



**LOUIS ARMSTRONG NEW ORLEANS
INTERNATIONAL AIRPORT**

(A Proprietary Component Unit of the City of New Orleans)

Financial Statements

December 31, 2023 and 2022

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INDEPENDENT AUDITOR'S REPORT

To the New Orleans Aviation Board and the
City Council of the City of New Orleans
New Orleans, Louisiana

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Louis Armstrong New Orleans International Airport (the Airport), a proprietary component unit of the City of New Orleans, as of and for the years ended December 31, 2023 and 2022, and the related notes to the financial statements, which collectively comprise the Airport'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 respective financial position of the Airport, as of December 31, 2023 and 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 Opinion

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 the Airport 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 opinion.

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 the Airport'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 opinion. 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 the Airport'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 the Airport'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 information and the GASB-required pension and OPEB supplementary information, on pages 4-17 and 62-64, 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 an opinion on the financial statements that collectively comprise the Airport's basic financial statements. The Supplemental Schedule of Investments, Supplemental Schedule of Operating Revenues and Expenses by Area of Activity, Supplemental Schedule of Historical Debt Service Coverage Ratio as Required Under the General Revenue Trust Indenture dated February 1, 2009, and Schedule of Compensation, Benefits and Other Payments to the Director of Aviation (the Schedules) are presented for purposes of additional analysis and are 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 Schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated July 1, 2024, on our consideration of the Airport'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 the Airport'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 the Airport's internal control over financial reporting and compliance.

Carr, Riggs & Ingram, L.L.C.

Metairie, Louisiana
July 1, 2024

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

This narrative discussion and analysis is intended to serve as an introduction to the Louis Armstrong New Orleans International Airport's basic financial statements for the fiscal year ended December 31, 2023. The information presented here should be read in conjunction with the financial statements, footnotes, and supplementary information in this report.

Financial Highlights

- The assets and deferred outflows of the Louis Armstrong New Orleans International Airport (the Airport) exceeded its liabilities and deferred inflows at December 31, 2023 and 2022 by \$569,339,160 and \$566,183,734.
- The Airport's total net position increased by \$3,155,428 or 0.56% and decreased by \$13,444,913 or 2.33% for 2022
- In 2023, the US Government provided the Airport with approximately \$7.4 million in emergency airport improvement funds under the American Rescue Plan Act. These funds are being used consistently with the priorities of the federal government.

Overview of the Financial Statements

The Louis Armstrong New Orleans International Airport (the Airport) is structured as an enterprise component unit. The financial statements are prepared on the accrual basis of accounting. Therefore, revenues are recognized when earned and expenses are recognized when incurred. Capital assets are reported at their historical cost, which is reported as depreciation expense over the course of their useful lives, except for land and easements. See the notes to the financial statements for a summary of the Airport's significant accounting policies.

Following this Management Discussion and Analysis (MD&A) are the basic financial statements (including notes to financial statements) and supplemental schedules of the Airport. This information taken collectively is designed to provide readers with an understanding of the Airport's finances.

The statement of net position presents information on all of the Airport's assets and deferred outflows, and liabilities and deferred inflows, with the difference between these reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Airport's financial position.

The statement of revenues, expenses, and changes in net position presents information showing how the Airport's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods.

The principal operating revenues of the Airport are from sources such as airlines, concessions, rental cars, and parking. Investment income, passenger facility charges, customer facility charges, federal grants, and other revenues not related to the operations of the Airport are non-operating revenues. Operating expenses include the cost of airport and related facilities maintenance, administrative expenses, and depreciation on capital assets. Interest expense and financing costs are non-operating expenses.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

The statement of cash flows relate to the flows of cash and cash equivalents. Consequently, only transactions that affect the Airport's cash accounts are recorded in this statement. A reconciliation is a part of this statement to assist in the understanding of the difference between cash flows from operating activities and operating income or loss.

Financial Position

Total assets and deferred outflows of resources decreased by \$17,521,875 (0.90%) from 2022 to 2023 due primarily to the decrease in net capital projects by \$1,897,216, a decrease in cash and cash equivalents by \$7,238,921, a decrease in investments by \$4,114,847 but an increase in accounts receivable of \$7,948,154. Capital projects decreased because depreciation expense exceeded current year fixed asset additions. Investments decreased as a result of volatile market conditions during 2023 and cash decreased in 2023 primarily due the timing of when the 4th quarter revenues were received. Total liabilities and deferred inflows decreased by \$10,621,622 (11.23%) primarily resulting from a decrease in due to the City of New Orleans of \$2,116,912, net decrease on accounts payable and accrued expenses of \$5,400,451 and a decrease in deferred leases of \$8,646,029. Accounts payable decreased due to the timing of payments made on outstanding payable balances before the end of the fiscal year. Deferred lease revenue decreased due to amortization of lease receivable and deferrals.

The largest portion of the Airport's net position, \$308,031,028 (54.10%) at 2023 and \$309,646,609 (54.69%) at 2022, represents its net investment in capital assets (e.g., land, buildings, machinery, and equipment, less the debt incurred to construct or acquire them). The Airport uses these assets to provide services to its passengers, visitors, and tenants of the airport; consequently, these assets are not available for future spending. Although the Airport's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from operations, since the capital assets cannot be used to liquidate these liabilities.

An additional portion of the Airport's net position, \$264,487,424 (46.49%) at 2023 and \$246,742,106 (43.58%) at 2022, represents resources that are subject to restrictions from contributors, bond indentures, and state and federal regulations on how they may be used. The remaining balance of unrestricted net position, \$(3,179,292) (-0.56%) may be used to meet the Airport's ongoing obligations.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Summary of Net Position (in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Assets:			
Current assets:			
Unrestricted assets	\$ 58,756	\$ 79,187	\$ 98,475
Restricted assets	239,108	173,366	58,314
Noncurrent assets:			
Unrestricted assets	41,735	49,651	1,581
Restricted assets	58,418	109,754	227,895
Net capital assets	<u>1,512,723</u>	<u>1,514,620</u>	<u>1,529,507</u>
Total assets	<u>\$ 1,910,740</u>	<u>\$ 1,926,618</u>	<u>\$ 1,915,772</u>
Deferred Outflows of Resources:			
Deferred amounts related to pension liability	\$ 3,239	\$ 4,743	\$ 4,033
Deferred amounts related to OPEB liability	1,699	1,580	1,896
Deferred losses on advance refunding	3,899	4,157	4,416
Total deferred outflows	<u>\$ 8,836</u>	<u>\$ 10,480</u>	<u>\$ 10,345</u>
Liabilities:			
Current liabilities	\$ 85,702	\$ 92,104	\$ 161,362
Noncurrent liabilities	<u>1,180,579</u>	<u>1,184,232</u>	<u>1,142,544</u>
Total liabilities	<u>\$ 1,266,281</u>	<u>\$ 1,276,337</u>	<u>\$ 1,303,906</u>
Deferred Inflows of Resources:			
Deferred amounts related to pension liability	\$ 759	\$ 1,411	\$ 5,376
Deferred amounts related to leases	45,991	54,637	-
Deferred amounts related to OPEB liability	1,513	1,841	646
Deferred amounts related to service concession arrangement	<u>35,694</u>	<u>36,688</u>	<u>36,559</u>
Total deferred inflows	<u>\$ 83,957</u>	<u>\$ 94,578</u>	<u>\$ 42,582</u>
Net Position:			
Net investment in capital assets	\$ 308,031	\$ 309,647	\$ 301,627
Restricted	264,487	246,742	249,128
Unrestricted	<u>(3,179)</u>	<u>9,795</u>	<u>28,873</u>
Total net position	<u>\$ 569,339</u>	<u>\$ 566,184</u>	<u>\$ 579,628</u>

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Debt Activity

At December 31, 2023 and 2022, the Airport had total debt outstanding of \$1,173,497,720 and \$1,171,871,806, respectively. The Airport's debt represents bonds secured solely by operating, Passenger Facility Charges (PFC) and Customer Facility Charges (CFC) revenue. As of the date of the audit, all required bond and loan principal and interest payments have been made.

Outstanding Debt (in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Bonds payable:			
Revenue Bonds 2015A-B	\$ 565,325	\$ 565,325	\$ 565,325
Revenue Bonds 2017A-D	343,785	362,015	379,640
GO Zone CFC Revenue Bonds 2018	82,565	82,565	82,565
GO Zone Revenue Bonds 2019	21,675	22,420	23,130
Series 2023A-B	22,610	-	-
Unamortized bond discount	(220)	(243)	(266)
Unamortized bond premium	75,703	78,737	84,050
Loans payable:			
Series 2022	61,054	61,054	-
Series 2017 Interim Drawdown Notes	-	-	60,551
	<u>\$ 1,172,497</u>	<u>\$ 1,171,872</u>	<u>\$ 1,194,994</u>

More detailed information on long-term debt can be found in Note 6 of the accompanying financial statements.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Capital Assets

The Airport's investment in capital assets for the years ended December 31, 2023 and 2022 is presented in the following tables. The total increase for the years ended December 31, 2023 and 2022 was 2.34% and 1.98%, respectively, before accumulated depreciation. The increase is due to the completion of the last remaining projects. A majority of these items were completed in 2023, which caused a greater increase in 2023. The significant increase in assets was offset by a decrease in construction in progress during the year for the following major projects:

Project	Approximate cost during FY 2023
North Terminal Project Design/Construction	\$31 million
Taxiway Construction	\$8 million
Planning Services	\$16 million

Project	Approximate cost during FY 2022
North Terminal Project Design/Construction	\$19 million
Roadways Development Program	\$15 million
Planning Services	\$9 million

More detailed information on capital assets can be found in Note 5 of the accompanying financial statements.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Net Capital Assets (in thousands)

	2023	2022	2021
Land	\$ 78,139	\$ 78,139	\$ 78,139
Air rights	22,282	22,282	22,282
Land improvements	575,258	513,101	508,955
Buildings and furnishings	1,679,654	1,650,816	1,649,144
Utilities	57,029	57,029	57,029
Fuel Tank Farm	39,118	39,118	39,118
Equipment	11,336	11,336	11,298
Computers	1,535	1,535	1,535
Heliport	-	3,074	3,074
HP Finance Lease	908	908	908
Construction in progress	66,309	96,297	54,158,707
Total capital assets	<u>2,531,568</u>	<u>2,473,635</u>	<u>2,425,642</u>
Less accumulated depreciation	<u>1,018,845</u>	<u>959,015</u>	<u>770,781</u>
Net capital assets	<u>\$ 1,512,723</u>	<u>\$ 1,514,620</u>	<u>\$ 1,529,507</u>

Airlines Rates and Charges

An Airline Airport Use and Lease Agreement became effective January 1, 2009. Actual rates for 2023 and 2022 are included in the table below.

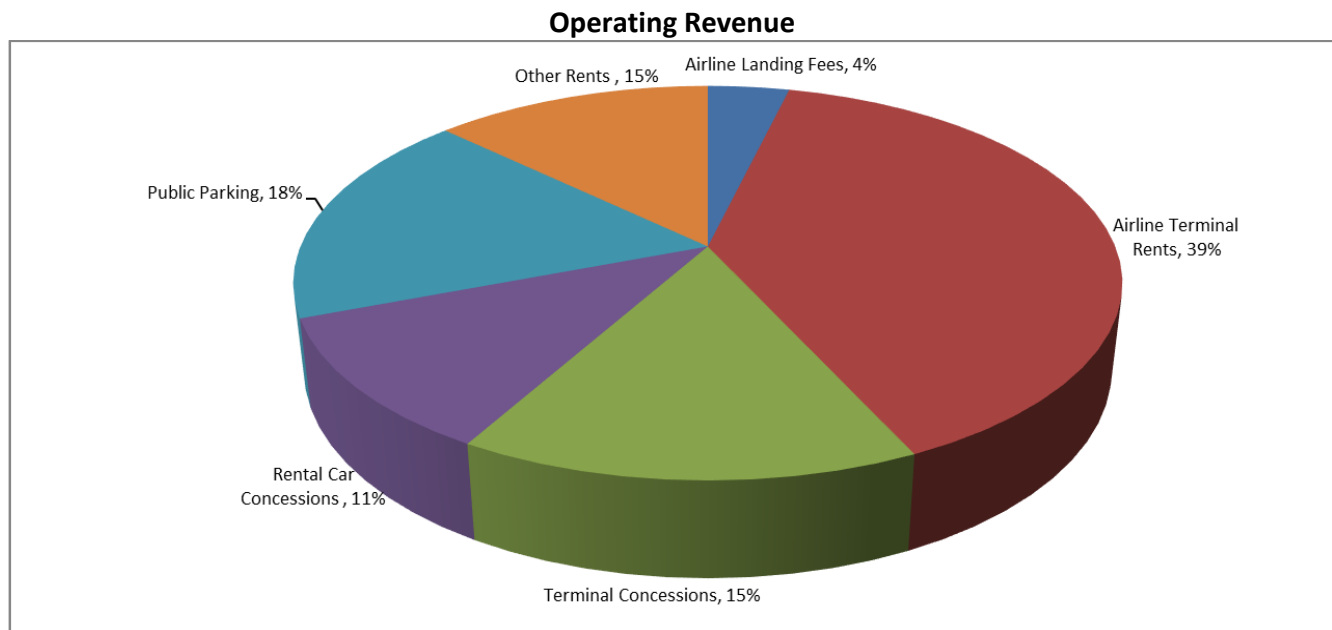
	2023	2022	2021
Terminal building rental rates (per sq. ft.)	\$169.85	\$147.84	\$91.30
Landing fee rate (per 1,000 lbs.)	0.46	1.11	0.27
Apron use fee rate (per sq. ft.)	2.04	2.43	1.72
Enplaned passenger use fee (per passenger)	9.24	9.01	8.79

Under the terms of the agreement, these rates are subject to a year-end settlement. The Airport is required to use its best efforts such that within the later of (i) one hundred twenty (120) days following the close of each fiscal year or (ii) within sixty (60) days of receipt of audited financial statements, rates for rentals, fees, and charges for the preceding fiscal year shall be recalculated using available financial data and the methods set forth in the agreement.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Revenues

The following chart shows major sources and the percentage of operating revenues for the year ended December 31, 2023.



Operating Revenues (in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Passenger and cargo airlines:			
Airline landing fees	\$ 4,163	\$ 8,684	\$ 2,136
Airline terminal rents	43,099	37,069	23,233
Land rents	158	134	131
Other rents	3,782	3,922	2,990
Total passenger and cargo airlines	<u>51,202</u>	<u>49,809</u>	<u>28,490</u>
Non airline rentals:			
Terminal concessions	16,640	14,057	5,499
Car rental concessions	12,089	12,561	9,346
Public parking	19,519	19,936	15,213
Other rents	10,277	9,843	6,688
Lease interest income	2,454	2,835	-
Total nonairline revenues	<u>60,979</u>	<u>59,232</u>	<u>36,746</u>
Total operating revenues	<u>\$ 112,181</u>	<u>\$ 109,041</u>	<u>\$ 65,236</u>

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

2023 vs. 2022

Total passenger and cargo airline revenue for 2023 increased by \$1.4 million (2.7%) compared to 2022 due to increased Airline terminal rent, which was a result of increased passenger activity in 2023. Non-airline revenues increased by \$1.74 million (2.9%) due to increased terminal and car rental concessions, which is a result of increased passenger activity in 2023.

2022 vs. 2021

Total passenger and cargo airline revenue for 2022 increased by \$21 million (74.8%) compared to 2021 due to increased Airline terminal rent, which was a result of increased passenger activity in 2022. Non-airline revenues increased by \$22 million (40.5%) due to increased terminal and car rental concessions, which is a result of increased passenger activity in 2022.

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Cost per enplaned passenger:			
Airline revenues	\$ 51,202	\$ 49,809	\$ 28,490
Enplaned passengers	6,367	5,946	4,019
Cost per enplaned passenger	<u>\$ 8.04</u>	<u>\$ 8.38</u>	<u>\$ 7.09</u>

Non-Operating Revenues and Capital Contributions (in thousands)

The following chart shows major sources of non-operating revenues for the years ended December 31, 2023, and 2022.

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Investment income, net	\$ 14,348	\$ (2,021)	\$ (159)
Passenger facility charges	25,016	24,152	17,869
Customer facility charges	14,961	14,030	10,776
Capital contributions	10,443	15,662	29,361
Federal grants	9,740	4,449	41,413
Other, net	11,897	10,907	2,366
	<u>\$ 86,405</u>	<u>\$ 67,179</u>	<u>\$ 101,626</u>

2023 vs. 2022

Non-operating revenues increased for 2023 by \$19.24 million (28.6%) primarily due to an increase in investment income.

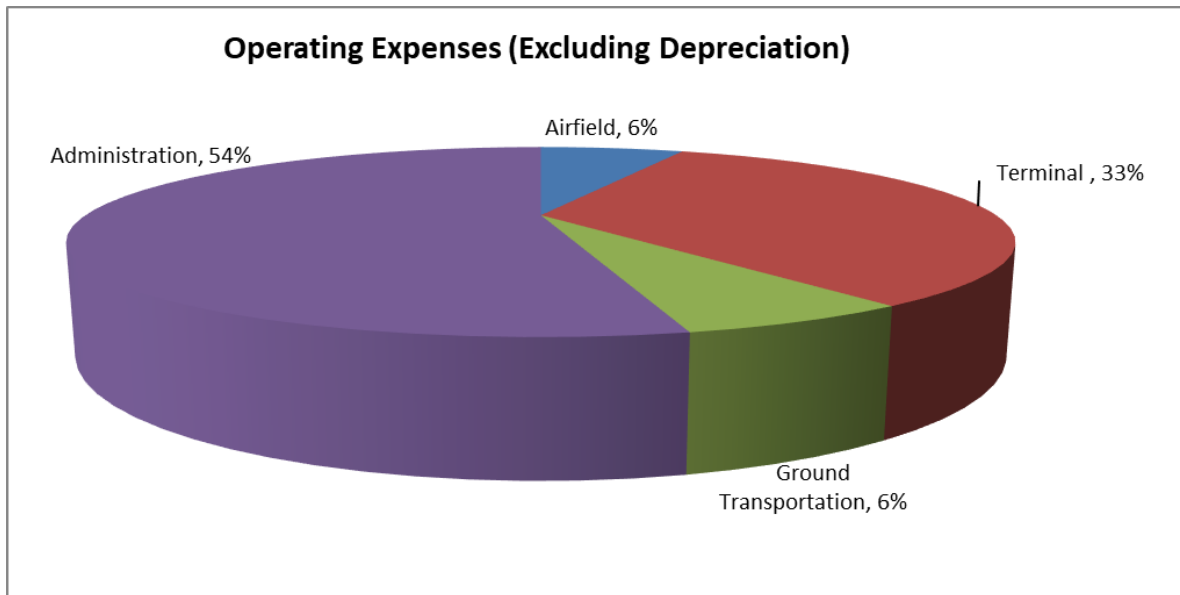
2022 vs. 2021

Non-operating revenues decreased for 2022 by \$34.4 million (33.9%) primarily due to a decrease in capital contributions and federal grants.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Expenses

The following chart shows major expense categories and the percentage of operating expenses for the year ended December 31, 2023.



Operating Expenses before Depreciation and Impairment

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Direct			
Airfield	\$ 4,795	\$ 3,989	\$ 4,843
Terminal	25,040	26,737	20,779
Ground transportation	4,752	4,048	2,699
Administration	40,292	36,734	31,419
	<u>\$ 74,879</u>	<u>\$ 71,508</u>	<u>\$ 59,740</u>

2023 vs. 2022

The operating expenses, before depreciation and impairment, increased by approximately \$3.4 million compared to the prior year. This increase was primarily due to increased contract services and increased insurance expenses.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

2022 vs. 2021

The operating expenses, before depreciation and impairment, increased by approximately \$11.8 million compared to the prior year. This increase was primarily due to Hurricane Ida repairs and increased utility expenses.

Non-Operating Expenses

The following chart shows major expense categories of non-operating expenses for the years ended December 31, 2023, 2022 and 2021 (in thousands).

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Interest expense and bond costs	\$ 49,251	\$ 47,716	\$ 47,149
Terminal transportation costs	<u>8,020</u>	<u>5,015</u>	<u>7,304</u>
Total Non-operating Expense	<u>\$ 57,271</u>	<u>\$ 52,731</u>	<u>\$ 54,453</u>

2023 vs. 2022

The Non-operating expense increased by approximately \$4.5 million due to the increase in the terminal transportation costs due to the increase in passenger traffic between the South and North Terminal.

2022 vs. 2021

The Non-operating expense decreased by approximately \$1.7 million due to the decrease in the terminal transportation costs due to the decrease in passenger traffic between the South and North Terminal.

Total Revenues and Expenses (in thousands)

The following table reflects the total revenues and expenses for the Airport (in thousands):

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Total operating revenues	\$ 112,180	\$ 109,041	\$ 65,236
Total non-operating revenues	<u>86,405</u>	<u>67,179</u>	<u>101,626</u>
Total revenues	<u>\$ 198,585</u>	<u>\$ 176,220</u>	<u>\$ 166,862</u>
Total operating expenses	\$ 138,158	\$ 134,379	\$ 123,000
Total non-operating expenses	<u>57,271</u>	<u>52,731</u>	<u>54,453</u>
Total expenses	<u>\$ 195,429</u>	<u>\$ 187,110</u>	<u>\$ 177,453</u>

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Summary of Changes in Net Position (in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Summary of changes in net position:			
Operating revenues	\$ 112,180	\$ 109,041	\$ 65,236
Operating expenses before depreciation and impairment	<u>74,878</u>	<u>71,499</u>	<u>59,739</u>
Operating income before depreciation and impairment	37,302	34,707	5,497
Depreciation	63,279	62,783	63,260
Operating income (loss)	<u>(25,978)</u>	<u>(25,338)</u>	<u>(57,764)</u>
Non-operating revenues, net	<u>18,690</u>	<u>(3,768)</u>	<u>17,812</u>
Income before capital contributions and transfers	(7,287)	(29,107)	(39,952)
Capital contributions	<u>10,443</u>	<u>15,662</u>	<u>29,361</u>
Change in net position	<u>\$ 3,155</u>	<u>\$ (13,445)</u>	<u>\$ (10,591)</u>

Operating income before depreciation and impairment increased \$141 thousand (0.4%) in 2023 compared to 2022. Depreciation expenses increased \$.5 million (0.79%) due to timing of when projects in construction in progress being completed and transferred to depreciated fixed assets in 2022 and minimal assets being fully depreciated or disposed of. Non-operating revenues, net increased \$21 million (2,100%) primarily due to an increase in investment income, passenger facility charges and customer facility charges as a result of the increased passenger activity and a \$3 million increase in federal grants. Capital contributions decreased by \$5.2 million (33%) due to the decrease in funding received from TSA, FAA and other grants.

Debt Service Coverage

Airport revenue bond covenants require that net revenues together with the sum on deposit in the rollover coverage account on the last day of the immediately preceding fiscal year will at least equal 125% of the bond debt service requirement with respect to the bonds for such fiscal year. Coverage ratios for the past three years are shown in the following table.

<u>Revenue Refunding Bonds</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
GARB Series Bonds	135.0%	130.0%	136.0%

During 2019, the Series 2010 PFC Bonds were fully refunded by the Series 2019 GARB Bonds. Following the defeasance of the Series 2010 Bonds, no other PFC bonds are outstanding under the PFC Indenture.

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

The Board approved the Rollover Coverage for fiscal years 2012-2023 in the amounts of \$3,719,960, \$3,720,332, \$3,719,082, \$3,721,446, \$3,729,060, \$3,740,582, \$3,290,643, \$13,586,508, \$16,505,151, \$16,508,343, \$16,701,793 and \$16,925,759, respectively. The funds are transferred monthly, in ratable portions of the total, to the NOAB Rollover Coverage Account held by the City of New Orleans, and then transferred to the Airport Operating Account, held by the City of New Orleans. The Airport's calculation of the historical debt service coverage ratio, as presented in Supplemental Schedule 3 to the financial statements is 135% for the year ended December 31, 2023 and 130.0% for the year ended December 31, 2022.

The Airport is current on all debt service payments as required by the bonds, and there has been no documented correspondence from the bond insurers or bond holders regarding noncompliance with the debt service coverage covenant.

Airport Activities and Highlights

Passenger totals for 2023 increased to 12,742,512 (7.12%), from 11,864,527 passengers in 2022, due to increases in air travel. Aircraft landed weights increased from 7,352,552 in 2022 to 7,988,795 in 2023 (8.65%).

Passenger totals for 2022 increased to 11,864,527 (47.08%), from 8,066,869 passengers in 2021, due to increases in air travel. Aircraft landed weights total for 2022 increased to 7,352,552 (37.03%), from 5,365,624 in 2021.

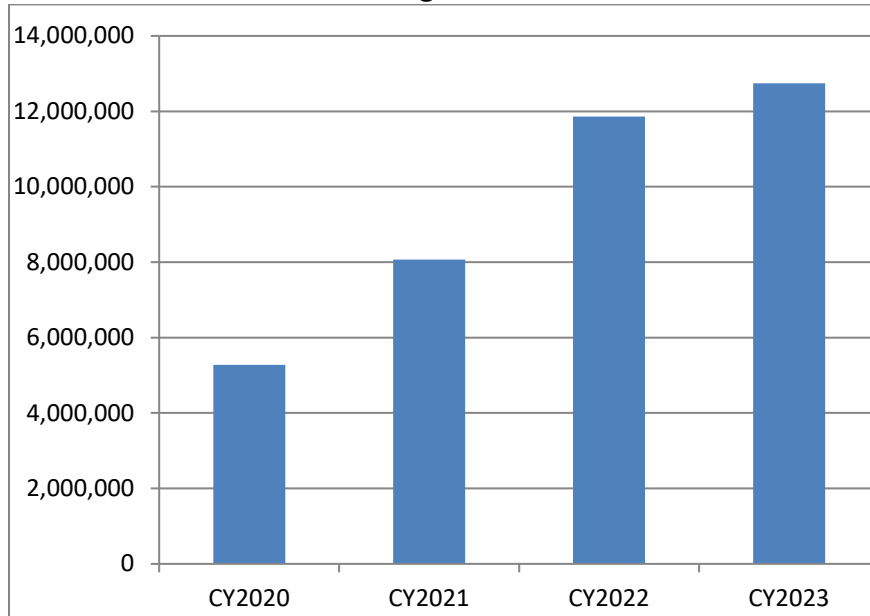
Selected statistical information about total passengers, aircraft landed weight, and air carrier operations for the past two years are presented in the table below.

Fiscal year	Total passengers	Landed weight (1,000 pound units)	Air carrier operations
2021	8,006,869	5,365,624	74,040
2022	11,864,527	7,352,552	98,567
2023	12,742,512	7,988,795	106,750

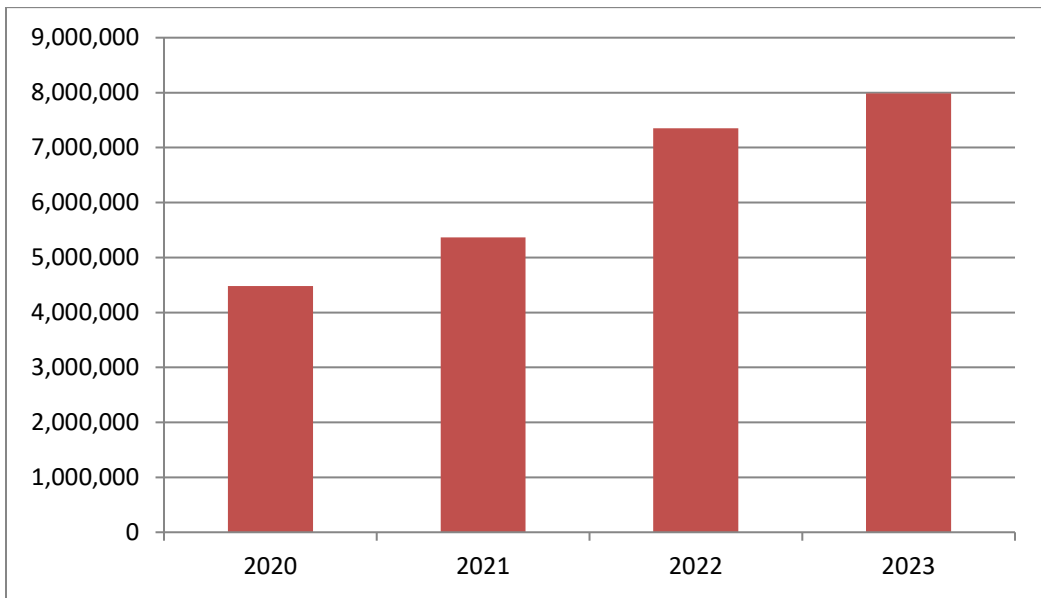
Fiscal year	Number of daily departures	Number of destinations	Average daily seats
2021	106	54	15.416
2022	137	60	20,989
2023	145	71	22,691

Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Total Passengers for the Year

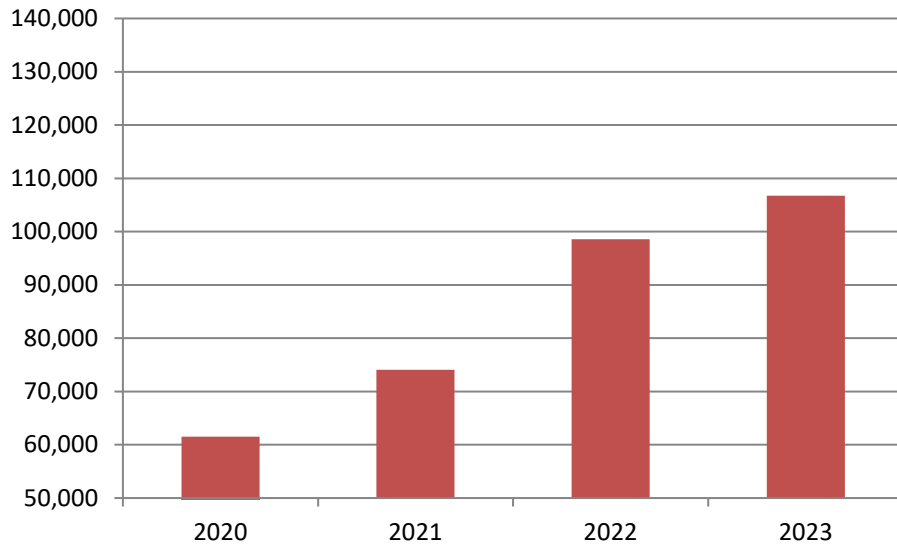


Landed Weight per 1,000 pounds



Louis Armstrong New Orleans International Airport Management's Discussion and Analysis

Number of Passenger Flight Operations



Economic Factors and Next Year's Budget

The Airport budgeted for an increase in 2024 non-airline revenue compared to 2023, going from \$62.5 million to \$68.5 million, tallying to a \$6 million (approx. 9.6%) increase over the previous year's budget. This is attributed to the expectation that passenger traffic will return to pre-pandemic levels soon.

Compared to the 2023 budget, the Airport proposed an increase in the 2024 operating expenses of \$7.5 million (approx. 10%). This is driven primarily by increases in salaries and fringes, safety & security, and insurance based on the current insurance market.

The Airport continues to budget and maintain a competitive total cost per enplanement (CPE) rate. The Airport is projecting that the CPE for the 2024 will be \$9.06. This CPE is under the Airport's goal of maintaining a CPE of less than \$10.

Requests for Information

This financial report is designed to provide a general overview of the Airport's finances. Questions concerning any of the information should be addressed to the Chief Financial Officer, Louis Armstrong New Orleans International Airport, Post Office Box 20007, New Orleans, Louisiana 70141.

Louis Armstrong New Orleans International Airport
Statement of Net Position

<i>December 31,</i>	2023	2022
Assets		
Current assets		
Cash and cash equivalents	\$ 4,874,352	\$ 12,113,275
Accounts receivable, less allowance for doubtful accounts	18,309,094	10,360,940
Capital grant receivable	7,287,076	12,798,432
Investments	19,694,627	35,453,543
Interest receivable	59,585	61,478
Lease receivable	7,893,394	7,769,698
Prepaid expenses and deposits	638,106	629,459
Total current unrestricted assets	58,756,234	79,186,825
Restricted assets		
Cash and cash equivalents	2,496,399	1,716,146
Investments	229,699,910	167,292,619
Passenger facility charges receivable	5,077,274	3,286,137
Customer facility charges receivable	1,834,124	1,071,151
Total current restricted assets	239,107,707	173,366,053
Total current assets	297,863,941	252,552,878
Noncurrent assets		
Restricted investments	58,418,344	109,794,424
Lease receivable, non-current	40,198,762	48,092,157
Prepaid insurance on revenue bonds, less accumulated amortization	524,771	547,075
Advances to related facility management company	1,011,301	1,011,301
Capital assets		
Capital assets not being depreciated	166,729,743	196,718,040
Capital assets being depreciated	2,364,838,680	2,276,917,099
Less accumulated depreciation	(1,018,845,181)	(959,014,681)
Net capital assets	1,512,723,242	1,514,620,458
Total noncurrent assets	1,612,876,420	1,674,065,415
Total assets	1,910,740,361	1,926,618,293
Deferred Outflows of Resources		
Deferred amounts related to net pension liability (note 8)	3,238,539	4,742,522
Deferred amounts related to total OPEB liability (note 9)	1,698,538	1,579,964
Deferred losses on advance refunding	3,898,764	4,157,298
Total deferred outflows of resources	8,835,841	10,479,784

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

Louis Armstrong New Orleans International Airport Statement of Net Position

December 31,	2023	2022
Liabilities		
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable and accrued expenses	\$ 20,897,450	\$ 26,297,901
Due to City of New Orleans	561,104	2,678,016
Accrued salaries and other compensation	3,082,451	3,384,490
Capital projects and retainage payable	10,215,440	9,413,340
Unearned revenue	529,534	293,640
Total OPEB liability, due within one year (note 9)	442,739	478,998
Total unrestricted current liabilities	35,728,718	42,546,385
Payable from restricted assets:		
Capital projects and retainage payable	459,226	4,293,897
Finance lease payable, current portion (note 7)	181,514	171,160
Accrued bond interest payable	25,864,331	26,117,848
Bonds payable, current portion (note 6)	23,468,265	18,975,000
Total restricted current liabilities	49,973,336	49,557,905
Total current liabilities	85,702,054	92,104,290
Noncurrent liabilities:		
Loans payable (note 6)	61,053,801	61,053,500
Finance lease payable, less current portion (note 7)	218,591	400,105
Bonds payable, less current portion (note 6)	1,087,975,164	1,091,843,306
Net pension liability (note 8)	25,367,734	25,409,487
Total OPEB liability, due beyond one year (note 9)	5,963,541	5,525,878
Total noncurrent liabilities	1,180,578,831	1,184,232,276
Total liabilities	1,266,280,885	1,276,336,566
Deferred Inflows of Resources		
Deferred amounts related to net pension liability (note 8)	759,189	1,411,028
Deferred amounts related to total OPEB liability (note 9)	1,512,574	1,841,891
Deferred amounts related to leases (note 12)	45,990,754	54,636,783
Deferred amounts related to service concession arrangement (note 10)	35,693,640	36,688,077
Total deferred inflows of resources	83,956,157	94,577,779
Net Position		
Net investment in capital assets	308,031,028	309,646,609
Restricted for:		
Debt service	130,488,458	117,345,205
Capital acquisition	104,613,676	103,191,113
Operating reserve	29,385,290	26,205,788
Unrestricted	(3,179,292)	9,795,017
Total net position	\$ 569,339,160	\$ 566,183,732

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

Louis Armstrong New Orleans International Airport Statement of Revenues, Expenses, and Changes in Net Position

<i>For the year ended December 31,</i>	2023	2022
Operating revenues		
Airfield	\$ 8,851,783	\$ 13,318,164
Terminal	97,719,797	89,734,495
Ground transportation	3,154,253	3,153,429
Lease interest income	2,453,928	2,834,600
Total operating revenues	112,179,761	109,040,688
Operating expenses		
Direct:		
Airfield	4,794,592	3,988,984
Terminal	25,039,704	26,736,611
Ground transportation	4,752,465	4,047,786
Depreciation	63,278,872	62,871,663
Administrative	40,291,956	36,733,959
Total operating expenses	138,157,589	134,379,003
Operating (loss) income	(25,977,828)	(25,338,315)
Nonoperating revenues (expenses)		
Investment income (loss), net	14,348,109	(2,021,452)
Interest expense	(48,774,486)	(47,311,833)
Passenger facility charges	25,015,692	24,152,258
Customer facility charges	14,961,257	14,030,057
Cost of issuance of bonds	(476,869)	(403,684)
Terminal transportation costs	(8,020,118)	(7,566,255)
Federal grants	9,739,597	4,448,837
Insurance revenue	11,003,335	9,159,790
Gain on disposal of capital assets	115,979	-
Other, net	777,986	1,743,855
Total nonoperating (expenses) revenues, net	18,690,482	(3,768,427)
Change in net position before capital contributions	(7,287,346)	(29,106,742)
Capital contributions (note 11)	10,442,774	15,661,829
Change in net position	3,155,428	(13,444,913)
Net position, beginning of year	566,183,732	579,628,645
Total net position, end of year	\$ 569,339,160	\$ 566,183,732

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

Louis Armstrong New Orleans International Airport
Statement of Cash Flows

<i>For the years ended December 31,</i>	2023	2022
Cash flows from Operating activities		
Cash received from customers	\$ 103,513,447	\$ 113,966,951
Cash paid to suppliers for goods and services	(63,128,377)	(63,517,838)
Cash paid to employees and on behalf of employees for services	(18,814,485)	(16,344,263)
Net cash provided by (used in) operating activities	21,570,585	34,104,850
Cash flow from Noncapital financing activities		
Sales tax receipts	1,395,076	1,347,067
Operating grants and reimbursements from other governments	12,955,000	5,200,226
Other payments	(12,747,020)	3,806,635
Net cash provided by (used in) noncapital financing activities	1,603,056	10,353,928
Cash flows from Capital and related financing activities		
Passenger facility charges collected	23,224,555	23,976,833
Customer facility charges collected	14,198,284	14,017,535
Acquisition and construction of capital assets	(64,450,249)	(47,264,821)
Proceeds from sale of capital assets	152,001	-
Proceeds from insurance for Hurricane Ida Damages	11,003,335	-
Capital grants received	15,954,130	28,988,972
Issuance of revenue bonds	24,977,650	502,638
Principal paid on loan and revenue bond maturities	(18,975,000)	(25,566,341)
Interest paid on bonds, loans, and leases	(54,146,996)	(45,383,498)
Principal paid on lease payables	(171,160)	-
Issuance of finance equipment lease purchase agreement	-	(197,185)
Cost of bond issuance and insurance	(476,568)	-
Net cash provided by (used in) capital and related financing activities	(48,710,018)	(50,925,867)
Cash flows from Investing activities		
Sales of investments	546,720,094	494,746,845
Purchases of investments	(541,992,389)	(492,906,286)
Interest and dividends on investments	14,350,002	(1,420,739)
Net cash provided by (used in) investing activities	19,077,707	419,820
Net change in cash and cash equivalents	(6,458,670)	(6,047,269)
Cash and cash equivalents at beginning of year	13,829,421	19,876,690
Cash and cash equivalents at end of year	\$ 7,370,751	\$ 13,829,421
Cash, current	\$ 4,874,352	\$ 12,113,275
Cash, current restricted	2,496,399	1,716,146
Cash and cash equivalents at end of year	\$ 7,370,751	\$ 13,829,421

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

Louis Armstrong New Orleans International Airport
Statement of Cash Flows

<i>December 31,</i>	2023	2022
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities:		
Operating loss	\$ (25,977,828)	\$ (25,338,315)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:		
Depreciation	63,278,872	62,871,663
Deferred outflows of resources		
Related to net pension liability	1,385,409	(393,507)
Deferred inflows of resources		
Related to net pension and total OPEB liability	(981,156)	(2,769,754)
Related to leases	(8,646,029)	54,636,783
Net pension liability	(41,753)	6,841,164
Total OPEB liability	401,404	(1,720,455)
Change in allowance for doubtful accounts	(885)	(317,546)
Changes in assets and liabilities:		
Accounts receivable	(8,024,993)	6,468,881
Leases receivable	7,769,699	(55,861,855)
Prepaid expenses and deposits	(8,647)	93,349
Accounts payable	(5,400,451)	(12,287,145)
Accrued salaries and other compensation	(302,039)	717,288
Due to City of New Orleans	(2,116,912)	1,977,924
Unearned revenue	235,894	(813,625)
Total adjustments	47,548,413	59,443,165
Net cash provided by (used in) operating activities	\$ 21,570,585	\$ 34,104,850

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

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization and Reporting Entity

The Louis Armstrong New Orleans International Airport (the Airport) is a proprietary component unit of the City of New Orleans, Louisiana. The New Orleans Aviation Board (the NOAB) was established in 1943 to provide for the operation and maintenance of the Airport. The Board consists of nine members appointed by the Mayor of the City of New Orleans with approval of the New Orleans City Council. The City of Kenner, Louisiana and the Parish of St. Charles, Louisiana each have input as to the selection of one board member.

The Airport is an approximately 972,000 square-foot terminal featuring three concourses, 35 gates, two new parking garages, a surface parking lot next to the terminal and a remote economy garage with shuttle service. It was built with the passenger experience in mind, and contains state-of-the-art elements such as an efficient inline baggage screening system and a consolidated checkpoint through which all passengers have access to more than 40 different food and retail concessions once beyond security.

The accompanying policies of the Airport conform to accounting principles generally accepted in the United States of America (U.S. GAAP) as applicable to proprietary component units of governmental entities.

Basis of Presentation

The Airport is a proprietary component unit and accounts for operations (a) where the intent of the governing body is that the cost (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges and (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. Accordingly, the Airport's financial statements have been prepared using the economic resources measurement focus.

The principal operating revenues of the Airport are from sources such as airlines, concessions, rental cars, and parking. Revenues from landing and airfield fees, terminal building, rental building, and leased areas are reported as operating revenues. Transactions, which are capital, financing, or investing related, such as investment income, passenger facility charges, customer facility charges, federal and state grants, and other revenues not related to the operations of the Airport are reported as non-operating revenues.

Operating expenses include the cost of airport and related facilities maintenance, administrative expenses, and depreciation on capital assets. Expenses from employee wages and benefits, purchase of services, materials and supplies, and other miscellaneous expenses are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting under which revenues are recognized when earned and expenses are recognized when incurred. Grants are recorded as revenues when all eligibility requirements have been met.

Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates. Actual results could differ from those estimates. Estimates that are particularly susceptible to significant change in the near term are related to allowance for doubtful accounts, pension liability and OPEB liability.

Allowance for Uncollectible Accounts Receivable

An allowance for estimated uncollectible accounts receivable is established at the time information becomes available, which would indicate the uncollectibility of the particular receivable. The Airport estimates the allowance balance based on specific identification of at-risk receivables.

Investments

Investments are carried at fair value in the financial statements. Unrealized gains and losses on investments are reflected in the Statements of Revenues, Expenses, and Changes in Net Position. Short-term and money market investments with a maturity of one year or less and investments in an external investment pool are reported at net asset value (NAV) or amortized cost.

Capital Assets

Capital assets are carried at cost. An item is classified as a capital asset if the initial, individual cost is \$5,000 or greater. Additions, improvements, and other capital outlays that significantly extend the useful life or service utility of a capital asset are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred.

GASB Statement No. 51 Accounting and Financial Reporting for Intangible Assets provides that if there are no factors that limit the useful life of an intangible asset, the intangible asset is considered to have an indefinite useful life and should not be amortized. Certain air rights qualify as intangible assets as defined in GASB 51.

Depreciation is provided over the estimated useful lives of the assets using the straight-line method commencing with the date of acquisition or, in the case of assets constructed, the date placed into service.

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets (Continued)

The estimated useful lives by major classification are as follows:

	Estimated useful lives (years)
Land improvements	10 – 25
Buildings and furnishings	3 – 25
Fuel tank farm	27
Heliport	5 – 15
Utilities	5 – 25
Equipment	3 – 15
Computers	3 – 15

Due to the City of New Orleans and Cost of City Services

Amounts recorded as due to the City of New Orleans primarily relate to amounts paid by the City on behalf of the Airport. In addition, the City provides certain administrative services to the Airport. The cost of such services was \$2,145,866 for each of the years ended December 31, 2023 and 2022, and is recorded in administrative expenses in the Statements of Revenues, Expenses, and Changes in Net Position.

Restricted Assets

Restricted assets include investments required to be maintained for debt service, capital additions and contingencies, operations and maintenance, and escrow under the indentures of the revenue and refunding bonds, as well as investments to be used for the construction of capital improvements. Restricted assets also include receivables related to customer facility charges.

Long-term Debt

Long-term debt and other long-term obligations are reported as liabilities. Bond issuance costs, excluding any prepaid bond insurance, are reported as expense in the year of debt issuance. Bonded debt premiums, discounts, and gains (loss) or refunding are deferred and amortized over the life of the bonds using the effective interest method. Bond payable is reported net of the applicable bond premium or discount. Gains (losses) on refunding are reported as deferred outflows/inflows of resources.

In conjunction with bonds issued in 2018 and 2015, insurance was purchased which guarantees the payment of bond principal and interest and expires with the final principal and interest payment on the bonds. The insurance costs were capitalized at the dates of issuance and are being amortized over the life of the bonds.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Revenue Recognition

Landing and airfield fees, terminal building, rental building, and leased areas rentals are recorded as revenues during the year in which earned. All signatory airlines pay signatory airline rates and charges according to the 2016 use and lease agreement. The final rates for 2023 are as follows:

	2023	2022
Terminal building rental rates (per sq. ft.)	\$ 169.85	\$ 147.84
Landing fee rate (per 1,000 lbs.)	0.46	1.11
Apron use fee rate (per sq. ft.)	2.04	2.43
Enplaned passenger use fee (per passenger)	9.24	9.01

Under the terms of the agreement, these rates are subject to a year-end settlement. The Airport is required to use its best efforts such that within the later of (i) one hundred twenty (120) days following the close of each fiscal year or (ii) within sixty (60) days of receipt of audited financial statements, rates for rentals, fees, and charges for the preceding fiscal year shall be recalculated using available financial data and the methods set forth in the agreement. For the year ended December 31, 2023, the Airport's final rate structure varied from the rates in effect during the year.

Passenger Facility Charges

On June 1, 1993, the Airport began imposing, upon approval of the Federal Aviation Administration (the FAA), a \$3.00 Passenger Facility Charge (PFC) on each passenger enplaned at the Airport. On April 1, 2002, the FAA approved an increase in the amount of this fee to \$4.50. As of December 31, 2023 and 2022, the Airport is authorized to collect up to \$965,553,986 of PFC revenue through the expiration of the PFC, of which \$536,187,020 and \$509,894,715 has been collected. As of December 31, 2023 and 2022, respectively, the legal expiration date and projected expiration date on PFC revenue collection is August 1, 2034 and June 1, 2040, respectively.

During 2019, the Series 2010 PFC Bonds were fully refunded by the Series 2019 GARB Bonds. Following the defeasance of the Series 2010 Bonds, no other PFC bonds are outstanding under the PFC Indenture. The Aviation Board has covenanted and agreed that no additional PFC bonds will be issued under the PFC Indenture; however, the PFC Indenture will not be cancelled or discharged, but will remain intact to receive all PFC's for deposit to the funds established within the PFC Indenture. PFC revenues will be used to fund the local share of various near-term infrastructure improvements, and to pay debt service on the PFC eligible portion of the Series 2015, 2017, and 2019 Bonds.

Customer Facility Charges

On November 1, 2008, the Airport began imposing a Customer Facility Charge (CFC) on a per transaction day basis to all the On-Airport Rental Car Companies. On May 19, 2016, the Board approved an increase to \$7.95, which became effective July 1, 2016.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Customer Facility Charges (continued)

CFC revenues are pledged to secure the Series 2018 Gulf Opportunity Zone CFC Revenue Refunding Bonds, which were issued to refund the Series 2009 Gulf Opportunity Zone CFC Revenue Bonds, which were originally issued to fund construction of the Consolidated Rental Car Facility (CONRAC) garage.

Federal Financial Assistance

The Airport receives financial assistance for costs of construction and improvements to airport facilities through grants from the Federal Aviation Administration (FAA). The Airport receives funds from the FAA on a reimbursement basis for expenses incurred. In 2020, due to the COVID-19 Pandemic, the Airport began receiving COVID-19 related federal assistance, which was also received on a reimbursement basis.

Vacation and Sick Leave

All full-time classified employees of the Airport hired prior to January 1, 1979 are permitted to accrue a maximum of 90 days of vacation (annual leave) and an unlimited number of days of sick leave (accumulated at a maximum of 24 days per year). Employees hired after December 31, 1978 can accrue a maximum of 45 days annual leave and an unlimited number of days of sick leave (accumulated at a maximum of 24 days per year). Upon termination of employment, an employee is paid for their accrued annual leave based on their current hourly rate of pay and for their accrued sick leave on a formula basis. If termination is the result of retirement, the employee has the option of converting their accrued annual and sick leave to additional pension credits. Annual leave and sick leave liabilities are accrued when incurred.

Statements of Cash Flows

For purposes of the statements of cash flows, cash and cash equivalents include unrestricted and restricted cash, consisting primarily of cash in banks.

Net Position

Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of borrowings for capital asset acquisition, construction, or improvement of those assets, increased by deferred outflows of resources attributable to capital asset acquisition, construction or improvement, and decreased by deferred inflows of resources attributable to either capital asset acquisition, construction, or improvement or to capital asset related debt. Capital-related debt or deferred inflows equal to unspent capital asset related debt proceeds or deferred inflows of resources is included in calculating either restricted or unrestricted net position, depending upon whether the unspent amounts are restricted.

Restricted net position reflects net position when there are limitations imposed on a net position's use by external parties such as creditors, grantors, laws, or regulations of other governments. Restricted net position consists of restricted assets less liabilities related to restricted assets less deferred inflows related to restricted assets. The government's policy is to consider restricted net position to have been depleted before unrestricted net position is applied when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net Position (Continued)

Unrestricted net position is the balance of all other elements in a statement of net position remaining after net investment in capital assets and restricted net position.

Deferred Outflows/Inflows of Resources

Deferred outflows of resources represent a consumption of net position that applies to future periods and so will not be recognized as an outflow of resources (expense) until then. The deferred charge on refunding reported on the statements of net position results from the amount by which the reacquisition price of refunded debt exceeded its carrying value. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

Deferred inflows and outflows have been recognized for the differences between the actuarial expectation and the actual economic experience, net difference between projected and actual earnings on pension plan investments, and changes in assumptions related to the defined benefit pension plan. In addition, deferred inflows and outflows have been recognized for the net difference between the projected and actual experience and changes in assumptions related to the OPEB liability. These amounts are deferred and amortized over the average of the expected service lives of the respective pension and OPEB plan members. See Notes 8 and 9 for additional information on deferred inflows and outflows related to the pension and OPEB liabilities, respectively.

Deferred inflows for a service concession arrangement have been recognized for the amount of cumulative construction costs and amortized. See note 10 for additional information. Deferred inflows for leases have been recognized for the amount of lease receivables. See lease receivables note below and note 12 for additional information.

Pension

The Airport participates in the City of New Orleans' defined benefit pension plan, as described in Note 8, which covers substantially all employees and funds all or part of the accrued pension cost, depending on the resources that are available at the time of contribution. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plan, and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value within each plan.

Lease Receivables

The Airport is a lessor for noncancellable leases of Airport property. The Airport recognizes a lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Lease Receivables (Continued)

Under the lease agreements, the Airport may receive variable lease payments that are dependent upon the lessee's revenue. The variable payments are recorded as an inflow of resources in the period the payment is received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

The Airport uses the stated rate in the lease or its estimated incremental borrowing rate as the discount rate for the leases. The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The Airport monitors changes in circumstances that would require a remeasurement of its leases, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Subsequent Events

Management has evaluated subsequent events through the date that the financial statements were available to be issued, July 1, 2024. See Note 14 for relevant disclosure. No subsequent events occurring after this date have been evaluated for inclusion in these financial statements.

Recently Issued Accounting Pronouncements, Adopted

GASB 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. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The Airport implemented this guidance for the year ended December 31, 2023 with no impact to the financial statements.

Recently Issued Accounting Pronouncements

GASB Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. 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 Statement requires that a liability for certain types of compensated absences—including parental leave, military leave, and jury duty leave—not be recognized until the leave commences. This Statement also requires that a liability for specific types of compensated absences not be recognized until the leave is used. This Statement amends the existing requirement to disclose the gross increases and decreases in a liability for compensated absences to allow governments to disclose only the net change in the liability (as long as they identify it as a net change).

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Recently Issued Accounting Pronouncements (Continued)

In addition, governments are no longer required to disclose which governmental funds typically have been used to liquidate the liability for compensated absences. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The Airport will implement this guidance in 2024.

GASB Statement No. 102, *Certain Risk Disclosures*. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this Statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Management is reviewing this pronouncement to assess the financial statement impact.

GASB Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. This Statement requires that the information presented in MD&A be limited to the related topics discussed in five sections: (1) Overview of the Financial Statements, (2) Financial Summary, (3) Detailed Analyses, (4) Significant Capital Asset and Long-Term Financing Activity, and (5) Currently Known Facts, Decisions, or Conditions. Furthermore, this Statement stresses that the detailed analyses should explain why balances and results of operations changed rather than simply presenting the amounts or percentages by which they changed. This Statement describes unusual or infrequent items as transactions and other events that are either unusual in nature or infrequent in occurrence. This Statement requires that the proprietary fund statement of revenues, expenses, and changes in fund net position continue to distinguish between operating and nonoperating revenues and expenses. In addition to the subtotals currently required in a proprietary fund statement of revenues, expenses, and changes in fund net position, this Statement requires that a subtotal for *operating income (loss) and noncapital subsidies* be presented before reporting other nonoperating revenues and expenses. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The Airport will implement this guidance in 2026.

Reclassifications

Certain accounts in the prior-year financial statements have been reclassified for comparative purposes to conform to the presentation in the current-year financial statements. This reclassification had no effect on previously reported change in net position.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 2: CASH AND INVESTMENTS

Included in the Airport's cash balances are amounts deposited with commercial banks in interest bearing and noninterest bearing demand accounts. The commercial bank balances of cash and cash equivalents total \$4,838,640 and \$12,111,915 at December 31, 2023 and 2022, respectively. The commercial bank balances are entirely insured by federal depository insurance or by collateral held by the financial institution in the Airport's name.

The Airport is authorized to invest in securities as described in its investment policy, in each bond resolution and state statute. As of December 31, 2023 and 2022, the Airport held the following investments as categorized below:

Investment Maturities at December 31, 2023

Investment type	Less than 1 year	1 to 5 Years	Total
U.S. government obligations	\$ 36,334,047	\$ 58,418,344	\$ 94,752,391
U.S. agency obligations	193,530	-	193,530
Local government investment pool	21,676,995	-	21,676,995
Money market funds	191,189,965	-	191,189,965
	<u>\$ 249,394,537</u>	<u>\$ 58,418,344</u>	<u>\$ 307,812,881</u>

Investment Maturities at December 31, 2022

Investment type	Less than 1 year	1 to 5 Years	Total
U.S. government obligations	\$ -	\$ 102,155,785	\$ 102,155,785
U.S. agency obligations	-	7,638,639	7,638,639
Local government investment pool	33,590,770	-	33,590,770
Money market funds	169,155,392	-	169,155,392
	<u>\$ 202,746,162</u>	<u>\$ 109,794,424</u>	<u>\$ 312,540,586</u>

Interest Rate Risk

As a means of limiting its exposure to fair value losses arising from rising interest rates, investments are generally held to maturity. The Airport's investment policy requires the investment portfolio to be structured to provide sufficient liquidity to pay obligations as they come due.

To the extent possible, investment maturities are matched with known cash needs and anticipated cash flow requirements. Additionally, maturity limitations for investments related to the issuance of debt are outlined in the Bond Resolutions relating to the specific bond issue.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 2: CASH AND INVESTMENTS (CONTINUED)

Credit Risk

The Airport's general investment policy applies the prudent-person rule. Investments are made as a prudent person would be expected to act, with discretion and intelligence, to seek reasonable income, preserve capital and, in general, avoid speculative investments. Airport policy limits investments to the highest credit rating category of Standard & Poor's (S&P). Funds can only be invested in money market funds rated AAAM, AAM, or AAAM-G by S&P.

In accordance with the Airport's investment policy and bond resolutions, the assets shall be invested in the following:

- Direct United States Treasury obligations, the principal and interest of which are fully guaranteed by the government of the United States.
- Bonds, debentures, notes or other evidence of indebtedness issued or guaranteed by federal agencies and provided such obligations are backed by the full faith and credit of the United States of America.
- Bonds, debentures, notes, or other evidence of indebtedness issued or guaranteed by U.S. government instrumentalities, which are federally sponsored.

Louisiana Asset Management Pool (LAMP) Investment

Unrestricted and restricted investments of \$4,751,236 and \$16,925,759, respectively, at December 31, 2023 and \$16,888,977 and \$16,701,793, respectively, at December 31, 2022 are invested in LAMP. LAMP is considered to be an external investment pool administered by LAMP, Inc., a non-profit corporation organized under the laws of the State of Louisiana. Only local Louisiana government entities having contracted to participate in LAMP have an investment interest in its pool of assets. The primary objective of LAMP is to provide a safe environment for the placement of public funds in short term, high quality investments. The LAMP portfolio includes only securities and other obligations in which local governments in Louisiana are authorized to invest in accordance with LA-R.S. 33.2955.

The following facts are relevant for LAMP:

- Credit risk: LAMP is rated AAAM by Standard & Poor's.
- Custodial credit risk: LAMP participants' investments in the pool are evidenced by shares of the pool. Investments in pools should be disclosed, but not categorized because they are not evidenced by securities that exist in physical or book-entry form. The public entity's investment is with the pool, not the securities that make up the pool; therefore, no disclosure is required.
- Concentration of credit risk: Pooled investments are excluded from the 5 percent disclosure requirement.
- Interest rate risk: LAMP is designed to be highly liquid to give its participants immediate access to their account balances. LAMP prepares its own interest rate disclosure using the weighted average maturity (WAM) method. The WAM of LAMP assets is restricted to not more than 60 days and consists of no securities with a maturity in excess of 397 days.
- Foreign currency risk: Not applicable.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 2: CASH AND INVESTMENTS (CONTINUED)

Louisiana Asset Management Pool (LAMP) Investment (Continued)

For purposes of determining participants' shares, investments are valued at fair value. The fair value of the participant's position is the same as the value of the pool shares.

LAMP, Inc. is subject to the regulatory oversight of the state treasurer and board of directors. LAMP is not registered with the SEC as an investment company. An annual audit of LAMP is conducted by an independent certified public accountant. The Legislative Auditor of the State of Louisiana has full access to the records of LAMP. LAMP issues financial reports which can be obtained from <https://www.lamppool.com>.

Fair Value Measurement

A summary of the Airport's investments along with the fair value hierarchy levels of each type of investment is as follows:

	Fair Value Hierarchy			
	Total at December 31, 2023	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investment by fair value level:				
U.S. government obligations	\$ 193,530	\$ -	\$ 193,530	\$ -
U.S. agency obligations	94,752,391	94,752,391	-	-
Money market funds	191,189,965	191,189,965	-	-
Total investments at fair value level	<u>286,135,886</u>	<u>\$ 285,942,356</u>	<u>\$ 193,530</u>	<u>\$ -</u>
Investment measured at amortized cost:				
LAMP	<u>21,676,995</u>			
Total investments at amortized cost	<u>21,676,995</u>			
Total investments	<u>\$ 307,812,881</u>			

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 2: CASH AND INVESTMENTS (CONTINUED)

Fair Value Measurement (Continued)

	Fair Value Hierarchy			
	Total at December 31, 2022	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investment by fair value level:				
U.S. government obligations	\$ 7,638,639	\$ 5,521,147	\$ 2,117,493	\$ -
U.S. agency obligations	102,155,785	102,155,785	-	-
Money market funds	169,155,392	169,155,392	-	-
Total investments at fair value level	<u>278,949,816</u>	<u>\$ 276,832,324</u>	<u>\$ 2,117,493</u>	<u>\$ -</u>
Investment measured at amortized cost:				
LAMP	<u>33,590,770</u>			
Total investments at amortized cost	<u>33,590,770</u>			
Total investments	<u>\$ 312,540,586</u>			

Investments classified in Level 2 of the fair value hierarchy are valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices.

Note 3: ACCOUNTS RECEIVABLE, NET

Accounts receivable as of December 31 consisted of the following:

	<u>2023</u>	<u>2022</u>
Due from tenants	\$ 6,410,637	\$ 884,892
Parking garage	2,914,895	5,073,330
Rent receivable – Service concession arrangement	2,768,371	2,846,095
Other	6,490,505	1,894,169
	<u>18,645,755</u>	<u>10,698,486</u>
Less: allowance for doubtful accounts	(336,661)	(337,546)
	<u>\$ 18,309,094</u>	<u>\$ 10,360,940</u>

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 4: SUMMARY OF RESTRICTED ASSETS

Assets restricted for specific purposes in accordance with bond indentures and other legal restrictions are composed of the following at December 31, 2023:

	Cash and certificates of deposits	Dreyfus Treasury Prime Cash Management	JPM U.S. Treasury and U.S. money market fund	Passenger facility charges receivable	Customer facility charges receivable	Total
Debt service fund	\$ 2,361,590	\$ 58,304,789	\$ -	\$ -	\$ -	\$ 60,666,379
Debt service reserve fund	-	37,011,706	59,831,179	-	-	96,842,885
Capitalized interest	-	13,220	-	-	-	13,220
Coverage account	-	1,922,772	-	-	-	1,922,772
Operations and maintenance reserve fund	-	12,459,531	-	-	-	12,459,531
Capital improvement fund	(19,340)	70,712,374	-	-	-	70,693,034
GARB restricted	4,057	234,025	-	-	-	238,082
Receipts fund	150,138	5,644,924	-	-	-	5,795,062
Rollover fund	-	16,925,759	-	-	-	16,925,759
PFC collect	-	-	-	-	-	-
CFC collect	(46)	23,061,625	-	-	-	23,061,579
Bond costs	-	774,785	-	-	-	774,785
Parking Facility Reserve	-	-	1,221,565	-	-	1,221,565
Receivables	-	-	-	5,077,274	1,834,124	6,911,398
Total	<u>\$ 2,496,399</u>	<u>\$ 227,065,510</u>	<u>\$ 61,052,744</u>	<u>\$ 5,077,274</u>	<u>\$ 1,834,124</u>	<u>\$ 297,526,051</u>

Assets restricted for specific purposes in accordance with bond indentures and other legal restrictions are composed of the following at December 31, 2022:

	Cash and certificates of deposits	Dreyfus Treasury Prime Cash Management	JPM U.S. Treasury and U.S. money market fund	Passenger facility charges receivable	Customer facility charges receivable	Total
Debt service fund	\$ 1,271,182	\$ 49,881,546	\$ -	\$ -	\$ -	\$ 51,152,728
Debt service reserve fund	-	58,139	91,553,925	-	-	91,612,064
Capitalized interest	-	-	-	-	-	-
Coverage account	-	1,916,252	-	-	-	1,916,252
Operations and maintenance reserve fund	-	9,503,995	-	-	-	9,503,995
Capital improvement fund	(19,340)	75,547,466	-	-	-	75,528,126
GARB restricted	358,407	50,987	-	-	-	409,394
Receipts fund	105,837	6,423,526	-	-	-	6,529,363
Rollover fund	-	16,701,793	-	-	-	16,701,793
PFC collect	-	-	-	-	-	-
CFC collect	30	22,262,234	-	-	-	22,262,264
Bond costs	-	2,021,690	-	-	-	2,021,690
Parking Facility Reserve	-	-	1,165,490	-	-	1,165,490
Receivables	-	-	-	3,286,137	1,071,151	4,357,288
Total	<u>\$ 1,716,116</u>	<u>\$ 184,367,628</u>	<u>\$ 92,719,415</u>	<u>\$ 3,286,137</u>	<u>\$ 1,071,151</u>	<u>\$ 283,160,447</u>

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT

Capital assets include assets acquired with the Airport's own funds, those acquired through resources externally restricted for capital acquisition, and those capitalized due to a service concession arrangement. A summary of changes in capital assets for the year ended December 31, 2023 and 2022 is as follows:

	Balance December 31, 2022	Additions during year	Deletions/ transfers during year	Balance December 31, 2023
Capital assets not being depreciated:				
Land	\$ 78,138,359	\$ -	\$ -	\$ 78,138,359
Air rights	22,282,449	-	-	22,282,449
Construction in progress	96,297,232	61,417,678	(91,405,975)	66,308,935
Total capital assets not being depreciated	<u>196,718,040</u>	<u>61,417,678</u>	<u>(91,405,975)</u>	<u>166,729,743</u>
Capital assets being depreciated:				
Land improvements	513,100,732	62,157,763	-	575,258,495
Buildings and furnishings	1,650,816,213	29,212,190	(374,193)	1,679,654,210
Fuel tank farm	39,118,194	-	-	39,118,194
Heliport	3,074,179	-	(3,074,179)	-
Utilities	57,029,411	-	-	57,029,411
Equipment	11,335,631	-	-	11,335,631
Computers	1,534,992	-	-	1,534,992
HP Finance Lease	907,747	-	-	907,747
Total capital assets Being depreciated	<u>2,276,917,099</u>	<u>91,369,953</u>	<u>(3,448,372)</u>	<u>2,364,838,680</u>
Total capital assets	<u>2,473,635,139</u>	<u>152,787,631</u>	<u>(94,854,347)</u>	<u>2,531,568,423</u>
Less accumulated depreciation:				
Land improvements	397,539,967	13,134,745	-	410,674,712
Buildings and furnishings	519,641,981	46,531,041	(374,193)	565,798,829
Fuel tank farm	3,017,380	979,974	-	3,997,354
Heliport	3,074,179	-	(3,074,179)	-
Utilities	23,435,382	2,057,339	-	25,492,721
Equipment	10,565,899	410,728	-	10,976,627
Computers	1,390,484	-	-	1,390,484
HP Finance Lease	349,409	165,045	-	514,454
Total accumulated depreciation	<u>959,014,681</u>	<u>63,278,872</u>	<u>(3,448,372)</u>	<u>1,018,845,181</u>
Total capital assets, net	<u>\$ 1,514,620,458</u>	<u>\$ 89,508,759</u>	<u>\$ (91,405,975)</u>	<u>\$ 1,512,723,242</u>

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT (CONTINUED)

	<u>Balance December 31, 2021</u>	<u>Additions during year</u>	<u>Deletions/ transfers during year</u>	<u>Balance December 31, 2022</u>
Capital assets not being depreciated:				
Land	\$ 78,138,359	\$ -	\$ -	\$ 78,138,359
Air rights	22,282,449	-	-	22,282,449
Construction in progress	54,158,794	48,098,764	(5,960,326)	96,297,231
Total capital assets not being depreciated	<u>154,579,602</u>	<u>48,098,764</u>	<u>(5,960,326)</u>	<u>196,718,039</u>
Capital assets being depreciated:				
Land improvements	508,955,489	4,145,243	-	513,100,732
Buildings and furnishings	1,649,144,560	1,671,653	-	1,650,816,213
Fuel tank farm	39,118,194	-	-	39,118,194
Heliport	3,074,179	-	-	3,074,179
Utilities	57,029,411	-	-	57,029,411
Equipment	11,298,056	37,575	-	11,335,631
Computers	1,534,986	-	-	1,534,992
HP Finance Lease	907,747	-	-	907,747
Total capital assets Being depreciated	<u>2,271,062,628</u>	<u>5,854,471</u>	<u>-</u>	<u>2,276,917,099</u>
Total capital assets	<u>2,425,642,230</u>	<u>53,953,235</u>	<u>(5,960,326)</u>	<u>2,473,635,139</u>
Less accumulated depreciation:				
Land improvements	384,816,383	12,723,582	-	397,539,967
Buildings and furnishings	473,300,721	46,400,773	-	519,641,981
Fuel tank farm	2,037,405	979,974	-	3,017,380
Heliport	3,074,179	-	-	3,074,179
Utilities	21,377,236	2,058,154	-	23,435,382
Equipment	9,935,521	503,249	-	10,565,899
Computers	1,409,311	48,785	-	1,390,484
HP Finance Lease	184,363	165,045	-	349,409
Total accumulated depreciation	<u>896,135,119</u>	<u>62,879,562</u>	<u>-</u>	<u>959,014,681</u>
Total capital assets, net	<u>\$ 1,529,507,111</u>	<u>\$ (8,926,327)</u>	<u>\$ (5,960,326)</u>	<u>\$ 1,514,620,458</u>

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT (CONTINUED)

Construction in progress is composed of the following at December 31, 2023 and 2022:

Description	2023	2022	Remaining Commitments at 2023
Airfield Lighting Vault	\$ -	\$ -	\$ 129,942
Airside Development	1,116,220	53,144,178	20,068,026
New Terminal Development	16,804,006	19,552,365	55,427,032
Miscellaneous Projects	46,917,949	22,366,590	35,578,603
Stormwater Pump Station	-	-	22,479
Parking – Circulation Bridge	-	-	2,148
Southside Redevelopment	1,470,760	1,234,097	4,705,318
Total	\$ 66,308,935	\$ 96,297,231	\$ 115,933,548

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 6: LONG-TERM DEBT

Long-term debt activity for the year ended December 31, 2023 and 2022 as follows:

<u>Long-Term Debt</u>	<u>Balance December 31, 2022</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance December 31, 2023</u>	<u>Principal due within one year</u>
<u>Bonds Payable:</u>					
Series 2015A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	\$ 54,590,000	\$ -	\$ -	\$ 54,590,000	\$ 1,190,000
Series 2015B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	510,735,000	-	-	510,735,000	11,240,000
Series 2017A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	96,085,000	-	(1,315,000)	94,770,000	930,000
Series 2017B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	210,690,000	-	(2,905,000)	207,785,000	2,080,000
Series 2017C Revenue Refunding Bonds (North Terminal Project), variable interest rate between 2.227% and 2.949%; January 1, 2023 at 2.949% final maturity	12,190,000	-	(12,190,000)	-	-
Series 2017D-2 Revenue Refunding Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	43,050,000	-	(1,820,000)	41,230,000	1,910,000
Series 2018 Go Zone CFC Bonds Revenue Refunding Bonds, fixed interest rate ranging from 4% - 5% ; January 1, 2040	82,565,000	-	-	82,565,000	-

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 6: LONG-TERM DEBT (CONTINUED)

	Balance December 31, 2022	Additions	Deductions	Balance December 31, 2023	Principal due within one year
<u>Bonds Payable, (continued):</u>					
Series 2019 GO ZONE Revenue Bonds, fixed interest rate, January 1, 2041 at 5% final maturity	22,420,000	-	(745,000)	21,675,000	780,000
Series 2023A GARB Premium Revenue Bonds, fixed interest rate ranging from 5% ; January 1, 2044	-	4,245,000	-	4,245,000	-
Series 2023B GARB Premium Revenue Bonds, fixed interest rate ranging from 5% ; January 1, 2044	-	18,365,000	-	18,365,000	-
	<u>1,032,325,000</u>	<u>22,610,000</u>	<u>(18,975,000)</u>	<u>1,035,960,000</u>	<u>18,130,000</u>
Unamortized discount on bonds	(243,294)	-	(23,055)	(220,239)	(23,055)
Unamortized premium on bonds	78,736,600	2,367,550	(5,400,578)	75,703,672	5,361,320
	<u>1,110,818,306</u>	<u>24,977,650</u>	<u>(24,352,523)</u>	<u>1,111,443,433</u>	<u>23,468,265</u>
<u>Loans Payable:</u>					
Series 2022 Series Trust rate, October 1, 2025 at 10% final maturity	61,053,500	-	-	61,053,500	-
	<u>61,053,500</u>	<u>-</u>	<u>-</u>	<u>61,053,500</u>	<u>-</u>
	<u>\$ 1,171,871,806</u>	<u>\$ 24,977,650</u>	<u>\$ (24,352,523)</u>	<u>\$ 1,172,496,933</u>	<u>\$ 23,468,265</u>

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 6: LONG-TERM DEBT (CONTINUED)

<u>Long-Term Debt</u>	<u>Balance December 31, 2021</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance December 31, 2022</u>	<u>Principal due within one year</u>
<u>Bonds Payable:</u>					
Series 2015A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	\$ 54,590,000	-	-	\$ 54,590,000	-
Series 2015B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	510,735,000	-	-	510,735,000	-
Series 2017A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	97,335,000	-	(1,250,000)	96,085,000	1,315,000
Series 2017B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	213,460,000	-	(2,770,000)	210,690,000	2,905,000
Series 2017C Revenue Refunding Bonds (North Terminal Project), variable interest rate between 2.227% and 2.949%; January 1, 2023 at 2.949% final maturity	24,065,000	-	(11,875,000)	12,190,000	12,190,000

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 6: LONG-TERM DEBT (CONTINUED)

<u>Bonds Payable, (continued):</u>	<u>Balance December 31, 2021</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance December 31, 2022</u>	<u>Principal due within one year</u>
Series 2017D-2 Revenue Refunding Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	44,780,000	-	(1,730,000)	43,050,000	1,820,000
Series 2018 Go Zone CFC Bonds Revenue Refunding Bonds, fixed interest rate ranging from 4% - 5% ; January 1, 2040	82,565,000	-	-	82,565,000	-
Series 2019 GO ZONE Revenue Bonds, fixed interest rate, January 1, 2041 at 5% final maturity	23,130,000	-	(710,000)	22,420,000	745,000
	<u>1,050,660,000</u>	<u>-</u>	<u>(18,335,000)</u>	<u>1,032,325,000</u>	<u>18,975,000</u>
Unamortized discount on bonds	(266,349)	-	(23,055)	(243,294)	-
Unamortized premium on bonds	84,049,730	-	(5,313,134)	78,736,600	-
	<u>1,134,443,381</u>	<u>-</u>	<u>(23,625,079)</u>	<u>1,110,818,306</u>	<u>18,975,000</u>
<u>Loans Payable:</u>					
Series 2022 Series Trust rate, October 1, 2025 at 10% final maturity	-	61,053,500	-	61,053,500	-
2017 Revenue Interim Drawdown Note; variable interest rate of 65.001% of one-month ICE LIBOR plus 0.79% final maturity of October 1, 2022	60,550,862	-	(60,550,862)	-	-
	<u>60,550,862</u>	<u>61,053,500</u>	<u>(60,550,862)</u>	<u>61,053,500</u>	<u>-</u>
	<u>\$ 1,194,994,243</u>	<u>\$ 61,053,500</u>	<u>\$ (84,175,942)</u>	<u>\$ 1,171,871,806</u>	<u>\$ 18,975,000</u>

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 6: LONG-TERM DEBT (CONTINUED)

Debt service requirements to maturity for all outstanding bonds and loans are as follows:

	<u>Interest</u>	<u>Principal</u>	<u>Total</u>
Bonds Payable:			
December 31:			
2024	\$ 51,032,375	18,130,000	69,162,375
2025	50,052,375	21,110,000	71,162,375
2026	48,975,825	24,470,000	73,445,825
2027	47,787,775	25,575,000	73,362,775
2028	46,478,400	26,845,000	73,323,400
2029-2033	210,340,500	155,785,000	366,125,500
2034-2038	166,255,175	202,370,000	368,625,175
2039-2043	109,017,488	254,570,000	363,587,488
2044-2048	39,583,102	307,105,000	346,688,102
	<u>\$ 769,523,015</u>	<u>\$ 1,035,960,000</u>	<u>\$ 1,805,483,015</u>
	<u>Interest</u>	<u>Principal</u>	<u>Total</u>
Loans Payable:			
December 31:			
2025	\$ -	\$ 61,053,500	\$ 61,053,500
	<u>\$ -</u>	<u>\$ 61,053,500</u>	<u>\$ 61,053,500</u>

In 2023, the Airport issued \$22,610,000 of New Orleans Aviation Board General Airport Revenue Bonds, Series 20223A and 2023B with an original issue premium of \$2,367,650. The purpose of the issue was to finance the costs of constructing and equipping the Series 2023 Projects, including capitalized interest, pay the Costs of Issuance of the Series 2023 Bonds and fund the Debt Service Reserve Fund Requirement for the Series 2023 Bonds.

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 7: FINANCE LEASES

The Airport entered into a lease purchase agreement on August 18, 2020 to lease various equipment items, as defined in the terms of the agreement. Payments began in November 2020 and will continue for 66 months. The economic substance of the lease is that the Airport is financing the acquisition of the assets through the leases; and, accordingly, both a right of use asset and lease liability are recorded in the Airport's statements of net position as of December 31, 2023 and 2022.

The following is an analysis of the right of use assets included in capital assets and equipment at December 31, 2023 and 2022:

	2023	2022
Equipment	\$ 907,747	\$ 907,747
Less: Accumulated Depreciation	514,454	349,409
	\$ 393,293	\$ 558,338

The following is a schedule by years of future minimum payments required under the lease together with the present value as of December 31:

	2024	\$	171,160
	2025		171,160
	2026		77,816
	Total Minimum Lease Payments		420,136
	Less: Amount Representing Interest		(20,031)
	Present Value of Minimum Lease Payments	\$	400,105

Note 8: PENSION PLANS

Plan Descriptions

Employees and officers of the Airport are eligible for membership in the Employees' Retirement System of the City of New Orleans (the Plan), a single employer defined benefit retirement plan. A separate financial report on the Plan for the years ended December 31, 2022 and 2021 is available from the City of New Orleans Director of Finance, 1300 Perdido Street, Room 1E12, New Orleans, Louisiana 70112, (504) 658-1850.

The Plan is a defined benefit pension plan established under the laws of the State of Louisiana. The City Charter provided that the Retirement Ordinance (Chapter 114 of the Code) continues to govern and control the Plan under the management of the Board of Trustees (the Board), and also for changes in the Retirement System by council action, subject to certain limitations for the purpose of providing retirement allowances, death, and disability benefits to all officers and employees of the city, except those officers and employees who are already or may hereafter be included in the benefits of any other pension or retirement system of the city, the state or any political subdivision of the state.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

The Plan became operative on July 1, 1947. It is supported by joint contributions of the Airport and employee members and income from investments. The Airport makes contributions for members during active service as well as for periods of service of members employed prior to July 1, 1947. In this way, reserves are accumulated from the Airport and employee contributions.

The general administration and the responsibility for the proper operation of the Plan and for making effective the provisions of the Retirement Ordinance are vested in the Board of Trustees of the Retirement System.

Contributions

Employee Contributions

The effective rate for employee contributions is 6% for 2023 and 2022.

Employer Contributions

Employer contributions are based on a certain percentage of earnable compensation of each member, known as "normal contributions," determined on the basis of regular interest and mortality tables adopted by the Board, and additional percentage of earnable compensation, known as "Accrued Liability contributions," determined by an actuary on the basis of the amortization period adopted by the Board of Trustees from time to time. Actual contributions by the Airport of \$1,934,535 and \$1,857,843 were approximately 18.8% and 18.3% of covered payroll for the years ended December 31, 2023 and 2022, respectively.

Benefits Provided

Retirement

Under the System, employees with 30 years of service, or who attain age 60 with 10 years of service, or age 65 and 5 years of service are entitled to a retirement allowance. Effective January 1, 2002, any member whose age and service total 80 may retire with no age reduction. The benefits to retirees consist of the following:

1. An annuity, which is the actuarial equivalent of the employee's accumulated contribution; plus
2. Effective for members retiring on or after January 1, 2002, an annual pension, which, together with above annuity, provides total retirement allowance equal to 2.5% of average compensation times first 25 years, plus 4% of average compensation times creditable service over 25 years.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

3. Effective for members retiring before 2002, but on or after January 1, 1983, an annual pension, which, together with above annuity, provides total retirement allowance equal to 2% of average compensation times first 10 years, plus 2 1/2% of average compensation times next 10 years, plus 3% of average compensation times next 10 years, plus 4% of average compensation times creditable service over 30 years.
4. Effective January 1, 1983, additional pension equal to 2% of \$1,200 times first 10 years, plus 2 1/2% of \$1,200 times next 10 years, plus 3% of \$1,200 times next 10 years, plus 4% of \$1,200 times service over 30 years ceases at 62 or at eligibility for Social Security, whichever comes first. Effective January 1, 2002, the \$1,200 exclusion will not apply.
5. Additional pension for member who reaches age 65 with 20 or more years and the retirement allowance under (1) and (2) above is less than \$1,200 per year; to produce total retirement allowance of \$1,200 per year.
6. Effective January 1, 1982, for service retirement prior to age 62 with less than 30 years of service, (3) and (4) above are reduced by 3% for each year below 62. However, effective January 1, 1996, this reduction is not made if employee has at least 30 years of service. Effective January 1, 2002, no reduction if age and service total at least 80.
7. Maximum Benefit: Benefit not to be greater than 100% of average compensation, unless member has already accrued a larger benefit as of April 1978.
8. Minimum Benefit: Effective June 1, 1999, benefit of \$300 per month for retirees with 10 years of service at retirement.
9. Form of Benefit: Modified cash refund annuity - If a member dies after retirement and before receiving the amount of his accumulated contributions in annuity payments, then the lump sum balance of his contributions is paid to beneficiary.
10. Cost-of-Living: Board of Trustees retains excess over average 3 1/2% interest earnings to provide Cost-of-Living increases in benefits to retirees (past or future) not to exceed 3% of original benefit per each year of retirement. Effective January 1, 2001, additional one-time increase of 1 % times member's or beneficiary's current monthly benefit times whole calendar years from date benefit commenced.

Deferred Retirement Option Program (DROP)

Effective January 1, 1994, any member who is eligible for a service retirement under Section 114-201(a) may participate in the DROP program. A member can participate for up to five years. When a member joins the DROP, he stops contributing to and earning benefits in the system. Employer contributions also stop. His retirement benefit begins being paid into his DROP account.

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 8: PENSION PLANS (CONTINUED)

1. Interest is earned on the DROP account at an annual rate set by the Board. Members of the DROP receive cost-of-living increases, as if they would have received such raises as a retiree.
2. Upon termination of employment at the end of the specified period of DROP participation, the DROP account is paid out. After his DROP period ends and upon continued or re-employment, the member may resume contributions and earn a supplemental benefit based on current covered compensation.
3. If at the end of a members' period of DROP participation he does not terminate employment, payments into DROP shall cease and no further interest shall be earned or credited to the account. Payments shall not be made until employment is terminated.

Net Pension Liability

The Airport's Net Pension Liability of \$25,367,734 and \$20,409,487 is measured as of December 31, 2023 and 2022, respectively. The Total Pension Liability used to calculate the Net Pension Liability was also determined as of that date.

The following schedule lists the Airport's proportionate share of the Net Pension Liability allocated by the pension plan based on the December 31, 2023 and 2022 valuation. The Airport uses this measurement to record its Net Pension Liability and associated amounts as of December 31, 2023 and 2022. The schedule also includes the proportionate share allocation rate used at December 31, 2023 and 2022. The Airport's proportion of the Net Pension Liability was based on a projection of the City of New Orleans' long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined.

	Net Pension Liability at December 31, 2023	Allocation Rate at December 31, 2023	Increase (Decrease) to December 31, 2022 Rate
Employees' Retirement System of the City of New Orleans	\$ 25,367,734	6.947431%	0.092061%
	Net Pension Liability at December 31, 2023	Allocation Rate at December 31, 2023	Increase (Decrease) to December 31, 2022 Rate
Employees' Retirement System of the City of New Orleans	\$ 25,409,487	6.855370%	(0.183572)%

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 8: PENSION PLANS (CONTINUED)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended December 31, 2023 and 2022, the Airport recognized a pension expense of \$2,744,926 and \$4,023,965, respectively in payroll related expense on the statement of revenues, expenses, and changes in net position.

On December 31, 2023 and 2022, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	December 31, 2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,440,780	\$ 143,676
Net difference between projected and actual earnings on pension plan investments	1,720,348	-
Changes of assumptions	77,411	615,513
Total	\$ 3,238,539	\$ 759,189

	December 31, 2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,574,985	\$ -
Net difference between projected and actual earnings on pension plan investments	3,033,734	-
Changes of assumptions	133,803	1,411,028
Total	\$ 4,742,522	\$ 1,411,028

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

2024	\$ 462,689
2025	872,782
2026	1,448,313
2027	(304,434)
	\$ 2,479,350

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of December 31, 2023 and 2022, using the following actuarial assumptions:

	Employees' Retirement System
Valuation date	December 31, 2023 and 2022
Actuary cost method	Entry age normal
Actuarial assumptions:	
Expected remaining service live	4 years
Investment rate of return	7.25%, net of investment expense, including inflation
Inflation rate	2.50%
Mortality	PubG-2010 for healthy lives and PubNS-2010 Disabled Retiree for disabled lives, projected generationally with scale MP-2020
Salary increases	Age-based annual rates ranging from 10% to 3.2%
Cost of living adjustments	The present value of future retirement benefits is based on benefits currently being paid by the pension trust funds and includes previously granted cost of living increases. The present values do not include provisions for potential future increases not yet authorized by the Board of Trustees.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by an asset allocation percentage which is based on the nature and mix of current and expected plan investments and by adding expected inflation.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

Best estimates of arithmetic real rates of return for each major asset class included in the Pension Trust Fund's current and expected asset allocation as of December 31, 2023 and 2022 are summarized in the following table:

Asset Class	2023		2022	
	Target Asset Allocation	Long-term expected portfolio real rate of return	Target Asset Allocation	Long-term expected portfolio real rate of return
Cash equivalents	2.00%	1.00%	2.00%	0.71%
Equity securities	56.50%	13.76%	56.50%	16.46%
Fixed income	22.00%	1.96%	22.00%	1.80%
Real Estate	5.00%	3.40%	5.00%	3.61%
Other alternative investments	14.50%	12.90%	14.50%	13.17%

Discount Rate

The discount rate used to measure the total pension liability was 7.25% for the Employees' Retirement System for 2023 and 2022. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that the plan's contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Employees' Retirement System pension trust funds' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

Changes in Net Pension Liability

The change in net pension liability for the year ended December 31, 2023 is as follows:

Change in Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Service cost	\$ 887,422	\$ -	\$ 887,422
Interest on the total pension liability	3,923,362	-	3,923,362
Difference between expected and actual experience	1,265,964	-	1,265,964
Changes of assumptions and other inputs	729,883	-	729,883
Changes of benefit term	-	-	-
Contributions – employer	-	2,126,103	(2,126,103)
Contributions - member	-	707,463	(707,463)
Net investment income	-	3,617,307	(3,617,307)
Benefit payments and net transfers	(3,706,150)	(3,706,150)	-
Administrative expense	-	(50,126)	50,126
Other changes	-	447,637	(447,637)
Net Change	3,100,481	3,142,234	(41,753)
Net Pension Liability, Beginning	54,351,106	28,941,619	25,409,487
Net Pension Liability, Ending	\$ 57,451,587	\$ 32,083,853	\$ 25,367,734

The change in net pension liability for the year ended December 31, 2022 is as follows:

Change in Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Service cost	\$ 847,873	\$ -	\$ 847,873
Interest on the total pension liability	3,771,818	-	3,771,818
Difference between expected and actual experience	211,590	-	211,590
Changes of assumptions and other inputs	(1,420,524)	-	(1,420,524)
Changes of benefit term	213,900	-	213,900
Contributions – employer	-	1,759,432	(1,759,432)
Contributions - member	-	599,412	(599,412)
Net investment income	-	(4,649,276)	4,649,276
Benefit payments and net transfers	(3,742,580)	(3,742,580)	-
Administrative expense	-	(42,201)	42,201
Other changes	-	(883,873)	883,873
Net Change	(117,922)	(6,959,086)	6,841,163
Net Pension Liability, Beginning	54,469,028	35,900,705	18,568,323
Net Pension Liability, Ending	\$ 54,351,106	\$ 28,841,619	\$ 25,409,487

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 8: PENSION PLANS (CONTINUED)

Sensitivity of the Net Pension Liability to Change in the Discount Rate

The following presents the net pension liability of the Airport as of December 31, 2023 and 2022 using the discount rate of 7.25%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate.

		1% Decrease 6.25%	Current Discount Rate 7.25%	1% Increase 8.25%
Net pension liability				
December 31, 2023	\$	31,944,137	\$	25,367,734
December 31, 2022	\$	31,520,843	\$	25,409,487
				\$ 20,582,274
				\$ 20,309,537

Payables to the Plan

The Airport recorded accrued liabilities of \$122,485 and \$175,609 to the Plan for the years ended December 31, 2023 and 2022, respectively, mainly due to the accrual for payroll at the end of each of the fiscal years. The amounts due are included in liabilities under the amounts reported as accounts, salaries and other payables.

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS

Plan description

The Airport provides certain continuing health care and life insurance benefits for its retired employees through the City of New Orleans. The City of New Orleans' OPEB Plan (the OPEB Plan) is a single employer defined benefit OPEB plan administered by the City. The authority to establish and/or amend the obligation of the employer, employees and retirees rests with the City. No assets are accumulated in a trust. The OPEB plan does not issue a stand-alone financial report.

Benefits Provided

Medical benefits are provided through a self-insured comprehensive health benefit program. Full details are contained in the official plan documents. Medical benefits are provided to employees upon actual retirement (that is, at the end of the DROP period, if applicable) according to the retirement eligibility provisions of the OPEB Plan by which the employee is covered. Most Airport employees are covered by The Employees' Retirement System of the City of New Orleans (NOMERS). The maximum DROP period is five years. Retirement (DROP entry) eligibility is as follows: the earliest of 30 years of service at any age; age 60 and 10 years of service; age 65 and 20 years of service; or, satisfaction of the "Rule of 80" (age plus service equals or exceeds 80).

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

Employees covered by benefit terms

At December 31, 2023, 188 active employees were covered by the benefit terms. There is a total of 52 inactive employees or beneficiaries currently receiving benefit payments under the OPEB plan.

The Airport's portion of the annual premium base is paid by the City and reimbursed by the Airport. The contributions by the City for the years ended December 31, 2023 and 2022 were estimated to be approximately \$420,000 and \$454,000, respectively.

Total OPEB Liability

The Airport's proportionate share (3.79% and 3.93%) of the total OPEB liability was \$6,406,280 and \$6,004,876, was measured as of December 31, 2023 and 2022, respectively and was determined by an actuarial valuation as of January 1, 2023 and 2022 for the years ended December 31, 2023 and 2022, respectively. The proportionate share of the total OPEB liability was based on a percentage of payroll of active employees of the Airport in proportion to total payroll of active employees for all participating entities.

Actuarial Assumptions and other inputs

The total OPEB liability in the December 31, 2023 and 2022 actuarial valuations were determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.5%, annually
Salary increases	4.0%, including inflation
Discount rate	3.26%, annually (As of December 31, 2023)
	3.72%, annually (As of December 31, 2022)
Healthcare cost trend rates	Flat 5.5% annually

The discount rate was based on the average of the Bond Buyers' 20 Year General Obligation municipal bond index as of December 31, 2023 and 2022, the end of the applicable measurement period.

Mortality rates were based on the RP-2000 Table without projection with 50%/50% unisex blend.

The actuarial assumptions used in the December 31, 2023 valuation were based on the results of ongoing evaluations of the assumptions from January 1, 2010 to December 31, 2023. The actuarial assumptions used in the December 31, 2022 valuation were based on the results of ongoing evaluations of the assumptions from January 1, 2009 to December 31, 2022.

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

Changes in the Total OPEB Liability during 2023 and 2022:

	2023	2022
Balance at December 31, 2022 and 2021	\$ 6,004,876	\$ 7,725,331
Changes for the year:		
Service cost	83,682	109,610
Interest	215,576	148,796
Differences between expected and actual experience	196,297	(248,219)
Changes in assumptions and other inputs	325,507	(1,276,615)
Benefit payments and net transfers	(419,658)	(454,027)
Net changes	401,404	(1,720,455)
Balance at December 31, 2023 and 2022	\$ 6,406,280	\$ 6,004,876

Sensitivity of the total OPEB liability to changes in the discount rate – The following presents the total OPEB liability of the City, as well as what the City’s total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate:

	1.0% Decrease (2.26%)	Current Discount Rate (3.26%)	1.0% Increase (4.26%)
December 31, 2023			
Total OPEB liability	\$ 7,742,331	\$ 6,406,280	\$ 5,375,021

	1.0% Decrease (2.72%)	Current Discount Rate (3.72%)	1.0% Increase (4.72%)
December 31, 2023			
Total OPEB liability	\$ 7,257,212	\$ 6,004,876	\$ 5,038,122

Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates – The following presents the total OPEB liability of the City, as well as what the City’s total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare trend rates:

	1.0% Decrease (4.5%)	Current Trend (5.5%)	1.0% Increase (6.5%)
December 31, 2023			
Total OPEB liability	\$ 5,504,743	\$ 6,406,280	\$ 7,588,878

	1.0% Decrease (4.5%)	Current Trend (5.5%)	1.0% Increase (6.5%)
December 31, 2022			
Total OPEB liability	\$ 5,159,827	\$ 6,004,876	\$ 7,109,625

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2023, the Airport recognized its proportion of OPEB expense as \$373,171. At December 31, 2023, the Airport reported proportion of deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 517,605	\$ 381,642
Changes in assumptions	1,180,933	1,130,932
Total	<u>\$ 1,698,538</u>	<u>\$ 1,512,574</u>

For the year ended December 31, 2022, the Airport recognized its proportion of OPEB expense as \$245,353. At December 31, 2022, the Airport reported proportion of deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 480,083	\$ 467,095
Changes in assumptions	1,099,881	1,374,796
Total	<u>\$ 1,579,964</u>	<u>\$ 1,841,891</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

2024	\$ 73,913
2025	73,911
2026	(144,093)
2027	(123,400)
2028	130,741
Thereafter	175,092
	<u>\$ 185,964</u>

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 10: SERVICE CONCESSION ARRANGEMENT

In April 2017, the City of New Orleans and the Airport entered into a 29-year lease with New Orleans Fuel Facilities LLC (NOFF) to lease the fuel system, provide for the continued operations, improvement, maintenance and management of the fuel system, and allow NOFF to make a significant capital investment in and improvement to the fuel system in connection with the Airport's development, construction and operation of the new passenger terminal at the Airport.

The Airport has determined that the cooperative endeavor agreement (CEA) between NOFF and the Airport meets the four criteria of a service concession arrangement (SCA) per GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements*. SCAs are defined as a contract between a government and an operator, another government or private entity, in which the operator, another government or a private entity, in which the operator provides services, the operator collects and is compensated by fees from third parties, the government still retains control over the services provided and the government retains ownership of the assets at the end of the contract.

As part of the lease between the Airport and NOFF, NOFF agreed to pay rent, totaling a minimum of \$3.2 million over the term of the agreement. In addition, any improvements constructed on the leased premises become the property of the Airport upon installation. As of December 31, 2019, \$39,118,194 had been incurred in cumulative construction costs for the Airport Tank Farm and Hydrant System, and this project was substantially completed and operational by November 30, 2019. During the fiscal year 2019, the Airport recorded a capital asset and deferred inflow of resources for costs incurred by NOFF in the amount of \$38,490,470.

During the year ended December 31, 2023 and 2022, the Airport recorded depreciation expense in the amount of \$916,713 and \$916,713, respectively. Revenue is recognized over the course of the agreement. The Airport recorded a rent receivable as of December 31, 2023 and 2022 of \$2,768,371 and \$2,846,095, respectively, for the minimum payments expected to be received over the remaining years of the lease.

Note 11: CAPITAL CONTRIBUTIONS

Capital contributions recorded by the Airport represent amounts received from the federal government to finance the cost of construction of airport facilities. During the years ended December 31, 2023 and 2022, the Federal Aviation Administration (FAA) contributed \$10,429,378 and \$15,439,773, respectively, the Aviation Trust Fund (ATF) contributed \$13,396 and \$33,495, respectively, and the Transportation Security Administration (TSA) contributed \$- and \$188,561, respectively.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 12: LEASES

The Airport is the lessor of terminal space, land, hangars, and buildings on Airport property to air carriers and other tenants under various operating leases. Some of the leases, in addition to non-cancellable amounts at fixed rates, provide for additional payments based on usage or activity. For purposes of GASBS No. 87 implementation, the Airport's leases have been classified as:

1. Subject to GASBS No. 87 – Non-Regulated Leases
2. Not Subject to GASBS No. 87 – Short Term Leases and Regulated Leases

Leases Subject to GASBS No. 87

In accordance with GASBS No. 87, the Airport recognizes a lease receivable and a deferred inflow of resources for leases subject to GASBS No. 87. For these leases, the Airport is reporting Lease Receivable of \$48.1 million and \$54.6 million for the fiscal years ended December 31, 2023 and 2022, respectively. The Airport also reported lease revenue of \$8.6 million and \$9.7 million and interest revenue of \$2.4 million and \$2.8 million related to lease payments received for the fiscal years ended December 31, 2023 and 2022, respectively.

The leases managed by the Airport do not have an implicit rate of return, therefore the Airport has used their incremental borrowing rate of 5.56% to discount the lease revenue to the net present value.

The Leases Subject to GASBS No. 87 are summarized below.

Non-Regulated Leases – Terminal Concessions

The Airport leases concession space throughout the terminal for ATM's, advertising, passenger services, food and beverage, and retail goods. The remaining terms of these leases range from 1 to 10 years. The concession leases include a minimum annual guarantee (MAG) and a variable revenue component based on a percentage of gross sales.

Non-Regulated Leases – Rental Cars

The Airport leases a Consolidated Facility (CONRAC), ground, and service centers to the rental car companies. The term ends on the tenth anniversary of the DBO of the CONRAC. During the first year of the agreement the tenant is required to pay the initial annual rate of \$0.48 per square foot for the ground upon which the CONRAC is located and at the initial annual rate of \$0.30 per square foot for the ground upon which the service centers are located.

Non-Regulated Leases – Building

The Airport leases office or other building space to the Transportation Security Administration and to other parties. These leases include an annual rent amount plus an adjustment based on the consumer price index. The fixed revenue component is based on square footage and the length of the agreements vary.

Louis Armstrong New Orleans International Airport
Notes to Financial Statements

Note 12: LEASES (CONTINUED)

Future payments included in the measurement of the lease receivable for the General Fund as of December 31, 2023 for each of the next five fiscal years and in five-year increments thereafter are as follows:

Years Ending December 31:	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2024	\$ 7,893,394	\$ 2,099,101	\$ 9,992,495
2025	8,254,709	1,727,402	9,982,111
2026	8,526,042	1,340,841	9,866,883
2027	8,522,929	938,770	9,461,699
2028	4,411,246	648,441	5,059,687
2029-2033	10,483,836	738,167	11,222,003
	<u>\$ 48,092,156</u>	<u>\$ 7,492,722</u>	<u>\$ 55,584,878</u>

Leases Not Subject to GASBS No. 87

Short-Term Leases

In accordance with GASBS No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for a lease that is less than 12 months. This classification also includes leases that have expired, and are in a month-to-month status.

Regulated Leases

In accordance with GASBS No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings. The U.S. Department of Transportation and the Federal Aviation Administration regulate aviation leases between airports and air carriers and other aeronautical users. The Airport has regulated leases with a number of airlines.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 12: LEASES (CONTINUED)

The use and lease agreement between the airlines and the Airport includes exclusive, preferential, and joint use of certain spaces at the Airport. The square footage breakdown of the airline leased space is listed below.

	Terminal Space	Terminal Space % of Total	Apron Space	Apron Space % of Total
Air Canada	395.0	0.2%	-	0.0%
Alaska Airlines	1,150.0	0.7%	-	0.0%
Allegiant Air	160.0	0.1%	-	0.0%
American Airlines	21,951.0	13.7%	162,346.0	16.9%
Atlantic Aviation	143.3	0.1%	-	0.0%
BAGS	238.0	0.1%	-	0.0%
Breeze Airways	7,673.0	4.8%	45,769.0	4.8%
British Airways	457.0	0.3%	-	0.0%
Delta Air Lines	36,246.0	22.6%	178,580.0	18.5%
Frontier Airlines	189.0	0.1%	-	0.0%
GAT Airline Ground Support	3,255.0		3,255.0	
JetBlue	4,685.0	2.9%	42,576.0	4.4%
New Orleans Airline Consortium (NOACO)	1,875.0	1.2%	-	0.0%
New Orleans Fuel Facilities (NOFF)	377.2	0.2%	-	0.0%
PrimeFlight fka Skytanking	-	0.0%	-	0.0%
Southwest Airlines	35,681.0	22.3%	290,919.0	30.2%
Spirit Airlines	15,708.0	9.8%	108,980.0	11.3%
United Airlines	29,920.0	18.7%	130,925.0	13.6%
Total	160,103.6	98.0%	963,350.0	99.7%

The Airport recognized \$0.4 million of total regulated lease revenues during each of the years ended December 31, 2023 and 2022.

**Louis Armstrong New Orleans International Airport
Notes to Financial Statements**

Note 12: LEASES (CONTINUED)

The future expected minimum payments related to regulated leases are as follows:

Years Ending December 31:	Principal	Interest	Total
2024	\$ 271,115	\$ -	\$ 271,115
2025	137,327	-	137,327
2026	137,327	-	137,327
2027	100,344	-	100,344
2028	73,928	-	73,928
2029-2033	252,586	-	252,586
	\$ 972,586	\$ -	\$ 972,586

Note 13: COMMITMENTS AND CONTINGENCIES

Commitments

In the normal course of business, the Airport enters into various commitments and contingent liabilities, such as construction contracts and service agreements, which are not reflected in the accompanying financial statements.

Insurance

The Airport is insured for hospitalization and unemployment losses and claims under the City of New Orleans' self-insurance program. The Airport pays premiums to the City of New Orleans' unemployment self-insurance program, and the Airport and its employees pay premiums to the City of New Orleans' hospitalization self-insurance program. Amounts paid to the City by the Airport totaled \$1,723,728 and \$1,622,949 for the years ended December 31, 2023 and 2022.

Claims and Judgments

There are several pending lawsuits in which the Airport is involved. Based upon review and evaluation of such lawsuits and the advice of legal counsel, management does not believe that the ultimate outcome of such litigation will be material to the Airport's financial position.

Louis Armstrong New Orleans International Airport Notes to Financial Statements

Note 13: COMMITMENTS AND CONTINGENCIES (CONTINUED)

Federal Financial Assistance

The Airport participates in a number of federal financial assistance programs. These programs are subject to financial and compliance audits by governmental agencies.

Note 14: SUBSEQUENT EVENTS

In February 2024, the Airport authorized the not to exceed One Hundred Twenty-five Million Dollars (\$125,000,000) New Orleans Aviation Board Draw-down Bond Anticipation Note ("Series 2024 BANS") in one or more series, to be later taken out by the not to exceed One Hundred Forty Million Dollars (\$140,000,000) of New Orleans Aviation Board General Airport Revenue and Refunding Bonds ("Bonds") to be issued in one or more series within the next three years in order to finance reimbursements to the Airport's General Fund, preliminary expenditures, and capital improvement projects.

**Louis Armstrong New Orleans International Airport
Schedule of Changes in Net Pension Liability and Related Ratios
Last 10 Years**

<i>For the years ended December 31,</i>	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
TOTAL PENSION LIABILITY										
Service cost	\$ 887,422	\$ 847,873	\$ 797,899	\$ 852,247	\$ 891,187	\$ 681,302	\$ 596,916	\$ 630,676	\$ 549,877	\$ 487,019
Interest	3,923,362	3,771,819	3,733,581	3,857,085	3,616,732	3,443,875	2,886,080	2,936,801	2,728,538	2,750,562
Change of benefit term	-	213,900	-	476,822	-	(32,760)	-	-	-	-
Differences between expected and actual experience	1,265,964	211,590	1,072,461	917,236	(1,324,570)	1,791,903	869,092	3,048,586	1,366,430	(779,018)
Change of assumptions and other inputs	729,883	(1,420,524)	(3,579,232)	64,379	5,192,940	7,321,948	(3,904,785)	1,260,761	-	-
Benefit payments and net transfers	(3,706,150)	(3,742,580)	(3,669,375)	(4,041,720)	(3,637,041)	(3,745,917)	(3,045,115)	(3,387,558)	(3,128,761)	(2,752,208)
Net Change in Total Pension Liability	3,100,481	(117,922)	(1,644,666)	2,126,049	4,739,248	9,460,351	(2,597,812)	4,489,266	1,516,084	(293,645)
Total Pension Liability - Beginning	54,351,106	54,469,028	56,113,694	53,987,645	49,248,397	39,788,046	42,385,858	37,896,592	36,380,508	36,674,153
Total Pension Liability - Ending (a)	\$ 57,451,587	\$ 54,351,106	\$ 54,469,028	\$ 56,113,694	\$ 53,987,645	\$ 49,248,397	\$ 39,788,046	\$ 42,385,858	\$ 37,896,592	\$ 36,380,508
FIDUCIARY NET POSITION										
Contributions - employer	\$ 2,126,103	\$ 1,759,432	\$ 1,524,061	\$ 2,452,177	\$ 2,529,718	\$ 2,323,850	\$ 1,716,570	\$ 1,900,122	\$ 1,511,811	\$ 1,367,657
Contributions - member	707,463	599,412	598,977	665,528	681,925	616,889	485,026	518,057	437,104	417,133
Net investment income	3,617,307	(4,649,276)	4,994,205	4,061,150	4,407,988	(1,166,189)	3,279,405	1,991,080	(945,905)	870,874
Benefit payments and net transfers	(3,706,150)	(3,742,580)	(3,669,375)	(4,041,720)	(3,637,041)	(3,745,917)	(3,045,115)	(3,387,558)	(3,128,761)	(2,752,208)
Administrative expense	(50,126)	(42,201)	(39,427)	(23,810)	(28,071)	(18,250)	(21,327)	(11,885)	(5,952)	(18,323)
Transfers into the System	58,979	52,398	67,939	19,692	19,757	37,941	-	-	-	-
Other	388,658	(936,271)	(2,209,105)	221,401	(54,425)	4,555,561	(2,266,977)	759,786	-	-
Net Change in Fiduciary Net Position	3,142,234	(6,959,086)	1,267,275	3,354,418	3,919,851	2,603,885	147,582	1,769,602	(2,131,703)	(114,867)
Fiduciary Net Position - Beginning	28,941,619	35,900,705	34,633,430	31,279,012	27,359,161	24,755,276	24,607,694	22,838,092	24,969,795	25,084,662
Fiduciary Net Position - Ending (b)	\$ 32,083,853	\$ 28,941,619	\$ 35,900,705	\$ 34,633,430	\$ 31,279,012	\$ 27,359,161	\$ 24,755,276	\$ 24,607,694	\$ 22,838,092	\$ 24,969,795
NET PENSION LIABILITY - ENDING (a)-(b)	\$ 25,367,734	\$ 25,409,487	\$ 18,568,323	\$ 21,480,264	\$ 22,708,633	\$ 21,889,236	\$ 15,032,770	\$ 17,778,164	\$ 15,058,500	\$ 11,410,713
Fiduciary net position as a percentage of the total pension liability	55.85%	53.25%	65.91%	61.72%	57.94%	55.55%	62.22%	58.06%	60.26%	68.64%
Covered payroll	\$ 10,292,452	\$ 10,185,859	\$ 10,019,135	\$ 10,208,620	\$ 11,164,015	\$ 9,614,821	\$ 7,632,578	\$ 8,037,960	\$ 7,118,288	\$ 6,579,317
Net pension liability as a percentage of covered payroll	246.47%	249.46%	185.33%	210.41%	203.41%	227.66%	196.96%	221.18%	211.55%	173.43%

NOTES TO SCHEDULE:

Changes in Benefits: For 2020, the benefit multiplier changed to 2.50% for all years of service, 80 point provision added to retirement eligibility, age 60 with 10 years of service early retirement eligibility added, pensionable earnings capped at \$150,000, periodically adjusted for inflation by the Trustees, and a retirement incentive Plan was adopted for participating members with a retirement date in 2020. For 2018, for all employees hired on or after January 1, 2018, the benefit multiplier changed to 1.9% for all years of service and pensionable earnings capped at \$100,000 adjusted for inflation, and early retirement allowed at age 62 with 20 years of service.

Changes in Assumptions and Other Inputs:

Allocation Percentage to the Airport (component unit)	6.9474310%	6.8553700%	7.038942%	7.518513%	7.465669%	7.480550%	6.317905%	6.959001%	6.734940%	6.734940%
Discount Rate	7.25%									
Mortality Tables	PubG-2010, Disabled-PubNS- 2010									
Mortality Projection Scale	MP-2018									
Salary Increases	10%-3.2%									

**Louis Armstrong New Orleans International Airport
Schedule of Employer Contributions to Defined Benefit Plan
Last 10 Years**

<i>December 31,</i>	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	\$ 1,873,685	\$ 1,676,158	\$ 1,524,061	\$ 2,452,177	\$ 2,529,718	\$ 2,095,713	\$ 1,716,570	\$ 1,900,122	\$ 1,511,811	\$ 1,784,790
Contributions in related to the contractually required contributions	<u>1,934,535</u>	<u>1,857,843</u>	<u>1,636,885</u>	<u>2,522,932</u>	<u>2,569,097</u>	<u>2,249,395</u>	<u>1,761,937</u>	<u>1,666,973</u>	<u>1,603,282</u>	<u>1,533,954</u>
Contribution deficiency (excess)	<u>\$ (60,850)</u>	<u>\$ (181,685)</u>	<u>\$ (112,824)</u>	<u>\$ (70,755)</u>	<u>\$ (39,379)</u>	<u>\$ (153,682)</u>	<u>\$ (45,367)</u>	<u>\$ 233,149</u>	<u>\$ (91,471)</u>	<u>\$ 250,836</u>
Covered payroll	\$ 10,292,452	\$ 10,156,066	\$ 10,019,135	\$ 10,208,620	\$ 11,164,015	\$ 9,614,821	\$ 7,632,578	\$ 8,037,960	\$ 7,118,288	\$ 6,579,317
Contributions as a percentage of covered payroll	18.80%	18.29%	16.34%	24.71%	23.01%	23.40%	23.08%	20.74%	22.52%	23.31%

NOTES TO SCHEDULE

Allocation Percentage to the Airport (component unit)	6.947431%	6.855370%	7.038942%	7.518513%	7.465669%	7.480550%	6.317905%	6.959001%	6.734940%	6.734940%
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Methods and assumptions used to determine contribution rates:

Valuation date:	January 1, 2022
Actuarial cost method	Entry Age Actuarial Cost Method
Amortization method	Level percent of pay with layered bases
Remaining amortization period.	25 years
Asset valuation method	Actual market value performance over a seven year period ending on the valuation date. The market value performance is averaged over the seven year period by reflecting the actual external cash flow and adjusting each prior year's market value to the current valuation date using the actuarial interest assumption in effect for each year.
Investment rate of return	7.25%, net of pension plan investment expense, including inflation
Inflation	2.50%
Salary increases	Age-based annual rates ranging from 10% to 3.2%

Louis Armstrong New Orleans International Airport
Schedule of Changes in Total OPEB Liability and Related Ratios
Last 10 Years*

<i>December 31,</i>	2023	2022	2021	2020	2019	2018
Total OPEB liability						
Service cost	\$ 83,682	\$ 109,610	\$ 142,695	\$ 131,766	\$ 80,941	\$ 91,236
Interest	215,576	148,796	164,500	179,669	222,214	212,949
Current Year Amortization			-	-	43,774	-
Differences between expected and actual experience	196,297	(248,219)	(180,580)	669,003	203,246	(209,788)
Changes of assumptions or other inputs	325,507	(1,276,615)	136,395	559,055	996,934	(466,422)
Benefit payments	(419,658)	(454,027)	(431,839)	(405,160)	(414,293)	(382,674)
Net change in total OPEB liability	401,404	(1,720,455)	(168,829)	1,134,333	1,132,816	\$ (754,699)
Total OPEB liability - beginning	6,004,876	7,725,331	7,894,160	6,759,827	5,627,011	6,381,710
Total OPEB liability - ending	\$ 6,406,280	\$ 6,004,876	\$ 7,725,331	\$ 7,894,160	\$ 6,759,827	\$ 5,627,011
Covered payroll	\$ 11,631,514	\$ 11,184,148	\$ 10,596,026	\$ 10,084,787	\$ 9,982,277	\$ 9,614,757
Total OPEB liability as a percentage of covered payroll	55.08%	53.69%	72.91%	78.28%	67.72%	58.52%

* Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Notes to Schedule:

- Information is presented using measurement date which is the same as the fiscal year end.
- No assets are accumulated in a trust to pay related benefits.

- Changes of Assumptions or other inputs:

Discount Rate:	3.26%	3.72%	2.06%	2.12%	2.74%	4.10%
Mortality:	RP-2000	RP-2000	RP-2000	RP-2000	RP-2000	RP-2000
Trend:	5.5%	4.5% to 5.5%	4.5% to 5.5%	4.5% to 5.5%	5.5%	5.5%

Louis Armstrong New Orleans International Airport Supplemental Schedule of Investments

Year ended December 31, 2023

Description	Year Aquired	Maturity date	Book value	Fair value
Unrestricted investments:				
Special Receipts:				
Dreyfus Treasury Prime Cash Management				
The Bank of New York Mellon	2008	N/A	\$ 760,302	\$ 760,302
JPM U.S. Treasury Plus Investments				
The Bank of New York Mellon	2009	N/A	<u>1,000,012</u>	<u>1,000,012</u>
			<u>1,760,314</u>	<u>1,760,314</u>
City of New Orleans:				
LAMP - Sales Tax/General Purpose				
	2003	N/A	4,750,188	4,750,188
LAMP - Revolving				
			1,040	1,040
LAMP - Use & Lease General Purpose				
	2011	N/A	<u>9</u>	<u>9</u>
			<u>4,751,237</u>	<u>4,751,237</u>
New Orleans Aviation Board:				
Whitney Custody Account				
			<u>13,183,076</u>	<u>13,183,076</u>
Total unrestricted investments			<u>19,694,627</u>	<u>19,694,627</u>
Restricted investments:				
City of New Orleans:				
LAMP - Rollover Coverage				
	2009	N/A	<u>16,925,759</u>	<u>16,925,759</u>
CIF-Parking Facility Loan:				
JPM U.S. Treasury Prime Investments:				
The Bank of New York Mellon	2010	N/A	<u>1,221,565</u>	<u>1,221,565</u>
Debt Service Fund:				
Dreyfus Treasury Prime Cash Management				
The Bank of New York Mellon	2008	N/A	<u>58,304,789</u>	<u>58,304,789</u>
Debt Service Reserve Fund:				
Dreyfus Treasury Prime Cash Management				
The Bank of New York Mellon	2009	N/A	<u>96,842,922</u>	<u>96,842,922</u>
Capitalized Interest:				
Dreyfus Treasury Prime Cash Management:				
The Bank of New York Mellon	2015	N/A	<u>13,220</u>	<u>13,220</u>

**Louis Armstrong New Orleans International Airport
Supplemental Schedule of Investments**

Description	Year Acquired	Maturity date	Book value	Fair value
Operations and Maintenance:				
Reserve fund:				
JPM U.S. Treasury Plus				
Cash Management				
The Bank of New York Mellon	2009	N/A	<u>12,459,531</u>	<u>12,459,531</u>
Receipts Fund:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	<u>5,598,368</u>	<u>5,598,368</u>
CFC Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2010	N/A	<u>25,759,145</u>	<u>25,759,145</u>
Time Reimbursement:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	<u>1,259,185</u>	<u>1,259,185</u>
Project Account:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	<u>3,704,825</u>	<u>3,704,825</u>
PFC Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	2008	<u>65,748,364</u>	<u>65,748,364</u>
GARB Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2015	N/A	<u>234,025</u>	<u>234,025</u>
Vendor Payment:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2015	N/A	<u>46,556</u>	<u>46,556</u>
Total restricted investments			<u>288,118,254</u>	<u>288,118,254</u>
Total all investments			<u>\$ 307,812,881</u>	<u>\$ 307,812,881</u>

**Louis Armstrong New Orleans International Airport
Supplemental Schedule of Operating Revenues and Expenses by Area of Activity**

<i>Year ended December 31,</i>	<i>2023</i>			
	Airfield	Terminal buildings	Ground transportation	Total
Operating revenues	\$ 8,851,783	\$ 100,173,725	\$ 3,154,253	\$ 112,179,761
Direct expenses	4,794,592	25,039,704	4,752,465	34,586,761
Operating revenues, less direct expenses	4,057,191	75,134,021	(1,598,212)	77,593,000
Depreciation of cost center assets	15,604,217	45,524,214	979,974	62,108,405
Operating revenues, less direct expenses and depreciation	\$ (11,547,026)	\$ 29,609,807	\$ (2,578,186)	15,484,595
Other operating expenses:				
Depreciation of non-cost center assets				1,170,467
Administrative				40,291,956
Total other operating expenses				41,462,423
Operating (loss)				\$ (25,977,828)

**Louis Armstrong New Orleans International Airport
Supplemental Schedule of Historical Debt Service Coverage Ratio
as Required Under the General Revenue Bond Trust Indenture
Dated February 1, 2009**

Year ended December 31,

2023

Revenues:	
Airline rentals and landing fees	\$ 51,201,562
Other operating revenues	58,525,090
Nonoperating revenues	7,183,466
Transferred PFCs	21,763,000
Federal funding	7,377,000
Rollover coverage	<u>16,925,759</u>
Total revenues	162,975,877
Less expenses:	
Operation and maintenance expenses	<u>74,880,995</u>
Net revenues	<u>\$ 88,094,882</u>
Debt service fund requirement:	
Principal payments	\$ 18,130,000
Interest expense	<u>47,109,178</u>
Total debt service fund requirement	<u>\$ 65,239,178</u>
Historical debt service coverage ratio	<u>1.35</u>

(1) Basis of Accounting

The accompanying supplemental schedule has been prepared in accordance with the General Revenue Bond Trust Indenture dated February 1, 2009. The supplemental schedule excludes certain revenues and expenses as defined in the trust indenture.

(2) Rollover Coverage

The Airport annually approves Rollover Coverage, in which the funds are transferred monthly, in ratable portions of the total, to the NOAB Rollover Coverage Account held by the City of New Orleans, and then transferred to the airport operating account, held by the City of New Orleans.

**Louis Armstrong New Orleans International Airport
Schedule of Compensation, Benefits, and Other Payments to the Director of Aviation**

Year ended December 31,

2023

Kevin Dolliole, Director of Aviation

<u>Purpose</u>	<u>Amount</u>
Salary	\$ 342,789
Benefits-retirement contribution	10,119
Benefits- medical	9,025
Benefits-Medicare, Social Security, Workman's Compensation	14,954
Benefits-insurance contribution	88
Travel*	31,890
Conference registration fees*	3,155
Reimbursements*	14

* All Director of Aviation travel, including per diem, lodging, and registration fees associated therewith, are approved at New Orleans Aviation Board public meetings. All reimbursements were for parking charges to attend off-airport meetings. The Director of Aviation charges to the Airport credit card are approved at New Orleans Aviation Board public meetings and the expense report is publically posted on the Airport website at <http://flymsy.com/transparentMSY> with detail for each expense.

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 New Orleans Aviation Board and the
City Council of the City of New Orleans, Louisiana:

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 Louis Armstrong New Orleans International Airport (the “Airport”), as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Airport’s basic financial statements and have issued our report thereon dated July 1, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport’s internal control over financial reporting (“internal control”) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport’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 Airport’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 have not been identified.

**LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
SCHEDULE OF FINDINGS AND RESPONSES
FOR THE YEAR ENDED DECEMBER 31, 2023**

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport'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 Airport'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. Under Louisiana Revised Statute 24:513, this report is distributed by the Louisiana Legislative Auditor as a public document.

Carr, Rigg & Ingram, L.L.C.

Metairie, Louisiana
July 1, 2024

**LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
SCHEDULE OF FINDINGS AND RESPONSES
FOR THE YEAR ENDED DECEMBER 31, 2023**

We have audited the basic financial statements of Louis Armstrong New Orleans International Airport as of and for the year ended December 31, 2023. 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 audit of the financial statements as of December 31, 2023 resulted in an unmodified opinion.

Section I: Summary of Auditor’s Report

a. Report on Internal Control and Compliance Material to the Financial Statements

Internal Control:

Material Weaknesses	No
Significant Deficiencies	None noted

Compliance:

NonCompliance Material to Financial Statements	No
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b. Federal Awards

There were no federal awards noted.

SECTION II – DEFICIENCIES IDENTIFIED DURING THE AUDIT

None noted.

SECTION III – COMPLIANCE AND OTHER MATTERS

None noted.



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INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the New Orleans Aviation Board and the
City Council of the City of New Orleans
New Orleans, Louisiana
and the Louisiana Legislative Auditor

We have performed the procedures enumerated below on the control and compliance (C/C) areas identified in the Louisiana Legislative Auditor's (LLA's) Statewide Agreed-Upon Procedures (SAUPs) for the fiscal period January 1, 2023 through December 31, 2023. The Louis Armstrong New Orleans International Airport (the Airport) management is responsible for those C/C areas identified in the SAUPs.

The Airport has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the engagement, which is to perform specified procedures on the C/C areas identified in LLA's SAUPs for the fiscal period January 1, 2023 through December 31, 2023. Additionally, LLA has agreed to and acknowledged that the procedures performed are appropriate for its purposes. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and associated results are as follows:

1) *Written Policies and Procedures*

- A. Obtain and inspect the Airport's written policies and procedures and observe whether they address each of the following categories and subcategories if applicable to public funds and the Airport's operations:
- i. ***Budgeting***, including preparing, adopting, monitoring, and amending the budget.
Results: No exceptions were found as a result of applying the above procedure.
 - ii. ***Purchasing***, including (1) how purchases are initiated, (2) how vendors are added to the vendor list, (3) the preparation and approval process of purchase requisitions and purchase orders, (4) controls to ensure compliance with the Public Bid Law, and (5) documentation required to be maintained for all bids and price quotes.
Results: No exceptions were found as a result of applying the above procedure.

- iii. ***Disbursements***, including processing, reviewing, and approving.
Results: No exceptions were found as a result of applying the above procedure.
- iv. ***Receipts/Collections***, including receiving, recording, and preparing deposits. Also, policies and procedures should include management's actions to determine the completeness of all collections for each type of revenue or agency fund additions (e.g., periodic confirmation with outside parties, reconciliation to utility billing after cutoff procedures, reconciliation of traffic ticket number sequences, agency fund forfeiture monies confirmation).
Results: No exceptions were found as a result of applying the above procedure.
- v. ***Payroll/Personnel***, including (1) payroll processing, (2) reviewing and approving time and attendance records, including leave and overtime worked, and (3) approval process for employee rates of pay or approval and maintenance of pay rate schedules.
Results: No exceptions were found as a result of applying the above procedure.
- vi. ***Contracting***, including (1) types of services requiring written contracts, (2) standard terms and conditions, (3) legal review, (4) approval process, and (5) monitoring process.
Results: No exceptions were found as a result of applying the above procedure.
- vii. ***Travel and Expense Reimbursement***, including (1) allowable expenses, (2) dollar thresholds by category of expense, (3) documentation requirements, and (4) required approvers.
Results: No exceptions were found as a result of applying the above procedure.
- viii. ***Credit Cards (and debit cards, fuel cards, purchase cards, if applicable)***, including (1) how cards are to be controlled, (2) allowable business uses, (3) documentation requirements, (4) required approvers of statements, and (5) monitoring card usage (e.g., determining the reasonableness of fuel card purchases).
Results: No exceptions were found as a result of applying the above procedure.
- ix. ***Ethics***, including (1) the prohibitions as defined in Louisiana Revised Statute (R.S.) 42:1111-1121, (2) actions to be taken if an ethics violation takes place, (3) system to monitor possible ethics violations, and (4) a requirement that documentation is maintained to demonstrate that all employees and officials were notified of any changes to the Airport's ethics policy.
Results: No exceptions were found as a result of applying the above procedure.
- x. ***Debt Service***, including (1) debt issuance approval, (2) continuing disclosure/EMMA reporting requirements, (3) debt reserve requirements, and (4) debt service requirements.
Results: No exceptions were found as a result of applying the above procedure.

- xi. **Information Technology Disaster Recovery/Business Continuity**, including (1) identification of critical data and frequency of data backups, (2) storage of backups in a separate physical location isolated from the network, (3) periodic testing/verification that backups can be restored, (4) use of antivirus software on all systems, (5) timely application of all available system and software patches/updates, and (6) identification of personnel, processes, and tools needed to recover operations after a critical event.

Results: No exceptions were found as a result of applying the above procedure.

- xii. **Prevention of Sexual Harassment**, including R.S. 42:342-344 requirements for (1) agency responsibilities and prohibitions, (2) annual employee training, and (3) annual reporting.

Results: No exceptions were found as a result of applying the above procedure.

2) Board or Finance Committee

- A. Obtain and inspect the board/finance committee minutes for the fiscal period, as well as the board's enabling legislation, charter, bylaws, or equivalent document in effect during the fiscal period, and
 - i. Observe that the board/finance committee met with a quorum at least monthly, or on a frequency in accordance with the board's enabling legislation, charter, bylaws, or other equivalent document.

Results: No exceptions were found as a result of applying the above procedure.

- ii. For those entities reporting on the governmental accounting model, observe whether the minutes referenced or included monthly budget-to-actual comparisons on the general fund, quarterly budget-to-actual comparisons, at a minimum, on all proprietary funds, and semi-annual budget-to-actual comparisons, at a minimum, on all special revenue funds.

Results: No exceptions were found as a result of applying the above procedure.

3) Bank Reconciliations

- A. Obtain a listing of the Airport bank accounts for the fiscal period from management and management's representation that the listing is complete. Ask management to identify the Airport's main operating account. Select the Airport's main operating account and randomly select 4 additional accounts (or all accounts if less than 5). Randomly select one month from the fiscal period, obtain and inspect the corresponding bank statement and reconciliation for each selected account, and observe that

Results: No exceptions were found as a result of applying the above procedure.

- i. Bank reconciliations include evidence that they were prepared within 2 months of the related statement closing date (e.g., initialed and dated or electronically logged);

Results: No exceptions were found as a result of applying the above procedure.

- ii. Bank reconciliations include written evidence that a member of management or a board member who does not handle cash, post ledgers, or issue checks has reviewed each bank reconciliation within 1 month of the date the reconciliation was prepared (e.g., initialed and dated or electronically logged); and

Results: No exceptions were found as a result of applying the above procedure.

- iii. Management has documentation reflecting it has researched reconciling items that have been outstanding for more than 12 months from the statement closing date, if applicable.

Results: No exceptions were found as a result of applying the above procedure.

4) Collections (excluding electronic funds transfers)

- A. Obtain a listing of deposit sites for the fiscal period where deposits for cash/checks/money orders (cash) are prepared and management's representation that the listing is complete. Randomly select 5 deposit sites (or all deposit sites if less than 5).

Results: No exceptions were found as a result of applying the above procedure.

- B. For each deposit site selected, obtain a listing of collection locations and management's representation that the listing is complete. Randomly select one collection location for each deposit site (e.g., 5 collection locations for 5 deposit sites), obtain and inspect written policies and procedures relating to employee job duties (if there are no written policies or procedures, then inquire of employees about their job duties) at each collection location, and observe that job duties are properly segregated at each collection location such that

Results: No exceptions were found as a result of applying the above procedure.

- i. Employees responsible for cash collections do not share cash drawers/registers;

Results: No exceptions were found as a result of applying the above procedure.

- ii. Each employee responsible for collecting cash is not also responsible for preparing/making bank deposits, unless another employee/official is responsible for reconciling collection documentation (e.g., pre-numbered receipts) to the deposit;

Results: No exceptions were found as a result of applying the above procedure.

- iii. Each employee responsible for collecting cash is not also responsible for posting collection entries to the general ledger or subsidiary ledgers, unless another employee/official is responsible for reconciling ledger postings to each other and to the deposit; and

Results: No exceptions were found as a result of applying the above procedure.

- iv. The employee(s) responsible for reconciling cash collections to the general ledger and/or subsidiary ledgers, by revenue source and/or custodial fund additions, is (are) not also responsible for collecting cash, unless another employee/official verifies the reconciliation.

Results: No exceptions were found as a result of applying the above procedure.

- C. Obtain from management a copy of the bond or insurance policy for theft covering all employees who have access to cash. Observe that the bond or insurance policy for theft was in force during the fiscal period.

Results: No exceptions were found as a result of applying the above procedure.

- D. Randomly select two deposit dates for each of the 5 bank accounts selected for Bank Reconciliations procedure #3A (select the next deposit date chronologically if no deposits were made on the dates randomly selected and randomly select a deposit if multiple deposits are made on the same day). *Alternatively, the practitioner may use a source document other than bank statements when selecting the deposit dates for testing, such as a cash collection log, daily revenue report, receipt book, etc.* Obtain supporting documentation for each of the 10 deposits and

- i. Observe that receipts are sequentially pre-numbered.

Results: No exceptions were found as a result of applying the above procedure.

- ii. Trace sequentially pre-numbered receipts, system reports, and other related collection documentation to the deposit slip.

Results: No exceptions were found as a result of applying the above procedure.

- iii. Trace the deposit slip total to the actual deposit per the bank statement.

Results: No exceptions were found as a result of applying the above procedure.

- iv. Observe that the deposit was made within one business day of receipt at the collection location (within one week if the depository is more than 10 miles from the collection location or the deposit is less than \$100 and the cash is stored securely in a locked safe or drawer).

Results: Exception noted. For four of eight selected collections, the deposits were made more than one day after collection date.

- v. Trace the actual deposit per the bank statement to the general ledger.

Results: No exceptions were found as a result of applying the above procedure.

5) Non-Payroll Disbursements (excluding card purchases, travel reimbursements, and petty cash purchases)

- A. Obtain a listing of locations that process payments for the fiscal period and management's representation that the listing is complete. Randomly select 5 locations (or all locations if less than 5).

Results: No exceptions were found as a result of applying the above procedure.

- B. For each location selected under procedure #5A above, obtain a listing of those employees involved with non-payroll purchasing and payment functions. Obtain written policies and procedures relating to employee job duties (if the agency has no written policies and procedures, then inquire of employees about their job duties), and observe that job duties are properly segregated such that
- i. At least two employees are involved in initiating a purchase request, approving a purchase, and placing an order or making the purchase;
Results: No exceptions were found as a result of applying the above procedure.
 - ii. At least two employees are involved in processing and approving payments to vendors;
Results: No exceptions were found as a result of applying the above procedure.
 - iii. The employee responsible for processing payments is prohibited from adding/modifying vendor files, unless another employee is responsible for periodically reviewing changes to vendor files;
Results: No exceptions were found as a result of applying the above procedure.
 - iv. Either the employee/official responsible for signing checks mails the payment or gives the signed checks to an employee to mail who is not responsible for processing payments; and
Results: No exceptions were found as a result of applying the above procedure.
 - v. Only employees/officials authorized to sign checks approve the electronic disbursement (release) of funds, whether through automated clearinghouse (ACH), electronic funds transfer (EFT), wire transfer, or some other electronic means.
Results: No exceptions were found as a result of applying the above procedure.
- C. For each location selected under procedure #5A above, obtain the Airport's non-payroll disbursement transaction population (excluding cards and travel reimbursements) and obtain management's representation that the population is complete. Randomly select 5 disbursements for each location, obtain supporting documentation for each transaction, and:
- Results: No exceptions were found as a result of applying the above procedure.**
- i. Observe whether the disbursement, whether by paper or electronic means, matched the related original itemized invoice and supporting documentation indicates that deliverables included on the invoice were received by the Airport, and
Results: No exceptions were found as a result of applying the above procedure
 - ii. Observe whether the disbursement documentation included evidence (e.g., initial/date, electronic logging) of segregation of duties tested under procedure #5B above, as applicable.
Results: No exceptions were found as a result of applying the above procedure.

- D. Using the Airport's main operating account and the month selected in Bank Reconciliations procedure #3A, randomly select 5 non-payroll-related electronic disbursements (or all electronic disbursements if less than 5) and observe that each electronic disbursement was (a) approved by only those persons authorized to disburse funds (e.g., sign checks) per the Airport's policy, and (b) approved by the required number of authorized signers per the Airport's policy.

Results: No exceptions were found as a result of applying the above procedure.

6) Credit Cards/Debit Cards/Fuel Cards/Purchase Cards (Cards)

- A. Obtain from management a listing of all active credit cards, bank debit cards, fuel cards, and purchase cards (cards) for the fiscal period, including the card numbers and the names of the persons who maintained possession of the cards. Obtain management's representation that the listing is complete.

Results: No exceptions were found as a result of applying the above procedure.

- B. Using the listing prepared by management, randomly select 5 cards (or all cards if less than 5) that were used during the fiscal period. Randomly select one monthly statement or combined statement for each card (for a debit card, randomly select one monthly bank statement). Obtain supporting documentation, and

- i. Observe whether there is evidence that the monthly statement or combined statement and supporting documentation (e.g., original receipts for credit/debit card purchases, exception reports for excessive fuel card usage) were reviewed and approved, in writing (or electronically approved) by someone other than the authorized card holder (those instances requiring such approval that may constrain the legal authority of certain public officials, such as the mayor of a Lawrason Act municipality, should not be reported); and

Results: No exceptions were found as a result of applying the above procedure.

- ii. Observe that finance charges and late fees were not assessed on the selected statements.

Results: No exceptions were found as a result of applying the above procedure.

- C. Using the monthly statements or combined statements selected under procedure #6B above, excluding fuel cards, randomly select 10 transactions (or all transactions if less than 10) from each statement, and obtain supporting documentation for the transactions (e.g., each card should have 10 transactions subject to inspection). For each transaction, observe that it is supported by (1) an original itemized receipt that identifies precisely what was purchased, (2) written documentation of the business/public purpose, and (3) documentation of the individuals participating in meals (for meal charges only). For missing receipts, the practitioner should describe the nature of the transaction and observe whether management had a compensating control to address missing receipts, such as a "missing receipt statement" that is subject to increased scrutiny.

Results: No exceptions were found as a result of applying the above procedure.

7) Travel and Travel-Related Expense Reimbursements (excluding card transactions)

- A. Obtain from management a listing of all travel and travel-related expense reimbursements during the fiscal period and management's representation that the listing or general ledger is complete. Randomly select 5 reimbursements and obtain the related expense reimbursement forms/prepaid expense documentation of each selected reimbursement, as well as the supporting documentation. For each of the 5 reimbursements selected:

Results: No exceptions were found as a result of applying the above procedure.

- i. If reimbursed using a per diem, observe that the approved reimbursement rate is no more than those rates established either by the State of Louisiana or the U.S. General Services Administration (www.gsa.gov);

Results: No exceptions were found as a result of applying the above procedure.

- ii. If reimbursed using actual costs, observe that the reimbursement is supported by an original itemized receipt that identifies precisely what was purchased;

Results: No exceptions were found as a result of applying the above procedure.

- iii. Observe that each reimbursement is supported by documentation of the business/public purpose (for meal charges, observe that the documentation includes the names of those individuals participating) and other documentation required by Written Policies and Procedures procedure #1A(vii); and

Results: No exceptions were found as a result of applying the above procedure.

- iv. Observe that each reimbursement was reviewed and approved, in writing, by someone other than the person receiving reimbursement.

Results: No exceptions were found as a result of applying the above procedure.

8) Contracts

- A. Obtain from management a listing of all agreements/contracts for professional services, materials and supplies, leases, and construction activities that were initiated or renewed during the fiscal period. *Alternatively, the practitioner may use an equivalent selection source, such as an active vendor list.* Obtain management's representation that the listing is complete. Randomly select 5 contracts (or all contracts if less than 5) from the listing, excluding the practitioner's contract, and

Results: No exceptions were found as a result of applying the above procedure.

- i. Observe whether the contract was bid in accordance with the Louisiana Public Bid Law (e.g., solicited quotes or bids, advertised), if required by law;

Results: No exceptions were found as a result of applying the above procedure.

- ii. Observe whether the contract was approved by the governing body/board, if required by policy or law (e.g., Lawrason Act, Home Rule Charter);

Results: No exceptions were found as a result of applying the above procedure.

- iii. If the contract was amended (e.g., change order), observe that the original contract terms provided for such an amendment and that amendments were made in compliance with the contract terms (e.g., if approval is required for any amendment, the documented approval); and

Results: No exceptions were found as a result of applying the above procedure.

- iv. Randomly select one payment from the fiscal period for each of the 5 contracts, obtain the supporting invoice, agree the invoice to the contract terms, and observe that the invoice and related payment agreed to the terms and conditions of the contract.

Results: No exceptions were found as a result of applying the above procedure.

9) Payroll and Personnel

- A. Obtain a listing of employees and officials employed during the fiscal period and management's representation that the listing is complete. Randomly select 5 employees or officials, obtain related paid salaries and personnel files, and agree paid salaries to authorized salaries/pay rates in the personnel files.

Results: No exceptions were found as a result of applying the above procedure.

- B. Randomly select one pay period during the fiscal period. For the 5 employees or officials selected under procedure #9A above, obtain attendance records and leave documentation for the pay period, and

- i. Observe that all selected employees or officials documented their daily attendance and leave (e.g., vacation, sick, compensatory);

Results: No exceptions were found as a result of applying the above procedure.

- ii. Observe whether supervisors approved the attendance and leave of the selected employees or officials;

Results: No exceptions were found as a result of applying the above procedure.

- iii. Observe that any leave accrued or taken during the pay period is reflected in the Airport's cumulative leave records; and

Results: No exceptions were found as a result of applying the above procedure.

- iv. Observe the rate paid to the employees or officials agrees to the authorized salary/pay rate found within the personnel file.

Results: No exceptions were found as a result of applying the above procedure.

- C. Obtain a listing of those employees or officials that received termination payments during the fiscal period and management's representation that the list is complete. Randomly select two employees or officials and obtain related documentation of the hours and pay rates used in management's termination payment calculations and the Airport's policy on termination payments. Agree the hours to the employee's or official's cumulative leave records, agree the pay rates to the employee's or official's authorized pay rates in the employee's or official's personnel files, and agree the termination payment to Airport policy.

Results: No exceptions were found as a result of applying the above procedure.

- D. Obtain management's representation that employer and employee portions of third-party payroll related amounts (e.g., payroll taxes, retirement contributions, health insurance premiums, garnishments, workers' compensation premiums, etc.) have been paid, and any associated forms have been filed, by required deadlines.

Results: No exceptions were found as a result of applying the above procedure.

10) Ethics

- A. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A obtain ethics documentation from management, and
- i. Observe whether the documentation demonstrates that each employee/official completed one hour of ethics training during the calendar year as required by R.S. 42:1170; and

Results: No exceptions were found as a result of applying the above procedure.

- ii. Observe whether the Airport maintains documentation which demonstrates that each employee and official were notified of any changes to the Airport's ethics policy during the fiscal period, as applicable.

Results: No exceptions were found as a result of applying the above procedure.

- B. Inquire and/or observe whether the agency has appointed an ethics designee as required by R.S. 42:1170.

Results: No exceptions were found as a result of applying the above procedure.

11) Debt Service

- A. Obtain a listing of bonds/notes and other debt instruments issued during the fiscal period and management's representation that the listing is complete. Select all debt instruments on the listing, obtain supporting documentation, and observe that State Bond Commission approval was obtained for each debt instrument issued as required by Article VII, Section 8 of the Louisiana Constitution.

Results: No exceptions were found as a result of applying the above procedure.

- B. Obtain a listing of bonds/notes outstanding at the end of the fiscal period and management's representation that the listing is complete. Randomly select one bond/note, inspect debt covenants, obtain supporting documentation for the reserve balance and payments, and agree actual reserve balances and payments to those required by debt covenants (including contingency funds, short-lived asset funds, or other funds required by the debt covenants).

Results: No exceptions were found as a result of applying the above procedure.

12) Fraud Notice

- A. Obtain a listing of misappropriations of public funds and assets during the fiscal period and management's representation that the listing is complete. Select all misappropriations on the listing, obtain supporting documentation, and observe that the Airport reported the misappropriation(s) to the legislative auditor and the district attorney of the parish in which the Airport is domiciled as required by R.S. 24:523.

Results: No exceptions were found as a result of applying the above procedure.

- B. Observe that the Airport has posted, on its premises and website, the notice required by R.S. 24:523.1 concerning the reporting of misappropriation, fraud, waste, or abuse of public funds.

Results: No exceptions were found as a result of applying the above procedure.

13) Information Technology Disaster Recovery/Business Continuity

- A. Perform the following procedures, **verbally discuss the results with management, and report "We performed the procedure and discussed the results with management."**

- i. Obtain and inspect the Airport's most recent documentation that it has backed up its critical data (if there is no written documentation, then inquire of personnel responsible for backing up critical data) and observe evidence that such backup (a) occurred within the past week, (b) was not stored on the government's local server or network, and (c) was encrypted.

Results: We performed the procedure and discussed the results with management.

- ii. Obtain and inspect the Airport's most recent documentation that it has tested/verified that its backups can be restored (if there is no written documentation, then inquire of personnel responsible for testing/verifying backup restoration) and observe evidence that the test/verification was successfully performed within the past 3 months.

Results: We performed the procedure and discussed the results with management.

- iii. Obtain a listing of the Airport's computers currently in use and their related locations, and management's representation that the listing is complete. Randomly select 5 computers and observe while management demonstrates that the selected computers have current and active antivirus software and that the operating system and accounting system software in use are currently supported by the vendor.

Results: We performed the procedure and discussed the results with management.

- B. Randomly select 5 terminated employees (or all terminated employees if less than 5) using the list of terminated employees obtained in Payroll and Personnel procedure #9C. Observe evidence that the selected terminated employees have been removed or disabled from the network.

Results: We performed the procedure and discussed the results with management.

- C. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A, obtain cybersecurity training documentation from management, and observe that the documentation demonstrates that the following employees/officials with access to the agency's information technology assets have completed cybersecurity training as required by R.S. 42:1267. The requirements are as follows:

- Hired before June 9, 2020 - completed the training; and
- Hired on or after June 9, 2020 - completed the training within 30 days of initial service or employment.

Results: We performed the procedure and discussed the results with management.

14) Prevention of Sexual Harassment

- A. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A, obtain sexual harassment training documentation from management, and observe that the documentation demonstrates each employee/official completed at least one hour of sexual harassment training during the calendar year as required by R.S. 42:343.

Results: No exceptions were found as a result of applying the above procedure.

- B. Observe that the Airport has posted its sexual harassment policy and complaint procedure on its website (or in a conspicuous location on the Airport's premises if the Airport does not have a website).

Results: No exceptions were found as a result of applying the above procedure.

- C. Obtain the Airport's annual sexual harassment report for the current fiscal period, observe that the report was dated on or before February 1, and observe that the report includes the applicable requirements of R.S. 42:344:

- i. Number and percentage of public servants in the agency who have completed the training requirements;

Results: No exceptions were found as a result of applying the above procedure.

- ii. Number of sexual harassment complaints received by the agency;
Results: No exceptions were found as a result of applying the above procedure.
- iii. Number of complaints which resulted in a finding that sexual harassment occurred;
Results: No exceptions were found as a result of applying the above procedure.
- iv. Number of complaints in which the finding of sexual harassment resulted in discipline or corrective action; and
Results: No exceptions were found as a result of applying the above procedure.
- v. Amount of time it took to resolve each complaint.
Results: No exceptions were found as a result of applying the above procedure.

We were engaged by the Airport to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants and applicable standards of *Government Auditing Standards*. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on those C/C areas identified in the SAUPs. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely to describe the scope of testing performed on those C/C areas identified in the SAUPs, and the result of that testing, and not to provide an opinion on control or compliance. Accordingly, this report is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the LLA as a public document.

Carr, Riggs & Ingram, L.L.C.

Metairie, Louisiana
July 1, 2024