

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL
STRUCTURE BASED ON AN AUDIT OF THE STATEMENT
OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
(CONTINUED)

request for Grant Number 3-02-0017-16 being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. We noted no matters involving the internal control structure and its operation that we consider to be material weaknesses as defined above.

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. However, this report is a matter of public record and its distribution is not limited.

Bruno & Tervalin

BRUNO & TERVALIN
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1994

INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL
STRUCTURE USED IN ADMINISTERING
FEDERAL FINANCIAL ASSISTANCE PROGRAMS
(CONTINUED)

Our consideration of the internal control structure policies and procedures used in administering federal financial assistance would not necessarily disclose all matters in the internal control structure that might constitute material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control structure elements does not reduce to a relatively low level the risk that noncompliance with laws and regulations that would be material to a federal financial assistance program may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. We noted no matters involving the internal control structure and its operations that we consider to be material weaknesses as defined above.

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

Bruno & Tervalon

BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1994

INDEPENDENT AUDITORS' REPORT

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Grant Number 3-12-0037-16 (FAA Grant Number 16) for the period July 18, 1993 through August 30, 1996. The statement of grant expenditures and reimbursement requests is the responsibility of the management of the New Orleans Aviation Board. Our responsibility is to express an opinion on the statement of grant expenditures and reimbursement requests based on our audit.

We conducted our audit in accordance with generally accepted auditing standards, Government Auditing Standards - Standards for Audits of Governmental Organizations, Programs, Activities and Functions, issued by the United States Comptroller General, and the Office of Management and Budget's (OMB) Circular A-128, Audits of State and Local Governments. Those standards and the provisions of OMB Circular A-128 require that we plan and perform the audit to obtain reasonable assurance about whether the statement of grant expenditures and reimbursement requests is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the statement of grant expenditures and reimbursement requests. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the statement of grant expenditures and reimbursement requests. We believe that our audit provides a reasonable basis for our opinion.

INDEPENDENT AUDITORS' REPORT
(CONTINUED)

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana
Page 2

As described in NOTE 2, the statement of grant expenditures and reimbursement requests presents only the activities of the Clear Zone Acquisition Grant for Runway 1 & 18, New Orleans Aviation Board's Grant Number 3-22-0037-16 (FRA Grant Number 16) and is not intended to present fairly the financial position of the New Orleans Aviation Board, and the results of its operations and cash flows in conformity with generally accepted accounting principles.

In our opinion, the statement of grant expenditures and reimbursement requests presents fairly in all material respects, the grant expenditures and reimbursement requests of the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 18 for the period July 18, 1988 through August 30, 1990, in conformity with generally accepted accounting principles.

Bruno & Tervalon
BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1990

NEW ORLEANS AVIATION BOARD

CLEAR ZONE ACQUISITION GRANT FOR RUNWAY 1 & 19
FEDERAL AVIATION ADMINISTRATION GRANT NO. 16
NEW ORLEANS AVIATION BOARD NO. 3-22-0017-14
NOTES TO THE STATEMENT OF GRANT EXPENDITURES
AND
REIMBURSEMENT REQUESTS

**NOTE 1 - Purpose of the Statement of Grant Expenditures
and Reimbursement Requests:**

The statement of grant expenditures and reimbursement requests has been prepared for the purpose of complying with the terms and conditions of the Federal Aviation Administration (FAA) Clear Zone Acquisition Grant Number 3-22-0017-14 (FAA Grant Number 16).

NOTE 2 - Reporting Entity:

The New Orleans Aviation Board, (NOAB) is the governing body and administrator of the New Orleans International Airport. The NOAB applied for and oversees the funding and construction of Airport Improvement Projects. One such project is the Clear Zone Acquisition Grant for Runway 1 & 19.

The main purpose of the Clear Zone Acquisition Grant is to provide a triangular area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway clear zone begins at the end of each primary surface and is centered upon the extended runway centerline.

On July 18, 1988, the New Orleans Aviation Board accepted a Federal Aviation Administration (FAA) Clear Zone Acquisition Grant. The terms of this agreement obligated the FAA to pay 75% of the allowable cost incurred in the purchase of land, relocation of residents, and the removal of obstructions that are considered in the path of Runway 1 & 19 (i.e., the Clear Zone). The maximum obligation of the FAA under this grant agreement was \$1,830,388.

All costs under this grant are included in this statement, including the final progress billing for the audit.

NEW ORLEANS AVIATION BOARD

CLEAR WORK ACQUISITION GRANT FOR FUNDAY 1 & 19
FEDERAL AVIATION ADMINISTRATION GRANT NO. 16
NEW ORLEANS AVIATION BOARD NO. 1-11-0017-16
NOTES TO THE STATEMENT OF GRANT EXPENDITURES
AND
REIMBURSEMENT REQUESTS, CONTINUED

NOTE 1 - Summary of Significant Accounting Policies:

Method of Accounting

The accounting policies of the **NOAB** conform to generally accepted accounting principles as applicable to governmental units.

The basis of the accounting presentation of the statement of grant expenditures and reimbursement requests are as follows:

- Accrued revenues are grant funds due to the New Orleans Aviation Board as of the date of the statement of grant expenditures and reimbursement requests.
- Other adjustments represent charges made by the New Orleans Aviation Board to total grant related expenditures and revenues for items such as non-participating costs and costs in excess of allowable reimbursable items.
- Grant revenues received are grant receipts recognized based upon expenditures incurred. That is, monies must be expended on the specific project before any amounts will be reimbursed to the New Orleans Aviation Board.
- Matching revenue represents the New Orleans Aviation Board's share of project costs as prescribed by the grant agreement. The prescribed rate is twenty-five percent (25%) of eligible grant costs and one hundred percent (100%) of all ineligible grant costs.
- Grant expenditures are generally recognized under the accrual basis of accounting when the related liability is incurred, if measurable.

NEW ORLEANS AVIATION BOARD

CLEAR ZONE ACQUISITION GRANT FOR KIRBY I & II
 FEDERAL AVIATION ADMINISTRATION GRANT NO. 18
 NEW ORLEANS AVIATION BOARD NO. 3-22-0037-16
 NOTES TO THE STATEMENT OF GRANT EXPENDITURES
 AND
 REIMBURSEMENT REQUESTS, CONTINUED

NOTE 3 - Summary of Significant Accounting Policies, continued:

Accounting Estimates, Continued

amounts of grant revenues and expenditures during the reporting period. Actual results could differ from these estimates.

NOTE 4 - Contingency:

The New Orleans Aviation Board is a recipient of the Clear Zone Acquisition Grant for Kirby I & II Grant Number 3-22-0037-16 (FAA Grant No. 18) awarded by the Federal Aviation Administration. This grant is governed by the Federal Aviation Administration and various Federal guidelines and regulations.

The administration of this grant is under the control of the New Orleans Aviation Board and is subject to audit and/or review by the Federal Aviation Administration. Any funds found to be not properly spent in accordance with the terms, conditions, and regulations of the Federal Aviation Administration may be subject to recapture.

NOTE 5 - Grant Expenditures:

Grant expenditures for the period July 18, 1998 to August 10, 1998 are summarized as follows:

Land acquisition	\$2,812,484
Relocation payments	300,889
Professional services	541,349
Demolition	83,780
Appraisal fees	40,000
Moving fees	21,271
Closing cost	10,171
Ineligible cost	<u>10,354</u>
 Total grant expenditures	 2,409,217
 Less: Matching requirement and ineligible cost	 <u> 810,222</u>
 Major federal financial assistance expenditures	 <u>\$1,598,995</u>

INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL
STRUCTURE USED IN ADMINISTERING
FEDERAL FINANCIAL ASSISTANCE PROGRAMS

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 18 Grant Number 3-22-0037-18 (FAA Grant No. 16) for the period July 18, 1988 through August 30, 1988 and have issued our report thereon dated September 4, 1988. We have also audited the compliance of the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 18 Grant Number 3-22-0037-20 (FAA Grant No. 16) with requirements applicable to major federal financial assistance programs and have issued our report thereon dated September 4, 1988. The general purpose financial statements of the New Orleans Aviation Board were audited by other independent auditors whose report has not been issued as of our report date.

We conducted our audits in accordance with generally accepted auditing standards: Government Auditing Standards, issued by the Comptroller General of the United States; and Office of Management and Budget (OMB) Circular A-128, Audits of State and Local Governments. Those standards and OMB Circular A-128 require that we plan and perform the audit to obtain reasonable assurance about whether the statement of grant expenditures and reimbursement requests is free of material misstatement and about whether the New Orleans Aviation Board complied with laws and regulations, noncompliance with which would be material to a major federal financial assistance program.

INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL
STRUCTURE USED IN ADMINISTERING
FEDERAL FINANCIAL ASSISTANCE PROGRAMS

(CONTINUED)

In planning and performing our audits for the grant period July 18, 1988 through August 30, 1996, we considered the internal control structure of the New Orleans Aviation Board, in order to determine our auditing procedures for the purpose of expressing our opinions on the statement of grant expenditures and reimbursement requests as applicable to the Clear Lane Acquisition Grant for Newway 1 & 19 Grant Number 3-23-8807-16 (FAA Grant No. 36), and on its compliance with requirements applicable to its major federal financial assistance programs and to report on the internal control structure in accordance with OMB Circular A-128. This report addresses our consideration of internal control structure policies and procedures relevant to compliance with requirements applicable to federal financial assistance programs. We have addressed internal control structure policies and procedures relevant to our audit of the statement of grant expenditures and reimbursement requests in a separate report dated September 8, 1996.

The management of the New Orleans Aviation Board is responsible for establishing and maintaining an internal control structure. In fulfilling this responsibility, estimates and judgments by management are required to assess the expected benefits and related costs of internal control structure policies and procedures. The objectives of an internal control structure are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with management's authorization and recorded properly to permit the preparation of statement of grant expenditures and reimbursement requests in accordance with generally accepted accounting principles, and that federal financial assistance programs are managed in compliance with applicable laws and regulations. Because of inherent limitations in any internal control structure, errors, irregularities, or instances of noncompliance may nevertheless occur and not be detected. Also, projection of any evaluation of the structure to future periods is subject to the risk that procedures may become inadequate because of changes in conditions or that the effectiveness of the design and operation of policies and procedures may deteriorate.

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL
STRUCTURE BASED ON AN AUDIT OF THE STATEMENT
OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
(CONTINUED)

are safeguarded against loss from unauthorized use or disposition, and that transactions are executed in accordance with management's authorization and recorded properly to permit the preparation of the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Grant Number 3-22-0037-14 (FAA Grant No. 14) in accordance with generally accepted accounting principles. Because of inherent limitations in any internal control structure, errors or irregularities may nevertheless occur and not be detected. Also, projection of any evaluation of the structure to future periods is subject to the risk that procedures may become inadequate because of changes in conditions or that the effectiveness of the design and operation of policies and procedures may deteriorate.

In planning and performing our audit of the statement of grant expenditures and reimbursement requests for Grant Number 3-22-0037-14 of the New Orleans Aviation Board for the period July 18, 1988 through August 30, 1990, we obtained an understanding of the internal control structure. With respect to the internal control structure, we obtained an understanding of the design of relevant policies and procedures and whether they have been placed in operation, and we assessed control risk in order to determine our auditing procedures for the purpose of expressing our opinion on the statement of grant expenditures and reimbursement requests for Grant Number 3-22-0037-14 and not to provide an opinion on the internal control structure. Accordingly, we do not express such an opinion.

Our consideration of the internal control structure would not necessarily disclose all matters in the internal control structure that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control structure elements does not reduce to a relatively low level the risk that errors and irregularities in amounts that would be material in relation to the statement of grant expenditures and reimbursement.

NEW ORLEANS AVIATION BOARD
CLEAR ZONE ACQUISITION GRANT FOR RUNWAY 1 & 19
FEDERAL AVIATION ADMINISTRATION GRANT 16
NEW ORLEANS AVIATION BOARD NO. 3-23-0017-16

EXIT CONFERENCE

An exit conference was held at the New Orleans Aviation Board to discuss the audit report. This exit conference was attended by:

NEW ORLEANS AVIATION BOARD

1. Ms. Cheryl Chiasso -- Airport Financial Manager
2. Mr. William Fraught -- Senior Accountant
3. Ms. Marlene Made -- Relocation Supervisor

BRUNO & TERVALON, CERTIFIED PUBLIC ACCOUNTANTS

1. Mr. Edward A. Turlac, Jr. -- Manager
2. Mr. Sean M. Bruno -- Audit Senior

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

Bruno & Tervalon

BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 2004

Bruno CERTIFIED PUBLIC ACCOUNTANTS

& Tervalon

& Tervalon

802 PULASKI STREET, SUITE 200
NEW ORLEANS, LOUISIANA 70119
PHONE: 584-2121 • FAX: 584-2121

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH THE GENERAL REQUIREMENTS APPLICABLE TO
FEDERAL FINANCIAL ASSISTANCE PROGRAMS

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Clear Zone Acquisition Grant for Bureau 1 & 15 Grant Number 3-22-0033-14 [FSA Grant No. 14] for the period July 18, 1988 through August 30, 1990 and have issued our report thereon dated September 4, 1990. The general purpose financial statements of the New Orleans Aviation Board were audited by other independent auditors whose report has not been issued as of our report date.

We have applied procedures to test the New Orleans Aviation Board's compliance with the following requirements applicable to the Clear Zone Acquisition Grant for Bureau 1 & 15 Grant Number 3-22-0033-14 [FSA Grant No. 14] for the period July 18, 1988 through August 30, 1990:

General Requirements

- | | |
|--|-----------------------------------|
| o Political Activity | o Financial Reports |
| o Civil Rights | o Allowable Costs/Cost Principles |
| o Relocation Assistance and
Real Property Acquisition | o Cash Management |
| o Davis-Bacon Act | o Drug Free Workplace Act |
| | o Administrative Requirements |

Our procedures were limited to the applicable procedures described in the Office of Management and Budget's "Compliance Supplement for Single Audits of State and Local Governments". Our procedures were substantially less in scope than an audit, the objective of which is the expression of an opinion on the New Orleans Aviation Board's compliance with the requirements listed in the preceding paragraph. Accordingly, we do not express such an opinion.

7641

1996 OCT 13 10 52 AM '96
FBI - NEW ORLEANS

OFFICIAL
FILE COPY
DO NOT REMOVE
FROM ORIGINAL
COPIES FROM THE
BOOK AND PLACE
BACK IN FILE

NEW ORLEANS AVIATION BOARD

**FINANCIAL AND COMPLIANCE AUDIT
TOGETHER WITH
INDEPENDENT AUDITORS' REPORT**

**RELATED TO THE
FEDERAL AVIATION ADMINISTRATION (FAA)
CLEAR ZONE ACQUISITION GRANT FOR RUNWAY 1 & 19
PROJECT NO. 3-22-0037-16**

FOR THE PERIOD JULY 18, 1988 THROUGH AUGUST 30, 1996

Under provisions of state law, this report is a public document. A copy of the report has been submitted to the solicitor, or reviewed, in-city and other appropriate public officials. The report is available for public inspection at the Baton Rouge office of the Legislative Auditor and, where appropriate, at the office of the parish clerk of court.

Bruno CERTIFIED PUBLIC ACCOUNTANTS
& Tervalon

Release Date OCT 08 1996

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH THE GENERAL REQUIREMENTS APPLICABLE TO
FEDERAL FINANCIAL ASSISTANCE PROGRAMS
(CONTINUED)

With respect to the items tested, the results of these procedures disclosed no material instances of noncompliance with the requirements listed in the second paragraph of this report. With respect to items not tested, nothing came to our attention that caused us to believe that the New Orleans Aviation Board had not complied, in all material respects, with these requirements. Also, the results of our procedures did not disclose any immaterial instances of noncompliance with these requirements.

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

Bruno & Tervalon

BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1986

NEW ORLEANS AVIATION BOARD

TABLE OF CONTENTS

	<u>PAGE</u>
INDEPENDENT AUDITORS' REPORT	1
STATEMENT OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS	3
NOTES TO THE STATEMENT OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS	4
INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL STRUCTURE USED IN ADMINISTERING FEDERAL FINANCIAL ASSISTANCE PROGRAMS	7
INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL STRUCTURE BASED ON AN AUDIT OF THE STATEMENT OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS	11
INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH THE GENERAL REQUIREMENTS APPLICABLE TO FEDERAL FINANCIAL ASSISTANCE PROGRAMS	14
INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH LAWS AND REGULATIONS BASED ON AN AUDIT OF THE STATEMENT OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS	16
INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH SPECIFIC REQUIREMENTS APPLICABLE TO FEDERAL FINANCIAL ASSISTANCE PROGRAMS	18
EXIT CONFERENCE	20

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH LAWS AND REGULATIONS BASED ON AN AUDIT OF
STATEMENT OF GRANT EXPENDITURES AND
REIMBURSEMENT REQUESTS PERFORMED IN ACCORDANCE
WITH GOVERNMENT AUDITING STANDARDS.**

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Clear Lane Acquisition Grant for Runway 1 & 18 Grant Number 3-22-0037-16 (FAA Grant No. 14) for the period July 10, 1988 through August 30, 1988 and have issued our report thereon dated September 8, 1988. The general purpose financial statements of the New Orleans Aviation Board were audited by other independent auditors whose report has not been issued as of our report date.

We conducted our audit in accordance with generally accepted auditing standards, Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the statement of grant expenditures and reimbursement requests is free of material misstatement.

Compliance with laws, regulations, contracts, and grants applicable to the New Orleans Aviation Board, is the responsibility of the management of the New Orleans Aviation Board. As part of obtaining reasonable assurance about whether the statement of grant expenditures and reimbursement requests is free of material misstatement, we performed tests of the New Orleans Aviation Board's compliance with certain provisions of laws, regulations, contracts, and grants. However, the objective of our audit was not to provide an opinion on overall compliance with such provisions. Accordingly, we do not express such an opinion.

& Tervalon

850 PIERCE ST., SUITE 200
NEW ORLEANS, LOUISIANA 70119
PHONE (504) 587-2624

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL
STRUCTURE BASED ON AN AUDIT OF THE STATEMENT
OF GRANT EXPENDITURES AND REIMBURSEMENT REQUESTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 19 Grant Number 3-22-0037-16 (FAA grant No. 16) for the period July 10, 1980 through August 30, 1994 and have issued our report thereon dated September 4, 1994. The general purpose financial statements of New Orleans Aviation Board were audited by other independent auditors whose report has not been issued as of our report date.

We conducted our audit in accordance with generally accepted auditing standards and Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Grant Number 3-22-0037-16 (FAA grant No. 16) is free of material misstatement.

The management of the New Orleans Aviation Board is responsible for establishing and maintaining an internal control structure. In fulfilling this responsibility, estimates and judgments by management are required to assess the expected benefits and related costs of internal control structure policies and procedures. The objectives of an internal control structure are to provide management with reasonable, but not absolute, assurance that assets

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH LAWS AND REGULATIONS BASED ON AN AUDIT OF
STATEMENT OF GRANT EXPENDITURES AND
REIMBURSEMENT REQUESTS PERFORMED IN ACCORDANCE
WITH GOVERNMENT AUDITING STANDARDS
(CONTINUED)

The results of our tests disclosed no instances of noncompliance that are required to be reported herein under Government Auditing Standards.

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

Bruno & Tervalon

BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1996

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH SPECIFIC REQUIREMENTS APPLICABLE TO
FEDERAL FINANCIAL ASSISTANCE PROGRAMS

To the Board of Directors of the
New Orleans Aviation Board
New Orleans, Louisiana

We have audited the statement of grant expenditures and reimbursement requests for the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 19 Grant Number 3-23-0017-14 (FAA Grant No. 14) for the period July 18, 1988 through August 30, 1994 and have issued our report thereon dated September 4, 1994. The general purpose financial statements of the New Orleans Aviation Board were audited by other independent auditors whose report has not been issued as of our report date.

We have also audited the New Orleans Aviation Board's compliance with the requirements governing types of services allowed or unallowed; eligibility; matching; level of effort; or cost-sharing; reporting; claims for advances and reimbursements; and amounts claimed or used for matching that are applicable to the New Orleans Aviation Board's Clear Zone Acquisition Grant for Runway 1 & 19 Grant Number 3-23-0017-14 (FAA Grant No. 14) which is identified in the statement of grant expenditures and reimbursement requests for the period July 18, 1988 through August 30, 1994. The management of the New Orleans Aviation Board is responsible for the New Orleans Aviation Board compliance with these requirements. Our responsibility is to express an opinion on compliance with these requirements based on our audit.

We conducted our audit of compliance with these requirements in accordance with generally accepted auditing standards, Government Auditing Standards, issued by the Comptroller General of the United States, the Office of Management and Budget Circular A-133, "Audits of State and Local Governments", and the provisions of the airport improvement Program (AIP) Handbook issued by the Federal Aviation Administration. These standards, OMB Circular A-133 and the provisions of the Federal Aviation Administration Handbook require that we plan and perform the audit to obtain reasonable assurance

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH SPECIFIC REQUIREMENTS APPLICABLE TO
FEDERAL FINANCIAL ASSISTANCE PROGRAMS
(CONTINUED)

about whether material noncompliance with the requirements referred to above occurred. An audit includes examining, on a test basis, evidence about New Orleans Aviation Board's compliance with those requirements. We believe that our audit provides a reasonable basis for our opinion.

The results of our audit procedures did not disclose any immaterial instances of noncompliance with the requirements referred to above.

In our opinion, the New Orleans Aviation Board, compiled, in all material respects, with the requirements governing types of services allowed or unallowed; eligibility; matching; level of effort; cost accounting; reporting; claims for advances and reimbursements; and amounts claimed or used for matching that are applicable to the New Orleans Aviation Board's Clear Sky Acquisition Grant for Runway 1 & 19 Grant Number 3-21-0013-16 (FAA Grant No. 14) for the period July 18, 1998 through August 30, 1999.

This report is intended for the information of the New Orleans Aviation Board, management, and the Federal Aviation Administration. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

Bruno & Tervalon

BRUNO & TERVALON
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 1999

Bruno

CERTIFIED PUBLIC ACCOUNTANTS

19

& Tervalon

INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL
STRUCTURE USED IN ADMINISTERING
FEDERAL FINANCIAL ASSISTANCE PROGRAMS
(CONTINUED)

For the purpose of this report, we have classified the significant internal control structure policies and procedures used in administering federal financial assistance programs in the following categories:

Internal Control Structure Categories

- | | |
|---|------------------------------|
| o Cash Receipts and Accounts Receivable | o Cash Management |
| o Cash Disbursements and Accounts Payable | o Financial Reporting |
| o Revenues | o Matching Level of Effort |
| o Political Activity | o Special Requirements |
| o Civil Rights | o Devise-Secrecy |
| | o Allowable Costs/Principles |

For all of the internal control structure categories listed above, we obtained an understanding of the design of relevant policies and procedures and determined whether they have been placed in operation, and we assessed control risk.

During the period July 18, 1988 through August 30, 1990 the New Orleans Aviation Board expended \$1,799,905 in major Federal financial assistance programs under the Clear Base Acquisition Grant for Runway 1 & 19 Grant Number 3-22-8027-16 (FAA Grant No. 16).

We performed tests of controls, as required by SAS Circular A-133, to evaluate the effectiveness of the design and operation of internal control structure policies and procedures that we considered relevant to preventing or detecting material noncompliance with specific requirements, general requirements, and requirements governing claims for advances and reimbursements and amounts claimed or used for matching that are applicable to the aforementioned federal financial assistance program which is identified in the accompanying statement of grant expenditures and reimbursement requests. Our procedures were limited in scope that would be necessary to render an opinion on these internal control structure policies and procedures. Accordingly, we do not express such an opinion.