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NEW ORLEANS INTERNATIONAL AIRPORT

**Financial Statements and Supplemental
Schedules for the Years Ended
December 31, 1995 and 1994 and
Independent Auditors' Report**

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

Release Date **SEP 11 1996**

NEW ORLEANS INTERNATIONAL AIRPORT

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INDEPENDENT AUDITORS' REPORT

New Orleans Aviation Board
New Orleans, Louisiana

We have audited the accompanying financial statements of the New Orleans International Airport (the "Airport"), a proprietary component unit of the City of New Orleans, as of December 31, 1995 and 1994, and for the years then ended, listed in the foregoing table of contents. These financial statements are the responsibility of the management of the Airport. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with generally accepted auditing standards and *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, such financial statements present fairly, in all material respects, the financial position of the Airport as of December 31, 1995 and 1994, and the results of its operations and its cash flows for the years then ended in conformity with generally accepted accounting principles.

Our audits were conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The supplemental schedules listed in the foregoing table of contents are presented for the purpose of additional analysis and are not a required part of the basic financial statements. These schedules are the responsibility of the Airport's management. Such schedules have been subjected to the auditing procedures applied in our audit of the 1995 financial statements and, in our opinion, are fairly stated in all material respects when considered in relation to the basic financial statements taken as a whole.

In accordance with *Government Auditing Standards*, we have also issued a report dated May 22, 1996 on our consideration of the Airport's internal control structure and a report dated May 22, 1996 on its compliance with laws and regulations.

Deloitte & Touche LLP

May 22, 1996

NEW ORLEANS INTERNATIONAL AIRPORT

BALANCE SHEETS DECEMBER 31, 1995 AND 1994

ASSETS	1995	1994
CURRENT ASSETS:		
Cash and certificates of deposit (Note 2)	\$ 23,009,543	\$ 21,518,102
Accounts receivable, less allowance for doubtful accounts of \$1,057,533 in 1995 and \$1,175,135 in 1994	5,011,796	3,600,468
Interest receivable	1,670,722	1,186,135
Inventory of materials and supplies	213,381	196,769
Prepaid expenses and deposits	921,847	1,218,228
Due from City of New Orleans	1,036,647	592,663
Total current assets	<u>31,863,936</u>	<u>28,312,365</u>
Restricted assets, including cash and cash equivalents of \$1,629,376 in 1995 and \$2,036,801 in 1994 (Notes 2 and 3)	127,093,520	116,974,748
Property, plant and equipment, net (Note 4)	286,936,532	244,512,466
Prepaid insurance on revenue bonds, less accumulated amortization of \$431,200 in 1995 and \$278,863 in 1994	1,569,800	1,722,137
Deferred cost of bond issuance, less accumulated amortization of \$769,708 in 1995 and \$337,905 in 1994	3,454,402	3,332,146
TOTAL	<u>\$450,918,190</u>	<u>\$394,853,862</u>

See notes to financial statements.

LIABILITIES AND EQUITY	1995	1994
CURRENT LIABILITIES:		
Accounts payable	\$ 5,452,146	\$ 3,899,348
Due to City of New Orleans	409,117	286,685
Accrued salaries and other compensation	1,177,064	1,062,142
Unearned revenue		
Accrued bond interest payable	869,721	875,021
Bonds payable, current portion (Notes 3 and 5)	4,425,000	2,445,000
Capital projects payable	9,805,586	3,769,958
	<hr/>	<hr/>
Total current liabilities	22,138,634	12,338,154
LONG-TERM DEBT:		
Bonds payable, less current portion and unamortized loss on advance refunding (Note 5)	<u>234,504,297</u>	<u>237,554,850</u>
Total liabilities	<u>256,642,931</u>	<u>249,893,004</u>
EQUITY (Note 6):		
Contributed capital:		
City of New Orleans	3,074,912	3,274,912
Federal grants	81,919,321	68,570,374
State of Louisiana	72,522,211	45,794,746
FAA contribution restricted for future projects	<u>1,301,696</u>	<u>1,301,696</u>
Total contributed capital	<u>158,818,140</u>	<u>118,941,728</u>
Retained earnings:		
Reserved for bond debt service	19,268,340	18,886,007
Reserved for capital additions and contingencies	2,000,000	2,003,324
Reserved for revenue bond escrow	522,341	929,825
Unreserved	<u>13,666,438</u>	<u>4,199,974</u>
Total retained earnings	<u>35,457,119</u>	<u>26,019,130</u>
Total equity	<u>194,275,259</u>	<u>144,960,858</u>
TOTAL	<u>\$450,918,190</u>	<u>\$394,853,862</u>

NEW ORLEANS INTERNATIONAL AIRPORT

STATEMENTS OF REVENUES AND EXPENSES YEARS ENDED DECEMBER 31, 1995 AND 1994

	1995	1994
OPERATING REVENUES (Note 8):		
Landing and airfield fees	\$ 18,337,224	\$ 17,576,618
Terminal building	26,538,638	25,409,145
Rental building	230,702	225,630
Leased areas	562,589	655,318
	<u>45,669,153</u>	<u>43,866,711</u>
OPERATING EXPENSES:		
Direct	10,761,513	10,896,378
Depreciation:		
On assets acquired with Airport and City Funds	9,321,054	9,107,222
On assets acquired through capital grants	3,665,759	3,057,071
Administrative	17,500,641	15,827,096
General maintenance	1,128,496	1,022,295
Utility building expenses	20,077	16,887
	<u>42,397,540</u>	<u>39,926,949</u>
OPERATING INCOME	<u>3,271,613</u>	<u>3,939,762</u>
NONOPERATING REVENUES (EXPENSES):		
Interest income	8,762,482	2,869,473
Interest expense	(15,414,663)	(12,735,730)
Passenger facility charges (Note 1)	10,751,033	10,841,324
Other, net	(1,598,235)	(659,292)
	<u>2,500,617</u>	<u>315,775</u>
NET INCOME	5,772,230	4,255,537
TRANSFER OF DEPRECIATION ON ASSETS ACQUIRED THROUGH CAPITAL GRANTS TO CONTRIBUTED CAPITAL ACCOUNTS	<u>3,665,759</u>	<u>3,057,071</u>
INCOME TO RETAINED EARNINGS	<u>\$ 9,437,989</u>	<u>\$ 7,312,608</u>

See notes to financial statements.

NEW ORLEANS INTERNATIONAL AIRPORT

STATEMENTS OF CHANGES IN EQUITY YEARS ENDED DECEMBER 31, 1995 AND 1994

	Contributed Capital					
	Contributions from the City of New Orleans	Contributions from Federal Grants	Less Accumulated Depreciation	Net Contributions from Federal Grants	Contributions from State of Louisiana	Less Accumulated Depreciation
Balance at January 1, 1994	\$ 3,474,912	\$ 87,779,088	\$ (27,984,664)	\$ 59,794,424	\$ 28,209,693	\$ (378,915)
Add (deduct) changes during year ended December 31, 1994:						
Capital grants		10,073,178		10,073,178		
Capital grants administered by the State of Louisiana TIME funds		907,855		907,855	18,815,956	
Depreciation for the year on assets acquired through capital grants and State funding			(2,205,083)	(2,205,083)		(851,988)
Residual equity transfer Increase (decrease) in reserves	(200,000)					
Income to retained earnings						
Balance at December 31, 1994	<u>3,274,912</u>	<u>98,760,121</u>	<u>(30,189,747)</u>	<u>68,570,374</u>	<u>47,025,649</u>	<u>(1,230,903)</u>
Add (deduct) changes during year ended December 31, 1995:						
Capital grants		12,451,826		12,451,826		
Capital grants administered by the State of Louisiana TIME funds		3,315,994		3,315,994	27,974,351	
Depreciation for the year on assets acquired through capital grants and State funding			(2,418,873)	(2,418,873)		(1,246,886)
Residual equity transfer Increase (decrease) in reserves	(200,000)					
Income to retained earnings						
Balance at December 31, 1995	<u>\$ 3,074,912</u>	<u>\$ 114,527,941</u>	<u>\$ (32,608,620)</u>	<u>\$ 81,919,321</u>	<u>\$ 75,000,000</u>	<u>\$ (2,477,789)</u>

See notes to financial statements.

Net Contributions from State of Louisiana	FAA Contribution Restricted for Future Projects	Total Contributed Capital	Retained Earnings				Total Retained Earnings
			Reserved for Bond Debt Service	Reserved for Capital Additions and Contingencies	Reserved for Revenue Bond Escrow	Unreserved	
\$ 27,830,778	\$ 1,301,696	\$ 92,401,810	\$ 12,195,000	\$ 2,003,323	\$ 682,060	\$ 3,826,139	\$ 18,706,522
		10,073,178					
18,815,956		907,855 18,815,956					
(851,988)		(3,057,071) (200,000)					
			6,691,007	1	247,765	(6,938,773)	
						7,312,608	7,312,608
<u>45,794,746</u>	<u>1,301,696</u>	<u>118,941,728</u>	<u>18,886,007</u>	<u>2,003,324</u>	<u>929,825</u>	<u>4,199,974</u>	<u>26,019,130</u>
		12,451,826					
27,974,351		3,315,994 27,974,351					
(1,246,886)		(3,665,759) (200,000)					
			382,333	(3,324)	(407,484)	28,475	
						9,437,989	9,437,989
<u>\$ 72,522,211</u>	<u>\$ 1,301,696</u>	<u>\$ 158,818,140</u>	<u>\$ 19,268,340</u>	<u>\$ 2,000,000</u>	<u>\$ 522,341</u>	<u>\$ 13,666,438</u>	<u>\$ 35,457,119</u>

NEW ORLEANS INTERNATIONAL AIRPORT

STATEMENTS OF CASH FLOWS YEARS ENDED DECEMBER 31, 1995 AND 1994

	1995	1994
CASH FLOWS FROM OPERATING ACTIVITIES:		
Operating income	\$ 3,271,613	\$ 3,939,762
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	12,986,813	12,164,293
(Decrease) increase in allowance for doubtful accounts	(117,602)	62,627
Changes in assets and liabilities:		
Increase in accounts receivable	(1,293,726)	(585,853)
(Increase) decrease in inventory of materials and supplies	(16,612)	20,534
Decrease in prepaid expenses and deposits	296,381	412,865
Increase in accounts payable	1,552,798	585,516
Increase (decrease) in due to/from City of New Orleans	321,552	(271,914)
Other	5,342,338	(501,497)
	<u>19,071,942</u>	<u>11,886,571</u>
Total adjustments		
Net cash provided by operating activities	<u>22,343,555</u>	<u>15,826,333</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Acquisition and construction of property, plant and equipment	(22,964,526)	(8,277,912)
Capital grants received	12,451,826	10,073,178
Principal paid on revenue bond maturities	(2,445,000)	(1,430,000)
Interest paid on bonds	(14,045,516)	(11,427,825)
Residual equity transfers	(200,000)	(200,000)
Proceeds from issuance of bonds	21,645,000	67,850,000
Cost of bond issuance and insurance	(554,054)	(1,416,019)
Payments made to refund bonds	(23,650,000)	-
Passenger facilities charges collected	10,751,033	10,841,324
	<u>(19,011,237)</u>	<u>66,012,746</u>
Net cash (used in) provided by capital and related financing activities		

(Continued)

NEW ORLEANS INTERNATIONAL AIRPORT

STATEMENTS OF CASH FLOWS YEARS ENDED DECEMBER 31, 1995 AND 1994

	1995	1994
CASH FLOWS FROM INVESTING ACTIVITIES:		
Proceeds from the sale and maturities of investments, net	(10,526,197)	(80,200,813)
Interest and dividends on investments	<u>8,277,895</u>	<u>1,840,570</u>
Net cash used in investing activities	<u>(2,248,302)</u>	<u>(78,360,243)</u>
NET INCREASE IN CASH AND CASH EQUIVALENTS	1,084,016	3,478,836
CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR	<u>23,554,903</u>	<u>20,076,067</u>
CASH AND CASH EQUIVALENTS AT END OF YEAR (Note 2)	<u>\$ 24,638,919</u>	<u>\$23,554,903</u>

NONCASH FINANCING ACTIVITIES:

During 1995, \$3,315,994 and \$27,974,351 of additions to property, plant and equipment and during 1994, \$907,855 and \$18,815,956 of additions to property, plant and equipment were directly funded by the Transportation Infrastructure Model for Economic Development and the Federal Aviation Administration, respectively.

See notes to financial statements.

(Concluded)

NEW ORLEANS INTERNATIONAL AIRPORT

NOTES TO FINANCIAL STATEMENTS YEARS ENDED DECEMBER 31, 1995 and 1994

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The New Orleans International Airport (the "Airport") is a proprietary component unit of the City of New Orleans, Louisiana. The New Orleans Aviation Board (the "Board") 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 accompanying policies of the Airport conform to generally accepted accounting principles as applicable to proprietary component units of governmental entities. A summary of the Airport's significant accounting policies follows:

Basis of Presentation - Proprietary fund accounting is used for the Airport's ongoing operations and activities which are similar to those often found in the private sector. The measurement focus is upon determination of net income. The Airport is a proprietary component unit and accounts for operations (a) that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that 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.

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.

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.

Inventory - The inventory of materials and supplies is valued at cost, determined by the first-in, first-out method.

Investments - Investments are stated at cost or amortized cost.

Property, Plant and Equipment - Property, plant and equipment are carried at cost. Additions, improvements and other capital outlays that significantly extend the useful life of an asset are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred. In situations involving the construction of certain assets financed with the proceeds of tax-exempt borrowings, interest earned on related interest-bearing investments from such proceeds are offset against the related interest costs in determining the amount of interest to be capitalized. \$697,036 of interest income in excess of related interest expense was recognized as a reduction in the cost basis of on-going construction projects during 1995. No such interest was capitalized during 1994.

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. Depreciation of property acquired or constructed through resources normally restricted for capital acquisition, such as capital grants, is included as an operating expense in the statements of revenues and expenses but is transferred to the related contributed capital account.

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.

Due To/Due From the City of New Orleans - Amounts recorded as due to the City of New Orleans primarily relate to the costs of City services provided to the Airport. The cost of such services was \$614,880 and \$765,054 for the years ended December 31, 1995 and 1994, respectively.

Bond Insurance - In conjunction with bonds issued in 1993, 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 date of issuance and are being amortized over the life of the bonds using the interest method.

Revenue Recognition - Landing fees and facility rentals are recorded as revenues of the year for which earned. In accordance with the lease agreements, the airlines using the Airport are required to pay fees and charges in an amount which, when combined with other revenues, are sufficient to pay operating and maintenance expenses of the Airport and meet all other financial requirements established by the General Revenue Bond Trust Indenture, including 125% of annual debt service on the outstanding revenue bonds. Landing fees and facility rentals required under the lease agreements are established on a prospective basis and adjusted based on actual results. On an annual basis, the airlines are either charged or credited for any deficiency or excess between revenues collected during the year and actual requirements for 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. The Airport is authorized to collect up to \$193,889,875 of PFC revenue, all of which is pledged to secure the Series 1994 Revenue bonds, which funds construction of pre-approved capital projects. The estimated expiration date on PFC revenue collection is January 1, 2014.

Federal and State Financial Assistance - The Airport receives financial assistance for costs of construction and improvements to airport facilities through grants from the FAA and funding from the State of Louisiana's Transportation Infrastructure Model for Economic Development ("TIME"). As use of the funds is the prime factor for determining eligibility for financial assistance, the financial assistance received is credited to contributed capital at the time these costs are incurred.

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. Upon termination of employment, an employee is paid for his accrued annual leave based on his current hourly rate of pay and for his accrued sick leave on a formula basis. If termination is the result of retirement, the employee has the option of converting his accrued sick leave to additional years of service. 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 cash, unrestricted certificates of deposit and restricted cash.

2. CASH AND INVESTMENTS

The following are the components of the Airport's cash and investments at December 31, 1995:

	Unrestricted	Restricted	Total
Cash	\$ 14,643,467	\$ 1,629,376	\$ 16,272,843
Certificates of deposit	8,366,076	7,400,903	15,766,979
U.S. Treasury obligations	<u>-</u>	<u>118,063,241</u>	<u>118,063,241</u>
	<u>\$ 23,009,543</u>	<u>\$ 127,093,520</u>	<u>\$ 150,103,063</u>

The following are the components of the Airport's cash and investments at December 31, 1994:

	Unrestricted	Restricted	Total
Cash	\$ 8,345,630	\$ 2,036,801	\$ 10,382,431
Certificates of deposit	13,172,472	7,672,803	20,845,275
U.S. Treasury obligations	<u>-</u>	<u>107,265,144</u>	<u>107,265,144</u>
	<u>\$ 21,518,102</u>	<u>\$ 116,974,748</u>	<u>\$ 138,492,850</u>

For purposes of the statements of cash flows, the Airport considers the following to be cash and cash equivalents:

	December 31,	
	1995	1994
Unrestricted cash	\$ 14,643,467	\$ 8,345,630
Unrestricted certificates of deposit	8,366,076	13,172,472
Restricted cash	<u>1,629,376</u>	<u>2,036,801</u>
	<u>\$ 24,638,919</u>	<u>\$ 23,554,903</u>

At December 31, 1995, the carrying amount of the Airport's unrestricted and restricted cash deposits was \$32,039,822, and the bank balance was \$31,045,934. Cash and certificates of deposit, both unrestricted and restricted, were covered by collateral held by the financial institution in the Airport's name.

State statute authorizes the Airport to invest in U.S. bonds, treasury notes and other federally insured investments. The Airport's short-term investments are categorized below to give an indication of the level of risk assumed by the entity at year-end. Category 1 includes investments that are insured or registered or for which the securities are held by the Airport or its agent in the Airport's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the financial institution's trust department or agent in the Airport's name. Category 3 includes uninsured and unregistered investments for which the securities are held by the financial institution or by its trust department or agent, but not in the Airport's name.

	Category			Carrying Value	Market Value
	1	2	3		
U.S. Treasury obligations	<u>\$118,063,241</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$118,063,241</u>	<u>\$120,521,222</u>

3. SUMMARY OF RESTRICTED ASSETS

Assets restricted for specific purposes in accordance with bond indenture and other legal restrictions are composed of the following at December 31, 1995:

ASSETS	Debt Service Fund	Debt Service Reserve Fund	Revenue Bond Escrow Fund	Renewal and Replacement Fund	Operations and Maintenance Reserve Fund	Capital Improvements Funds	Total
Cash and certificates of deposit	\$ 976,731	\$ 71,415	\$ 144,719	\$ 579	\$ 396	\$ 7,836,439	\$ 9,030,279
U.S. Treasury obligations	<u>1,325,155</u>	<u>19,196,925</u>	<u>377,622</u>	<u>1,999,421</u>	<u>4,967,771</u>	<u>90,196,347</u>	<u>118,063,241</u>
TOTAL	<u>\$ 2,301,886</u>	<u>\$ 19,268,340</u>	<u>\$ 522,341</u>	<u>\$ 2,000,000</u>	<u>\$ 4,968,167</u>	<u>\$ 98,032,786</u>	<u>\$ 127,093,520</u>

4. PROPERTY, PLANT AND EQUIPMENT

Property, plant and equipment includes assets acquired with the Airport's own funds as well as those acquired through resources externally restricted for capital acquisition. A summary of changes in property, plant and equipment is as follows:

	Balance 12/31/94	Additions During Year	Deletions During Year	Balance 12/31/95
Land improvements	\$ 105,671,215	\$ 3,445,742	\$ -	\$ 109,116,957
Buildings and furnishings	164,398,455	4,369,685	349,914	168,418,226
Equipment	3,968,869	22,372	-	3,991,241
Utilities	1,759,426	15,080	-	1,774,506
Heliport	3,037,614	1,199	-	3,038,813
Land and air rights	47,069,036	15,827,287	-	62,896,323
Construction in progress	<u>39,805,830</u>	<u>52,997,853</u>	<u>20,918,427</u>	<u>71,885,256</u>
	365,710,445	76,679,218	21,268,341	421,121,322
Less - accumulated depreciation	<u>(121,197,979)</u>	<u>(12,986,813)</u>	<u>(2)</u>	<u>(134,184,790)</u>
	<u>\$ 244,512,466</u>	<u>\$ 63,692,405</u>	<u>\$ 21,268,339</u>	<u>\$ 286,936,532</u>

Construction in progress is composed of the following at December 31, 1995:

Description	Project Authorization	Expended to December 31, 1995	Remaining Commitments
East/west taxiway	\$ 14,034,741	\$ 192,306	\$ 13,842,435
Relocation of deep water well	290,625	290,625	-
Extend N. parallel east/west taxiway	5,159,849	5,159,849	-
Contractor's insurance	2,964	2,964	-
Master drainage plan	689,867	689,867	-
Environmental impact statement and railroad relocation study	55,746,555	1,353,300	54,393,255
General Aviation connector taxiway	19,935,235	13,668,698	6,266,537
Federal inspection and safety facility	5,623,104	5,623,104	-
West terminal utilities	5,117,868	4,563,165	554,703
Perimeter road, stage I	18,271,980	10,328,823	7,943,157
Airfield lighting control	2,241,146	2,241,146	-
West air cargo apron	22,695,737	879,500	21,816,237
West terminal expansion I	5,117,868	1,812,129	3,305,739
East/west taxiway, stage II	10,294,573	1,812,989	8,481,584
North General Aviation access road and utilities	6,238,250	1,255,704	4,982,546
Plan-east/west taxiway	183,752	150,073	33,679
Perimeter road, stage II	8,912,181	408,324	8,503,857
New Orleans Aviation Board Administration Complex	6,544,135	65,659	6,478,476

Description	Project Authorization	Expended to December 31, 1995	Committed
Lafon Air parallel road	4,727,676	27,727	4,699,949
North east/west taxiway	6,697,694	22,030	6,675,664
Canopy	3,760,765	63,048	3,697,717
East air cargo, phase II	6,680,744	21,176	6,659,568
Terminal loop road/traffic signalization	203,999	53,855	150,144
Concourse E	28,490,564	61,861	28,428,703
North security fence	224,551	1,164	223,387
Airport signage I	2,265,540	317,844	1,947,696
Airport signage II	1,317,847	13,773	1,304,074
Terminal reflooring	1,898,549	194,596	1,703,953
Perimeter road, stage III	4,449,120	8,548	4,440,572
Program management - environmental permitting	1,178,310	1,178,310	-
Terminal asbestos removal	2,640,140	2,253,739	386,401
Water and oil separator	8,136,444	375,056	7,761,388
Concourse D renovation	15,155,999	10,617,446	4,538,553
Directional A/F light, stage I	245,344	148,023	97,321
Parabola room	1,563,564	381,492	1,182,072
Directional A/F light, stage II	1,325,383	99,253	1,226,130
Rehab runways/taxiways PII	1,959,125	166,013	1,793,112
Fire safety, stage II	2,606,833	1,829,244	777,589
Surface movement guidance control system	1,648	1,648	-
Air cargo complex	8,633,668	2,654,624	5,979,044
HVAC west/east terminal	1,882,657	1,034,576	848,081
Perimeter road	200	200	-
Rotating beacon	400,000	260,095	139,905
Roof replacement	1,400,000	71,694	1,328,306
Taxi lot/lounge	308,540	227,032	81,508
Capitalized interest	(697,036)	(697,036)	-
	<u>\$ 294,558,298</u>	<u>\$ 71,885,256</u>	<u>\$ 222,673,042</u>

The following is a summary of estimated useful lives of property, plant and equipment and accumulated depreciation at December 31:

	Estimated Useful Lives (Years)	Accumulated Depreciation	
		1995	1994
Land improvements	10-25	\$ 58,720,969	\$ 53,988,586
Buildings and furnishings	3-25	68,935,247	61,239,890
Equipment	3-10	3,530,876	3,264,421
Utilities	10-25	991,634	905,878
Heliport	5-15	2,006,064	1,799,204
		<u>\$ 134,184,790</u>	<u>\$ 121,197,979</u>

5. LONG-TERM DEBT

Long-term debt consists of the following at December 31, 1995 and 1994:

	1995	1994
Series 1993A Taxable refunding bonds, variable rates, final maturity August 5, 1998	\$ 34,420,000	\$ 58,070,000
Series 1993B Refunding bonds, variable rates, final maturity August 3, 2016	140,020,000	140,370,000
Series 1993C Refunding bonds, variable rates, final maturity August 3, 2011	3,285,000	3,375,000
Series 1994 Revenue bonds, variable rates (4.1% during 1994 and at December 31, 1994), final maturity December 1, 2019	67,850,000	67,850,000
Series 1995A Refunding bonds, variable rates, final maturity August 1, 2015	<u>21,645,000</u>	<u>-</u>
Total	267,220,000	269,665,000
Current portion	(4,425,000)	(2,445,000)
Unamortized loss on advance refunding	<u>(28,290,703)</u>	<u>(29,665,150)</u>
Long-term debt	<u>\$234,504,297</u>	<u>\$237,554,850</u>

Debt service requirements to maturity, including interest of \$170,713,094, for all outstanding bonds are as follows:

December 31,

1996	\$ 18,518,453
1997	45,924,543
1998	18,606,289
1999	18,792,349
2000	18,908,834
Thereafter	<u>317,182,626</u>
	<u>\$437,933,094</u>

The Series 1994 Revenue bonds were issued on December 13, 1994 in order to pay or reimburse the Airport for the cost of construction of certain projects approved by the FAA. These bonds are secured by a pledge of PFC revenue expected to be collected through January 1, 2014. These bonds are also secured by certain Airport funds, including a portion of the Debt Service Reserve Funds.

The Series 1994 Revenue bonds are subject to optional redemptions upon the collection of excess PFC revenues, as defined in the general indenture. These prepayments are expected to result in the optional redemption of all Series 1994 Revenue bonds by 2001. These bonds are also convertible to a fixed rate at any time at the option of the Airport. Until such time, the Series 1994 Revenue bonds are payable upon demand of the registered owner thereof. Such demand, if any, would be satisfied through drawings under letters of credit expiring on December 12, 1999 with two banks. As such, these bonds are classified as long-term debt.

The Series 1993A and 1993B Refunding bonds were issued on February 12, 1993 in order to advance refund all debt issues previously outstanding. The advance refunding resulted in a difference between the reacquisition price and the net carrying amount of the old debt of \$32,184,971. In accordance with Governmental Accounting Standards Board Statement (GASBS) No. 23, "Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Activities," which was implemented during 1993, this difference, reported in the accompanying financial statements as a deduction from bonds payable, is being charged to operations through August 2016 on a straight-line basis.

In connection with the advance refunding during 1993, irrevocable escrow deposits are being invested in U.S. Treasury obligations that, together with interest thereon, will provide amounts sufficient for payment of all principal and interest on the refunded bonds. Accordingly, these refunded bonds along with the related escrow deposits are not shown on the accompanying balance sheets. At December 31, 1995, refunded bonds outstanding were:

Series	Refunded Debt Outstanding
1987	\$63,925,000
1990A	1,420,000
1990B	<u>9,340,000</u>
	<u>\$74,685,000</u>

On June 6, 1995, the Airport issued \$21,645,000 in tax-exempt refunding bonds, Series 1995A, in order to redeem \$23,650,000 of the Series 1993A taxable refunding bonds on August 2, 1995.

The Airport has contracted with an underwriter to issue and deliver additional series of tax-exempt bonds in 1997, the proceeds of which will be used to repay portions of the taxable refunding Series 1993A bonds. At December 31, 1995, \$21,645,000 of the taxable refunding Series 1993A bonds have been classified as long-term debt in connection with this contract. Also, see Note 10 for a discussion of the interest rate swap agreements in place for all outstanding 1993 and 1995 series bonds.

The trust indenture under which the 1993 Series A-C and the 1995 Series A bonds were issued provides for the establishment of restricted funds for the following purposes: the payment of interest and principal on outstanding bonds; the purchase of land, and repairs, replacements, and/or renovations to the Airport; operation and maintenance expenses for which amounts are not otherwise available; and future bond issuance costs. Consequently, the Airport has established the Debt Service Fund, the Debt Service Reserve Fund, the Renewal and Replacement Fund, the Operations and Maintenance Reserve Fund and the Revenue Bond Escrow Fund.

6. EQUITY

Contributed capital recorded by the Airport represents amounts received from the federal and state governments and the City of New Orleans to finance the cost of construction of airport facilities.

The City's contribution was made from the sale of \$11,500,000 of general obligation bonds. Annually, the Airport transfers a certain amount (\$200,000 in both 1995 and 1994) to the City's Capital Projects Fund as partial repayment of the City's contribution. These amounts are reported as residual equity transfers in the statements of changes in equity. At December 31, 1995 and 1994, the cumulative amount transferred to the City under this arrangement was \$8,155,737 and \$7,955,737, respectively.

During 1989, the TIME was established which provides for the collection of a special tax on all gasoline and motor fuels to be used for various transportation projects. Under the provisions of the TIME agreement, the State of Louisiana will act as administrator of the funding for \$75 million of airport improvement projects over a five year period which began in 1990. The State will also act as administrator for FAA grants which are associated with the TIME projects. The State provided \$27,974,351 and \$18,815,956 of TIME funds during 1995 and 1994, respectively. The FAA provided \$3,315,994 and \$907,855 during 1995 and 1994, respectively, as administrated by the State under the TIME agreement.

7. PENSION PLAN

Employees and officers of the Airport are eligible for membership in the Employees' Retirement System of the City of New Orleans (the "Plan"), a defined benefit contributory retirement plan. A separate financial report on the plan for the year ended December 31, 1995 containing additional information required under GASBS No. 5, "Disclosure of Pension Information by Public Employee Retirement Systems and State and Local Government Employers," is available from the City of New Orleans Director of Finance.

The Airport's annual contribution to the Employees' Retirement System is based on the amount determined by the actuary of the Plan, which includes amortization of past service costs over a period of 30 years. The Airport's contribution to the Plan for the years ended December 31, 1995 and 1994 was \$655,050 and \$586,666, respectively.

At January 1, 1995 (latest information available), the Employees' Retirement System's actuarial present value of accumulated vested plan benefits was \$166,070,000 and of accumulated non-vested plan benefits was \$15,062,000. The actuarial market value of net assets available for benefits at that date amounted to \$180,626,000. The assumed average rate of return used in determining the actuarial present value of accumulated plan benefits was 7%.

8. RENTALS UNDER OPERATING LEASES

The Airport leases space in its terminal to various airlines, concessionaires and others. These leases are for varying periods ranging from one to four years and require the payment of minimum annual rentals. Most leases are subject to adjustment upwards or downwards based upon the operational and capital requirements of the Airport. Leases with concessionaires require payment of percentage rent based on sales in excess of stipulated amounts.

The following is a schedule by year of aggregate future minimum rentals on noncancelable operating leases as of December 31, 1995:

1996	\$ 7,994,889
1997	7,694,269
1998	<u>199,867</u>
	<u>\$15,889,025</u>

The above amounts do not include contingent rentals which may be received under most of the leases; such contingent rentals, including month-to-month concession agreements, amounted to \$17,739,196 in 1995 and \$16,691,076 in 1994.

9. COMMITMENTS AND CONTINGENCIES

Self-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.

Claims and Judgments - There are several pending lawsuits in which the Airport is involved. Based upon management's review and evaluation of such lawsuits and the advice of legal counsel, the Airport believes that the potential claims resulting from such litigation and not covered by insurance would not materially affect the financial statements.

Federal Financial Assistance - The Airport participates in a number of federal financial assistance programs. Although the grant programs have been audited through December 31, 1994 in accordance with the Single Audit Act of 1984, these programs are still subject to financial and compliance audits by governmental agencies.

Arbitrage - The Airport has issued tax-exempt bonds which are subject to arbitrage regulations of the Internal Revenue Service (IRS), which regulations impose restrictions on the use of proceeds from tax-exempt bonds. If certain of these restrictions are not complied with, the bonds could lose their tax-exempt status retroactive to the date of original issuance and also result in the Airport being subject to arbitrage rebates. The Airport believes it is in compliance with the arbitrage regulations with respect to all of its tax-exempt bond issues.

10. INTEREST RATE SWAP AGREEMENTS

The Airport has entered into interest rate swap agreements to reduce the impact of changes in interest rates on its Series 1993A-C and 1995A variable rate refunding bonds (see Note 5). As of December 31, 1995, the Airport had four interest rate swap agreements outstanding with a commercial bank (swap party), having total principal amounts of \$34,420,000, \$140,020,000, 3,285,000 and \$21,645,000 for the 1993A, 1993B, 1993C and 1995A issues, respectively. Pursuant to these swaps, the Airport is obligated to pay interest at a fixed rate of 5.45%, 5.49%, 5.34% and 6.14% for the 1993A, 1993B, 1993C and 1995A issues, respectively. The swap party is obligated to pay at a rate based on a floating rate market index. These agreements effectively adjust the interest rate on these debt issues to the respective amounts noted above. All four swap agreements commenced on January 4, 1993. The 1993A, 1993B, 1993C and 1995A agreements terminate in August of 1998, 2016, 2011 and 2014, respectively. The Airport is exposed to credit loss in the event of nonperformance by the swap party; however, the Airport does not anticipate such nonperformance.

A standby bond purchase agreement is also in effect over the life of the bonds whereby if the remarketing agent is unable to remarket these variable rate bonds, there is a liquidity provider that agrees to purchase the bonds at the principal amount plus interest. If the liquidity provider purchases the bonds, the interest rate would be the prime rate or the prime rate plus two percent (if the bonds are held by the liquidity provider in excess of one year) not to exceed the maximum permitted by law, or twenty-five percent.

* * * * *

SCHEDULE I

NEW ORLEANS INTERNATIONAL AIRPORT

SUPPLEMENTAL SCHEDULE OF INVESTMENTS
DECEMBER 31, 1995

Description	Year Acquired	Maturity Date	Par Value	Carrying Value	Market Value
OPERATIONS AND MAINTENANCE RESERVE FUND					
U.S. Treasury Bills: Premier Bank	1995	8/22/96	<u>\$5,245,000</u>	<u>\$4,967,771</u>	<u>\$5,073,384</u>
DEBT SERVICE FUND					
U.S. Treasury Bills: Premier Bank	1995	7/25/96	85,000	81,590	82,538
Premier Bank	1995	7/25/96	1,091,000	1,046,842	1,059,394
Premier Bank	1995	7/25/96	172,000	165,009	167,017
Premier Bank	1995	7/25/96	<u>33,000</u>	<u>31,714</u>	<u>32,044</u>
			<u>1,381,000</u>	<u>1,325,155</u>	<u>1,340,993</u>
CAPITAL IMPROVEMENTS FUND					
U.S. Treasury Bills: Premier Bank	1995	7/25/96	238,000	267,901	274,801
Premier Bank	1995	2/29/96	950,000	942,452	942,296
Premier Bank	1995	3/28/96	97,000	95,431	95,797
U.S. Treasury Notes: Premier Bank	1994	1/31/97	1,395,000	1,357,291	1,410,261
Premier Bank	1994	1/31/96	2,133,000	2,055,679	2,130,995
Premier Bank	1994	10/31/96	1,404,000	1,386,450	1,421,985
Premier Bank	1994	11/15/96	1,166,000	1,158,713	1,185,670

(Continued)

NEW ORLEANS INTERNATIONAL AIRPORT

SUPPLEMENTAL SCHEDULE OF INVESTMENTS DECEMBER 31, 1995

Description	Year Acquired	Maturity Date	Par Value	Carrying Value	Market Value
U.S. Treasury Notes:					
Premier Bank	1994	10/31/97	6,338,000	6,312,294	6,397,387
Premier Bank	1994	12/31/96	932,000	906,953	940,733
Premier Bank	1995	12/31/97	2,485,000	2,502,861	2,523,045
Premier Bank	1994	12/31/95	2,140,000	2,074,463	2,140,000
Premier Bank	1994	2/29/96	2,115,000	2,047,254	2,113,012
Premier Bank	1994	3/31/96	2,156,000	2,093,341	2,155,332
Premier Bank	1994	4/30/97	405,000	397,596	413,606
Premier Bank	1994	5/15/96	1,892,000	1,887,566	1,906,777
Premier Bank	1994	4/30/97	2,140,000	2,084,494	2,142,012
Premier Bank	1994	6/30/96	3,896,000	3,859,530	3,910,610
Premier Bank	1994	7/31/97	106,000	100,418	106,463
Premier Bank	1994	7/31/96	1,917,000	1,874,766	1,926,585
Premier Bank	1994	8/31/96	1,974,000	1,963,513	1,998,675
Premier Bank	1994	9/30/96	1,694,000	1,677,854	1,715,175
			<u>37,573,000</u>	<u>37,046,820</u>	<u>37,851,217</u>
RENEWAL AND REPLACEMENT FUND					
U.S. Treasury Bills:					
Premier Bank	1995	8/22/96	2,111,000	1,999,421	2,041,928
DEBT SERVICE RESERVE FUND					
U.S. Treasury Bills:					
Premier Bank	1995	1/26/96	1,038,000	1,009,663	1,034,502
U.S. Treasury Notes:					
Premier Bank	1994	11/15/96	6,102,000	6,063,862	6,204,941
Guaranteed REMIC - Federal National Mortgage Association Premier Bank	1993	1/25/06	12,123,000	12,123,400	12,511,315
			<u>19,263,000</u>	<u>19,196,925</u>	<u>19,750,758</u>

(Continued)

NEW ORLEANS INTERNATIONAL AIRPORT

SUPPLEMENTAL SCHEDULE OF INVESTMENTS DECEMBER 31, 1995

Description	Year Acquired	Maturity Date	Par Value	Carrying Value	Market Value
REVENUE BOND ESCROW					
U.S. Treasury Bills:					
Premier Bank	1995	5/30/96	288,000	273,554	281,903
Premier Bank	1995	5/2/96	108,000	104,068	106,133
			<u>396,000</u>	<u>377,622</u>	<u>388,036</u>
IMPOSE ACCOUNT					
U.S. Treasury Bills:					
Premier Bank	1995	3/28/96	1,339,000	1,319,012	1,322,396
U.S. Treasury Notes:					
Premier Bank	1994	1/31/97	3,277,000	3,188,419	3,312,850
Premier Bank	1994	1/31/99	1,302,000	1,175,462	1,291,415
Premier Bank	1994	1/31/98	1,248,000	1,173,120	1,257,747
Premier Bank	1994	4/30/96	5,566,000	5,503,511	5,571,232
Premier Bank	1994	6/30/97	1,201,000	1,164,407	1,221,261
Premier Bank	1994	6/30/98	1,274,000	1,170,089	1,270,815
			<u>15,207,000</u>	<u>14,694,020</u>	<u>15,247,716</u>
PFC TIME REIMBURSEMENT FUND					
U.S. Treasury Bills:					
Premier Bank	1995	10/17/96	3,044,000	2,886,578	2,921,114
Premier Bank	1995	11/14/96	2,813,000	2,672,438	2,688,581
Premier Bank	1995	1/25/96	1,182,000	1,174,560	1,178,017
Premier Bank	1995	2/22/96	620,000	607,051	615,511
Premier Bank	1995	3/28/96	2,690,000	2,654,118	2,656,644
			<u>10,349,000</u>	<u>9,994,745</u>	<u>10,059,867</u>

(Continued)

NEW ORLEANS INTERNATIONAL AIRPORT

SUPPLEMENTAL SCHEDULE OF INVESTMENTS DECEMBER 31, 1995

Description	Year Acquired	Maturity Date	Par Value	Carrying Value	Market Value
PFC REDEMPTION FUND					
U.S. Treasury Bills:					
Premier Bank	1995	35,153	<u>5,345,000</u>	<u>5,302,534</u>	<u>5,301,652</u>
PFC TIME FUND					
U.S. Treasury Bills:					
Premier Bank	1995	4/18/96	2,357,000	2,311,278	2,321,174
Premier Bank	1995	5/30/96	3,138,000	2,999,907	3,071,569
Premier Bank	1995	6/27/96	3,268,000	3,144,778	3,189,496
Premier Bank	1995	1/25/96	2,893,000	2,843,517	2,883,251
Premier Bank	1995	2/15/96	2,605,000	2,533,027	2,588,849
Premier Bank	1995	2/29/96	1,382,000	1,349,706	1,370,792
Premier Bank	1995	3/28/96	2,673,000	2,629,584	2,639,855
U.S. Treasury Notes:					
Premier Bank	1995	3/31/98	2,016,000	1,992,060	2,012,210
Premier Bank	1995	4/30/98	1,975,000	1,950,313	1,970,063
Premier Bank	1995	5/31/98	<u>1,414,000</u>	<u>1,404,058</u>	<u>1,418,412</u>
			<u>23,721,000</u>	<u>23,158,228</u>	<u>23,465,671</u>
			<u>\$120,591,000</u>	<u>\$118,063,241</u>	<u>\$120,521,222</u>

(Concluded)

SCHEDULE II

NEW ORLEANS INTERNATIONAL AIRPORT

SUPPLEMENTAL SCHEDULE OF OPERATING REVENUES AND EXPENSES BY AREA OF ACTIVITY YEAR ENDED DECEMBER 31, 1995

	Terminal Landing Area	Rental Buildings and Area	Leased Buildings and Area	Sites Area	Total
Operating revenues	\$18,337,224	\$26,538,638	\$230,702	\$562,589	\$45,669,153
Direct expenses	<u>936,104</u>	<u>9,748,050</u>	<u>67,630</u>	<u>9,729</u>	<u>10,761,513</u>
Operating revenues, less direct expenses	17,401,120	16,790,588	163,072	552,860	34,907,640
Depreciation of area assets	<u>1,007,275</u>	<u>6,629,946</u>	<u>250,812</u>	<u>-</u>	<u>7,888,033</u>
Operating revenues, less direct expenses and depreciation	<u>\$16,393,845</u>	<u>\$10,160,642</u>	<u>\$ (87,740)</u>	<u>\$552,860</u>	<u>27,019,607</u>
Other operating expenses:					
Depreciation of general assets					1,433,021
Depreciation of capital grants assets					3,665,759
Administrative					17,500,641
General maintenance					1,128,496
Utility building expenses					<u>20,077</u>
Total other operating expenses					<u>23,747,994</u>
Operating income					<u>\$ 3,271,613</u>



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**INDEPENDENT AUDITORS' REPORT ON THE INTERNAL CONTROL STRUCTURE
BASED ON THE AUDIT OF THE FINANCIAL STATEMENTS**

New Orleans Aviation Board
New Orleans, Louisiana

We have audited the financial statements of the New Orleans International Airport as of and for the year ended December 31, 1995 and have issued our report thereon dated May 22, 1996.

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

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

In planning and performing our audit of the financial statements of the New Orleans International Airport for the year ended December 31, 1995, we obtained an understanding of the internal control structure. With respect to the internal control structure, we obtained an understanding of the design of relevant policies and procedures and whether they have been placed in operation, and we assessed control risk in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide an opinion on the internal control structure. Accordingly, we do not express such an opinion.

Our consideration of the internal control structure would not necessarily disclose all matters in the internal control structure that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a reportable condition in which the design or operation of one or more of the specific internal control structure elements does not reduce to a relatively low level the risk that errors or irregularities in amounts that would be material in relation to the general purpose financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. We noted no matters involving the internal control structure and its operation that we consider to be material weaknesses as defined above.

This report is intended for the information of the New Orleans Aviation Board, management and others within the New Orleans International Airport, and the Louisiana Legislative Auditor. However, this report is a matter of public record and its distribution is not limited.

Deloitte + Touche LLP

May 22, 1996



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
BASED ON THE AUDIT OF FINANCIAL STATEMENTS**

New Orleans Aviation Board
New Orleans, Louisiana

We have audited the financial statements of the New Orleans International Airport as of December 31, 1995 and for the year then ended, and have issued our report thereon dated May 22, 1996.

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

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

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

This report is intended for the information of the New Orleans Aviation Board, management, and others within the New Orleans International Airport, and the Louisiana Legislative Auditor. However, this report is a matter of public record and its distribution is not limited.

Deloitte & Touche LLP

May 22, 1996