assurance but is no absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and the Passenger Facility Audit Guide for Public Agencies 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 Panama City - Bay County Airport and Industrial District's compliance with the requirements of each major federal program, state project, and Passenger Facility Charge program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and the Passenger Facility Audit Guide for Public Agencies, 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 Panama City - Bay County Airport and Industrial District'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 Panama City - Bay County Airport and Industrial District'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 Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and the Passenger Facility Audit Guide for Public Agencies, but not for the purpose of expressing an opinion on the effectiveness of Panama City - Bay County Airport and Industrial District'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 federal program, state project, and 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 federal program, state project, and 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 federal program, state project, and 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 Auditor's 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 Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and the Passenger Facility Audit Guide for Public Agencies. Accordingly, this report is not suitable for any other purpose.

*Lipton, Maier, Garner & Chastain*

Panama City, Florida  
February 10, 2023

**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED SEPTEMBER 30, 2022**

**SUMMARY OF AUDITOR'S RESULTS**

1. The auditor's report expresses an unmodified opinion on whether the financial statements of Panama City - Bay County Airport and Industrial District were prepared in accordance with GAAP.
2. No significant deficiencies or material weaknesses relating to the audit of the financial statements are reported in the 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*.
3. No instances of noncompliance material to the financial statements of Panama City - Bay County Airport and Industrial District, which would be required to be reported in accordance with *Government Auditing Standards*, were disclosed during the audit.
4. No significant deficiencies or material weaknesses in internal control relating to the audit of the major federal award programs, state financial assistance projects, or Passenger Facility Charge programs are reported in the Independent Auditor's Report on Compliance for Each Major Federal Program, State Project, and Passenger Facility Charge Program and on Internal Control over Compliance Required by the Uniform Guidance, Chapter 10.550, Rules of the Auditor General, and Passenger Facility Charge Audit Guide for Public Agencies.
5. The auditor's report on compliance for the major federal award programs, state financial assistance projects, and Passenger Facility Charge programs for Panama City - Bay County Airport and Industrial District expresses an unmodified opinion on all major federal programs, state projects, and Passenger Facility Charge programs.
6. Our audit disclosed no findings that are required to be reported in accordance with 2 CFR section 200.516(a) and Chapter 10.557, Rules of the Auditor General.
7. The programs and projects tested as major programs and projects included the following:

<b>Federal Program</b>	<b>Federal CFDA No.</b>
Federal Aviation Administration	20.106
<b>State Project</b>	<b>State CSFA No.</b>
Florida Department of Transportation	55.004

8. The threshold used for distinguishing between Type A and Type B federal programs was \$750,000 and for state projects was \$300,000.
9. Panama City - Bay County Airport and Industrial District was determined to be a low-risk auditee for federal programs and did not qualify to be a low-risk auditee for state projects.



**PANAMA CITY - BAY COUNTY  
AIRPORT AND INDUSTRIAL DISTRICT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED SEPTEMBER 30, 2022**

**FINDINGS – FINANCIAL STATEMENT AUDIT**

NONE

**FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL AWARD PROGRAMS AND  
STATE PROJECTS AUDIT**

NONE



## INDEPENDENT AUDITOR'S MANAGEMENT LETTER

To the Board of Directors  
Panama City - Bay County  
Airport and Industrial District  
Panama City, Florida

### Report on the Financial Statements

We have audited the financial statements of Panama City - Bay County Airport and Industrial District, as of and for the fiscal year ended September 30, 2022, and have issued our report thereon dated February 10, 2023.

### Auditor's Responsibility

We conducted our audit 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; the audit requirements of Title 2 U. S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and Chapter 10.550, Rules of the Auditor General.

### Other Reporting Requirements

We have issued our 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*; Independent Auditor's Report on Compliance for Each Major Federal Program, State Project, and Passenger Facility Charge Program and Internal Control over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountant's Report on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated February 10, 2023, should be considered in conjunction with this management letter.

### Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding financial audit report. There were no recommendations made in the preceding financial audit report.

## **Official Title and Legal Authority**

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. Panama City - Bay County Airport and Industrial District is an independent special district created by an act of the Legislature of the State of Florida and is not considered a component unit of any other local governmental unit. The special act which created the District was Chapter 67-1099 of House Bill 1608 filed June 19, 1967, which was later repealed and replaced by Chapter 98-527 of House Bill 4545 filed May 22, 1998, Chapter 2005-311 of House Bill 939 filed June 14, 2005, and Chapter 2005-311 of House Bill 1635 filed July 1, 2010.

## **Financial Condition and Management**

Sections 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, require us to apply appropriate procedures and communicate the results of our determination as to whether or not Panama City - Bay County Airport and Industrial District met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific condition(s) met. In connection with our audit, we determined that Panama City - Bay County Airport and Industrial District did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures for Panama City - Bay County Airport and Industrial District. It is management's responsibility to monitor Panama City - Bay County Airport and Industrial District's financial condition, and our financial condition assessment was based in part on representations made by management and review of financial information provided by same.

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

## **Special District Component Units**

Section 10.554(1)(i)5.c., Rules of the Auditor General, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, Panama City - Bay County Airport and Industrial District reported:

- a. The total number of district employees compensated in the last pay period of the district's fiscal year as: 63.
- b. The total number of independent contractors to whom nonemployee compensation was paid in the last month of the district's fiscal year as: 0.
- c. All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency as: \$3,730,937.

- d. All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency as: \$0.
- e. Each construction project with a total cost of at least \$65,000 approved by the district that is scheduled to begin on or after October 1 of the fiscal year being reported, together with the total expenditures for such project as:

<u>Project Name</u>	<u>FY22 Expenditures</u>
Baggage Make-Up	\$ 421,614
Baggage Claim Relocation	16,355
Terminal Buildout	333,636
North Apron Expansion	328,013
Mitigation	505,403
Escalator Upgrades	74,445
Door Replacements	65,429
Parking Expansion	152,684
Escalator Addition	9,113
TSA Checkpoint Relocation	79,266
Gate Apron Repair	391,106
North Terminal Expansion	94,040
	<u>\$ 2,471,104</u>

- f. A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the district amends a final adopted budget under Section 189.016(6), Florida Statutes, is included on pages 32-34.

**Additional Matters**

Section 10.554(1)(i)3., Rules of the Auditor General, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but which warrants the attention of those charged with governance. In connection with our audit, we did not note any such findings.

**Purpose of this Letter**

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the Board of Directors, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.

*Lipton, Mauler, Garner & Chastain*

Panama City, Florida  
February 10, 2023



## INDEPENDENT ACCOUNTANT'S REPORT

To the Board of Directors  
Panama City - Bay County  
Airport and Industrial District  
Panama City, Florida

We have examined Panama City - Bay County Airport and Industrial District's compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2022. Management of Panama City - Bay County Airport and Industrial District is responsible for Panama City - Bay County Airport and Industrial District's compliance with the specified requirements. Our responsibility is to express an opinion on Panama City - Bay County Airport and Industrial District's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the AICPA. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether Panama City - Bay County Airport and Industrial District complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether Panama City - Bay County Airport and Industrial District complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the examination engagement.

Our examination does not provide a legal determination on Panama City - Bay County Airport and Industrial District's compliance with specified requirements.

In our opinion, Panama City - Bay County Airport and Industrial District complied, in all material respects, with the aforementioned requirements during the year ended September 30, 2022.

This report is intended solely for the information and use of Panama City - Bay County Airport and Industrial District and the Florida Auditor General and is not intended to be, and should not be, used by anyone other than the specified parties.

*Tipton, Marler, Garner & Chastain*

Panama City, Florida  
February 10, 2023